Annual Report
2013
Flughafen Wien AG

www.viennaairport.com

› Key Data on the Flughafen Wien Group

Key Data on the Flughafen Wien Group

Financial Indicators

in € million (excluding employees)	2013	Change in %	2012	2011	2010
Total revenue	622.0	+2.4	607.4	582.0	533.8
Thereof Airport*	331.4	+5.1	315.3	294.6	260.0
Thereof Handling*	151.9	-2.6	155.9	160.5	165.2
Thereof Retail & Properties*	121.2	+1.4	119.5	110.6	93.6
Thereof Other Segments*	17.5	+5.4	16.6	16.1	14.5
EBITDA	241.5	+9.1	221.4	189.0	168.1
EBITDA margin (in %)[1]	38.8	n.a.	36.5	32.5	31.5
EBIT	112.1	+3.8	108.0	67.2	102.3
EBIT margin (in %)[2]	18.0	n.a.	17.8	11.5	19.2
ROCE (in %)[3]	5.1	n.a.	4.9	3.2	5.1
Net profit after non-controlling interests	73.3	+1.9	71.9	31.6	75.7
Cash flow from operating activities	204.4	+13.7	179.7	178.9	169.7
Equity	905.9	+6.4	851.6	811.4	823.0
Equity ratio (in %)	46.4	n.a.	41.3	37.7	41.2
Net debt	633.4	-12.0	719.6	751.7	666.3
Balance sheet total	1,953.9	-5.2	2,061.8	2,150.2	1,998.5
Gearing (in %)	69.9	n.a.	84.5	92.6	81.0
Capital expenditure[4]	72.8	-28.0	101.2	260.2	145.5
Income taxes	23.5	+9.7	21.4	13.5	23.0
Average number of employees for the year[5]	4,399	-1.7	4,475	4,525	4,266
Number of employees on 31.12.	4,247	-1.3	4,306	4,500	4,336

* 2012 adjusted to the new segment reporting

Definitions: 1) EBITDA margin (Earnings before Interest, Taxes, Depreciation and Amortisation) = EBIT + depreciation and amortisation / 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: Intangible assets, property, plant and equipment and prepayments, including corrections to invoices from previous years;
5) Average number of employees for the year: Weighted average number of employees including apprentices excluding employees on official non-paying leave (maternity, military, etc.) and excluding the Management Board and managing directors;

Industry Indicators

	2013	Change in %	2012	2011	2010
Passengers (in mill.)	22.0	-0.7	22.2	21.1	19.7
Thereof transfer passengers (in mill.)	6.8	-3.7	7.1	6.5	5.9
Flight movements	231,179	-5.5	244,650	246,157	246,146
MTOW (in mill. tonnes)[6]	7.9	-2.6	8.1	8.3	8.0
Cargo (air cargo and trucking; in tonnes)	256,194	+1.6	252,276	277,784	295,989
Seat occupancy (in %)[7]	74.8	n.a.	73.0	69.6	68.9

Stock Market Indicators

	2013	Change in %	2012	2011	2010
Shares outstanding (in million)	21	0.0	21	21	21
P/E ratio (as of 31.12.)	17.5	+39.1	12.6	19.4	14.2
Earnings per share (in €)	3.49	+2.0	3.42	1.50	3.61
Dividend per share (in €)[8]	1.30	+23.8	1.05	1.00	2.00
Dividend yield (as of 31.12.; in %)	2.1	n.a.	2.4	3.4	3.9
Pay-out ratio (as a % of net profit)	37.3	n.a.	30.5	66.5	55.5
Market capitalisation (as of 31.12.; in € mill.)	1,281.0	+41.9	902.8	614.3	1,075.8
Stock price: high (in €)	61.43	+42.9	42.99	51.98	51.23
Stock price: low (in €)	41.00	+57.5	26.04	25.70	33.11
Stock price: as of 31.12. (in €)	61.00	+41.9	42.99	29.25	51.23
Market weighting ATX Prime (as of 31.12.; in %)[9]	1.4	n.a.	1.1	1.0	n.a.

6) MTOW: Maximum take-off weight for aircraft; 7) Seat occupancy: Number of passengers/Available number of seats; 8) Dividend 2013: Recommendation to the Annual General Meeting; 9) ATX Prime: The VIE share was reclassified from the ATX to the ATX Prime in March 2011

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http://ir.viennaairport.com
Noise protection programme at Vienna International Airport:
http://www.laermschutzprogramm.at
The environment and aviation:
http://www.vie-umwelt.at
Facts & figures on the third runway:
http://www.drittepiste.viennaairport.com
Dialogue forum at Vienna International Airport:
http://www.dialogforum.at
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http://www.viemediation.at

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Content

Günther Ofner

Julian Jäger

Dear Shareholders

The 2013 financial year, which is the subject of this annual report, was challenging but, in the end, also very successful. The development of business was influenced by a number of unusual factors. A long severe winter with masses of snow that, according to statistics, are seen only every 50 years demanded top performance by our employees.

Passenger traffic was also negatively affected by political crises like the one in Egypt as well as strikes by airlines and several European airports. However, we exceeded all our earnings targets for the year and also met our claim to generate profitable revenue growth while reducing debt.

A total of 22 million travellers used our airport in 2013. That is 0.7% less than the previous year and resulted, not least, from the above-mentioned factors. The decline is based primarily on a lower number of transfers, since there was a slight increase in local passengers during the year. Flight movements fell by 5.5% to 231,179 due the use of larger aircraft and an increase in seat occupancy from 73.0% to 74.8%. In spite of these developments, Vienna Airport successfully defended its strategic position as a key hub to Central and Eastern Europe. Vienna still offers the most direct connections to this region with roughly 40 destinations, ranking ahead of Munich and Frankfurt.

Against this backdrop, Flughafen Wien Group (FWAG) recorded a year-on-year increase of 2.4% in revenue to € 622 million in 2013. EBITDA rose by 9.1% to € 241.5 million, the EBITDA margin increased to 38.8% (from only 31.5% in 2010) and net profit grew by 1.9% to € 73.3 million. This last development is particularly satisfying because productivity im- >

provements were able to offset the higher operating costs and depreciation that accompanied the first full year of operations in the new terminal. The improvement in productivity is also reflected in a 1.7% year-on-year reduction in the average workforce to 4,399 employees.

Strict cost management and a clear focus on efficiency allowed us to substantially increase FWAG's financial strength during the past year. The company's debt level fell by 12%, or € 86.2 million, to € 633.4 million. Gearing – i.e. net debt in relation to equity – improved by 14.6 percentage points to 69.9%. Key support for this development was provided by the successful enforcement of claims against contractors involved in the construction of the new terminal. Ultimately, the costs for the Check-in 3 were cut to less than € 725 million. The company's internal financing strength, measured by cash flow, also improved significantly in 2013. The relevant indicator rose by 13.7% over 2012 to € 204.4 million.

FWAG's investments also generated sound growth in 2013. Excellent performance was recorded, above all, by Malta Airport with an increase of 10.4% in the number of passengers. The earnings contribution from this, our most important investment, rose significantly by 20.4% to € 5.0 million.

You, our shareholders, will benefit directly from the positive development of earnings through a substantial increase in the recommended dividend from € 1.05 to € 1.30. Additionally, the price of the FWAG share rose by 42% alone in 2013 – or by over 150% since March 2012 – and the turnover of FWAG shares on the Vienna Stock Exchange was also noticeably higher. These two factors, which underscore the renewed confidence of investors in our company, lead to the reinstatement of the FWAG share in the ATX, the leading index of the Vienna Stock Exchange, which will take place at the end of March 2014.

Our primary strategic goal – profitable growth – naturally also requires the continuous improvement of our infrastructure. In this area, we made important progress during 2013. The renovation and reinforcement of runway 16/34 – which covers 220,000 square metres – was completed on schedule and within budget. The redesigned Check-in 1 was also formally opened at the beginning of the year. The addition of numerous new shops and the steady expansion of the gastronomy offering further improved the travel experience for our passengers, a development that was reflected in a much more favourable rating in the Airport Service Quality Report, the most important international airport quality study. This standing was also the result of numerous detailed measures ranging from improvements in the orientation system and monitors to the creation of a customer service counter near the security controls.

Sustainable cost reductions and the additional destinations that will expand our offering in the new year lead to expectations of revenue and earnings growth in 2014. Our strategy to attract more Star Alliance partners to Vienna, especially on long-haul routes, is paying off. In addition to EVA-Air, Air China and Ethiopian are now adding Vienna to their schedules. Our plans for 2014 also include the revitalisation of Pier West. This project will be completed by the end of the year and provide travellers with modern, attractive surroundings as well as an expanded retail and gastronomy offering. The contract for the construction and operation of a further hotel on the airport grounds should be awarded this summer – one more important step on Vienna Airport's transformation into the

Airport-City.

With regard to the development of passenger traffic, the first quarter growth in 2014 is expected to be weak, but numerous new long-haul routes – for example to Newark, Peking and Addis Ababa – and higher frequencies to key destinations like London and Frankfurt lead us to expect a sound plus for the summer flight plan. For the full 12 months of 2014, we are therefore projecting an increase of 1% to 3% in the number of passengers.

Our operating goals remain intact – a further increase in earning power accompanied by a parallel reduction in debt – in order to create added financial flexibility. In 2014 we are expecting revenue of over € 630 million, EBITDA of more than € 240 million and net profit of over € 75 million. Debt should fall below € 600 million, which means we will meet our long-term goal – net debt less than 2.5-times EBITDA – two years earlier than planned.

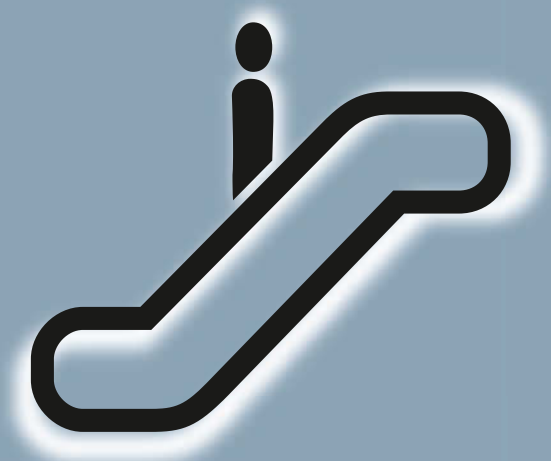
Our company's strategic focus remains unchanged. We want to strengthen Vienna's position as the leading air traffic hub to destinations in Central and Eastern Europe, improve the airport's infrastructure and optimally utilise the resulting earnings and growth opportunities.

We would be pleased to have you accompany us on this journey as our shareholders and thank you sincerely for your confidence.

Schwechat, 7 March 2014
The Management Board

Günther Ofner
Member, CFO

Julian Jäger
Member, COO



Corporate Strategy

Flughafen Wien AG is the operator of Vienna Airport. We are one of the leading airports in Europe because we meet the needs of our customers as a key east-west hub with a professional approach and a focus on service. Our catchment area covers a population of nearly 12 million in one of the fastest growing regions in Europe.

We want to strategically strengthen our position in the international aviation sector over the coming years and outpace the European average for growth in passenger traffic. Our activities are concentrated on three main focal points that are intended to support a sustainable increase in the value of our company:

Increase customer satisfaction and optimally support the hub function

In many quality and service indicators that are vital for customer satisfaction – e.g. on-time service, transfer reliability and aircraft handling – we already hold a leading position. We want to strengthen this orientation in the future and reach a customer satisfaction rating that is above-average in international comparison. The activities to meet this goal include, above all, specially directed construction and organisational measures to improve passenger comfort and the terminal experience. We have also implemented a systematic coordination and management platform entitled "Service WM" to maintain a steady increase in service quality as part of a continuous improvement process.

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We create the best possible conditions for transfer traffic. The incentive programme for the fees charged by the Flughafen Wien Group (FWAG) – in particular the transfer incentive – is designed to support this goal. Aviation Marketing is responsible, above all, for actively promoting strategically important transfers on intercontinental routes and traffic to destinations in Eastern and Central Europe. In 2012 agreements were concluded with Austrian Airlines and NIKI to further strengthen the existing partnerships. This productive cooperation continued during 2013 with the optimised coordination of core processes to generate service and cost advantages for both sides. We are also optimising the transfer quality at Vienna Airport by creating the necessary spatial requirements for short transfer routes and quick connecting times. The service quality for passengers will be improved by the construction of a railway station that connects the airport to the long-distance rail network and by a connecting passageway between Schengen and non-Schengen bus arrivals that will substantially shorten the walk to the baggage claim hall.

The Handling Segment plays an important role in the airport's competitive strength with the high quality of its processes and services. Service level agreements with the airlines, continuous quality monitoring and a proactive approach to dealing with customer requests help to protect and increase this high quality level over the long-term.

Develop new opportunities for success and optimally utilise extisting potentials

› Aviation

Air travel is a growth market. By expanding the airport infrastructure and capacity to meet demand, we help the airlines to realise opportunities for growth. The most important infrastructure measure in 2013 was the complete renovation of runway 16/34, which covered the removal and replacement of the surface layer, base layer and shoulders over an area of approx. 220,000 m². The project "parallel runway 11R/29L" (third runway) is in an advanced stage of the official approval process and will offer the airlines a long-term growth perspective in Vienna. Work is currently proceeding to optimise the existing two-runway system in close cooperation with the system partners until a final decision is taken on the realisation of the third runway project. The capital expenditure programme for 2015 includes the renovation of runway 11/29. Options are also under evaluation for the necessary revitalisation of Check-in 2, one of the oldest structures at the airport. Future plans include the expansion of terminal capacity and the redesign of the current terminal configuration.

› Retail & Properties

We see significant opportunities for growth in the shopping and gastronomy business at Vienna Airport. Through a wide range of measures, we intend to increase the attractiveness of this offering and move Vienna closer to the leading international airports in this area of business over the coming years. Our plans for the shopping and gastronomy zones include the optimisation of the shop mix, an increase in the offering through the addition of new brands, the restyling of shopping space and the adaptation of passenger routes in the terminal (e.g. walk-through concepts).

The scheduled redesign and improvement of Pier West and the Plaza in 2014 are expected to increase frequency and revenue per passenger in this area. In addition, a new management system will be implemented to measure and improve the performance of the individual shops. This system will also support the systematic development of the purchasing potential at this location.

Our objective is to create a larger retail area that is accessible for all passengers through the redesign of the current terminal configuration over the long-term. That will allow us to realise significant opportunities for additional income and growth.

In the real estate area, we are pursuing a balanced development strategy for the "Airport City Vienna". The product segments with an attractive earnings/risk profile will be actively expanded in the coming years, above all hotels, meetings & conferencing, offices and cargo real estate. We will be working at different levels of the value chain, depending on the specific projects. The addition of a new hotel in the budget price segment and the expansion of available areas in the current air cargo centre are currently in a concrete planning or realisation phase. Our short-term goal for the office properties is to optimise the existing portfolio and improve earnings by increasing occupancy and reducing operating costs.

We are also bundling our portfolio of advertising options and formats under a separate umbrella brand "Vienna Airport-MEDIA" (http://www.airport-media.at). This will support the premium positioning of our products with a focus on innovation, exclusivity and quality. Our goal is to increase advertising revenue at a rate that is substantially higher than the growth in passenger volumes.

› Handling

The Handling Segment is the clear market leader for both aircraft and cargo handling. In 2013, the Handling Segment had an average market share of 88.5%. However, we expect practically no growth in flight movements over the coming years because of changes in the airlines' fleet mix (trend towards larger aircraft) and rising seat occupancy. This development will create a major challenge for the generation of a positive contribution to earnings and limit the growth perspectives for the handling business. Our strategy calls for the protection of our leading position so we will be able to make the best possible use of the available market potential. Our activities in the handing business will be focused, above all, on strengthening quality leadership, expanding added value by closing the gaps in our offering of passenger handling services and further improving process and cost efficiency.

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Generate high productivity and profitability

The realisation of the planned offensive growth strategy requires appropriate investments. However, these investments can only be made when earnings have been strengthened and the company's internal financing capability has been improved. Flughafen Wien Group is therefore pursuing a strategic programme to increase productivity, streamline processes and sustainably improve cost efficiency. These measures will create the necessary foundation for maintaining Vienna's status as the airport with the lowest net fees among the primary hubs (Frankfurt, Munich and Zurich) used by the Lufthansa Group.

All segments and business units are involved in this programme. A number of measures were successfully launched or implemented in recent months and have brought positive results with respect to time, costs and quality. The focal points of these activities in 2013 are listed below:

Productivity – as measured by the number of traffic units (passengers and cargo) per employee – increased further in 2013.

Information gained from the operation of the new terminal Check-in 3 has led to substantial savings in general operating and process costs.

Restructuring and process improvements carried out as part of the ongoing efforts to optimise the organisational structures and workflows led to a year-on-year reduction of 1.3% in the workforce to 4,247 as of 31 December 2013 with no negative effects on service quality. Among others, the environmental management business unit was combined with the facility management unit to support the realisation of synergies. Construction maintenance was integrated in the subsidiary VIE ÖBA GmbH to bundle the implementation and monitoring of these projects in a single unit

Cleaning costs were also reduced, among others by shifting from fixed cleaning intervals to a demand-based schedule. This allows for better reaction to the different passenger flows at different times.

In order to better utilise available personnel resources, services previously supplied by external firms (e.g. winter services for roads and walkways) are now provided by a subsidiary. This changeover also led to a reduction in costs.

Many of the measures implemented in 2012 were also continued and intensified during the past year and will lead to a sustainable improvement in productivity and cost efficiency. Included here are the energy efficiency improvement programme, the optimisation of maintenance works between buildings and business units and process improvements in the Handling Segment through the reduction of overlapping activities in the value chain.

Corporate Profile

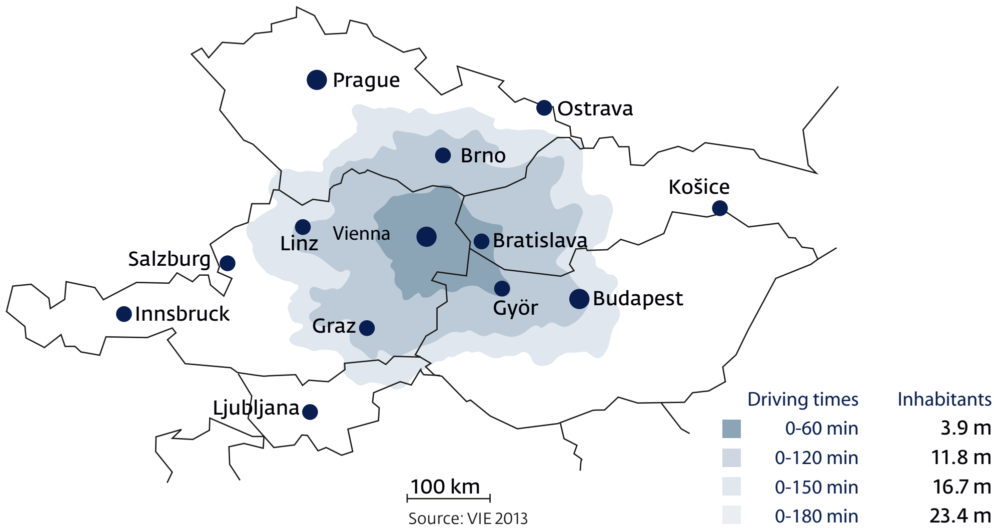
The airport location in Vienna – Schwechat

Vienna Airport covers a total area of more than 10 km². It is located roughly 20 kilometres from the centre of Vienna and can be easily reached in a short time via motorway, rapid transit railway and the City Airport Train (CAT).

Supported by a clear geographical advantage, Vienna Airport has positioned itself as a gateway to Central and Eastern Europe and the Middle East. The distinguishing factors for Vienna Airport include an extensive offering of 177 destinations in 69 countries as well as high service quality through short connecting times, outstanding reliability in baggage handling and a punctuality rate that has been among the best in Europe for many years.

Within roughly two hours driving time, the catchment area of Vienna Airport covers Austria as well as parts of the Czech Republic, Slovakia, Hungary and Slovenia. Nearly 11.8 million people live within this two-hour radius, and the addition of only one further hour expands the catchment area to 23.4 million. Infrastructure development in the neighbouring countries has led to the steady expansion of Vienna's catchment area in recent years. The economic recovery process in these countries is also reflected in a growing interest in travel.

A growing number of people can now reach Vienna Airport easily and quickly by private car, bus or rail. We want to make the trip to the airport even faster and easier in the future. After the opening of the new railway station at Vienna Airport and in accordance with ÖBB, intercity trains from the west will be able to reach the airport directly via Vienna's central railway station. That should reduce the travelling time from Linz to Vienna Airport to approx. 1 hour and 40 minutes and the travelling time from Salzburg to >



Vienna Airport to approx. 2 hours and 45 minutes.

Its geographical location as the gateway to Eastern Europe and a catchment area with above-average economic growth as well as high-quality services make Vienna an attractive airport for many airlines. This is true for Vienna's home carrier Austrian Airlines – and consequently also for the Lufthansa Group – as well as NIKI/airberlin, which uses Vienna among others as a hub to destinations in Greece.

An important step in the modernisation of Vienna Airport's infrastructure was the opening of the terminal extension Check-in 3 in June 2012. This new complex has over 17 aircraft parking positions close to the building, additional check-in counters, central security controls, modern baggage sorting equipment and attractive shopping and gastronomy areas. Vienna Airport will therefore be able to maintain its proven fast, high-quality passenger handling even as it grows in the future.

In addition to providing the necessary terminal areas, aircraft parking positions and improved taxiways, an airport must also have sufficient runway capacity to benefit from the expected future growth in air traffic.

Vienna's current system of two intersecting runways can accommodate on a normalised base a maximum of 72 flight movements per hour. If growth forecasts are met in the coming years, the runway system will reach its capacity limit after 2020. In order to react to this projected demand, an application was filed with the responsible authorities in the provincial government of the province of Lower Austria in March 2007 to request approval for the realisation of the project "parallel runway 11R/29L" (the third runway). A positive decision in the first instance was issued in July 2012. Appeals against this decision are now being handled by the Austrian Federal Administrative Court, but there is no information as to when a legally binding construction permit will be issued. After this permit is received, Flughafen Wien AG will take a decision on the realisation of this project based on the expected growth in passenger traffic and flight movements and the economic feasibility.

Key Data on Vienna Airport

Passengers in 2013	21,999,926
Airport area	10 km^2
Airlines[1]	71
Destinations[1]	177
Employees in the Flughafen Wien Group[2]	4,399
Employees at the Vienna Airport location	approx. 20,000
Baggage handled	approx. 18 mill.
Check-in counters	128
Parking positions, maximum	96
Thereof docking positions	37
Rentable space (office and cargo) in 2013[3]	122,156 m^2
Thereof rentable cargo space[3]	28,916 m^2
Thereof rentable office space[3]	93,240 m^2
Selling space in retail outlets[3]	9,403 m^2
Selling space in gastronomy outlets[3]	8,532 m^2
Vacancies in outlets	1,276 m^2
Total outlet space	19,211 m^2
Ratio of airside to landside areas	64% : 36%
Parking spaces, indoor[1]	11,064
Parking spaces, outdoor[1]	10,452

1) As of 31.12.2013
2) Average number of employees for the year
3) Year-on-year differences in these areas may be the result of rezoning and do not necessarily represent an increase or decrease in actual square metres.

The Flughafen Wien Group

The Flughafen Wien Group (FWAG), with its diversified service portfolio, is responsible for the smooth operation of Vienna Airport. The company was partially privatised in 1992 and, since that time, has been listed on the Vienna Stock Exchange. That makes FWAG one of the few publicly traded airports in Europe. As a developer, builder and general operator, FWAG manages airport operations and also provides a wide range of infrastructure services. FWAG and its first- and second-tier subsidiaries are responsible for nearly all activities at Vienna Airport. From the development and maintenance of infrastructure, ground handling and security services to a diverse variety of retail, gastronomy and parking services as well as real estate marketing, the Flughafen Wien Group covers nearly the entire added value chain at Vienna Airport. The business activities of the Flughafen Wien Group are classified under four segments: Airport, Handling, Retail & Properties and Other Segments. In 2013 the method for allocating general operating expenses to the segments was changed to achieve a more precise representation of the costs in the individual business areas and thereby increase transparency for our shareholders. A detailed description of the new allocation method and its effects is provided on page 81.

› Airport Segment

The Airport Segment is responsible for the operation and maintenance of all movement areas and the terminals, the facilities involved in passenger and baggage handling as well as security controls for persons and hand luggage (the actual security controls are performed by the subsidiary VIAS). With its targeted marketing strategy, the Airport Segment works to acquire new airline customers in point-to-point traffic and transfers. Activities are also focused on increasing the offering of destinations and flight frequencies. These efforts are supported by attractive fees and incentives.

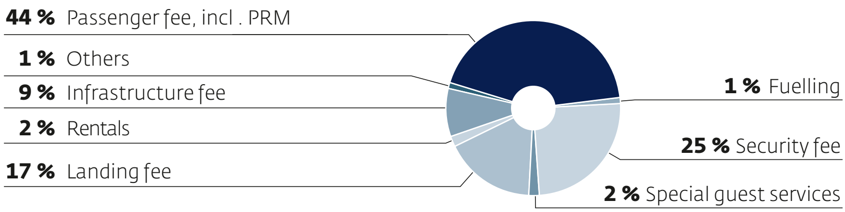
The activities of the Airport Segment include:

- Airport operations
- Security
- Access controls
- Operation and maintenance of all movement areas
- Operation and maintenance of the terminals and equipment required for aircraft handling
- Rental of facilities to airlines
- Assisting existing airline customers and acquiring new carriers
- Development of fees and incentives
- Response to emergencies and service disruptions
- Fire department
- Medical centre
- Winter services (aprons and runways)
- Operation of Vöslau Airport

The development of business in the Airport Segment during 2013 was influenced, above all, by the optimisation of Check-in 3 following the opening in the previous year. The experience that followed this start-up formed the basis for the implementation of numerous measures to improve efficiency and service, for example in the areas of passenger flows, orientation systems and security controls. This has led to a measurable increase in customer satisfaction.

After a six-month renovation period, the revitalised Check-in 1 opened at the turn of the year 2012/2013. This building section is used primarily by NIKI/airberlin. The Airport Segment generated revenue of € 331.4 million in 2013, or 53.3% of the total revenue recorded by the Flughafen Wien Group. Detailed information on the earnings contributions of the individual segments is provided on page147 of the notes.

Revenue: Airport Segment



› 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. The Handling Segment is responsible for ramp handling, security services that include the control of persons and hand luggage as well as general aviation. 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.

The activities of the Handling Segment include:

› Loading and unloading of aircraft
› Transport of passengers and crews
› Catering transport
› Cabin cleaning
› Sanitary services
› Aircraft push-back and towing
› Aircraft de-icing
› Baggage and mail handling
› Preparation of aircraft documents, incl. monitoring and management functions
› Handling for air cargo and trucking
› Security services (also for the Airport Segment)
› Management of the import-export warehouse
› Operation of the VIP & Business Center and lounges

The working environment for the Handling Segment is influenced by aviation sector trends as well as steady pressure on prices. Among others, it requires reactions to the airline's demands for shorter ground time and reduced service packages. The ground >

handling unit successfully defends its position with shorter turnarounds, high on-time service and specially designed offers. Its market share remained stable at 88.5% in 2013 (2012: 89.3%), despite direct competition from Celebi Ground Handling Austria GmbH.

In autumn 2013 the Supervisory Board approved a new ground handling strategy. The key strategic points are:

- Safeguard profitability
- Protect the core business
- Utilise networks
- Create extra added value
- Adapt quality to meet customer needs

Regular information events have led to an improvement in aircraft handling. Thus increased cooperation on a daily basis, the focus of individual working groups on common goals, a change in the culture and values as well as better information flows at all levels could be achieved.

Wide-ranging internal audits were carried out in the ramp handling unit during 2013. These reviews are conducted by managers and supplement the existing external audits (e.g. by customers and public authorities) as well as internal/external ISO audits. The nearly 500 monthly audits allow for the better identification of opportunities for improvement. Variances are discussed directly with employees and the effectiveness of the resulting measures is monitored in the following months.

The remote load sheet offering was further expanded in 2013. This service is used by many new Austrian Airlines stations, among others in Chicago. A remote load sheet means that the load sheet (an important document for the captain that includes relevant flight information) for the return flight is prepared by VIE Handling in Vienna and transmitted to the departure location via different communication channels. This area of activity has substantial growth potential.

The Handling Segment again demonstrated its expertise, reliability and quality performance in 2013 with an outstanding punctuality rate of 98.97% for the full year. That gives Flughafen Wien AG a top ranking compared with other European hub airports. In addition, 2013 marked the lowest number of lost pieces of baggage since the start of recording.

The new de-icing vehicles proved to be extremely effective, with high stability and good performance during the severe winter in 2013. The reduced use of de-icing materials also created an ecological benefit.

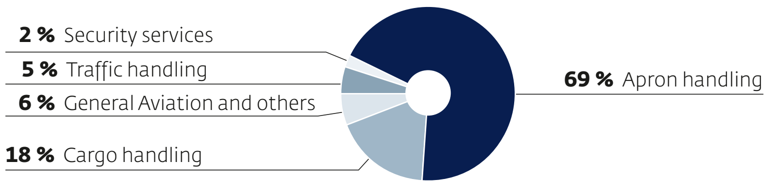
Improvements were also made in the area of quality assurance. A quality management manual for the Handling Segment was developed in line with the requirements of ISO 9001:2008 and supplemented by segment quality standards and Group-wide goals and visions.

The past summer showed that VIE-Handling can not only compete, but also outperform larger competitors like the hubs in Munich and Frankfurt with respect to quality. In addition to receiving the Lufthansa Cargo Quality Award for substantial quality improvements, VIE-Handling ranked first in the Lufthansa Cargo AG internal hub quality championship. VIE-Handling won this nine-week competition – which involved new quality goals each week – ahead of the hubs in Frankfurt and Munich.

The cargo segment held an average market share of 93.2% in 2013 and was able to defend its position over the second cargo provider (Swissport) in spite of the difficult economic environment. FWAG handled 238,815 tonnes of cargo during the reporting year, which represents an increase of 0.7% over 2012. In year-on-year comparison, air cargo rose by 0.5% to 178,857 tonnes and trucking by 1.4% to 59,958 tonnes. The total cargo turnover at Vienna Airport increased 1.6% to 256,194 tonnes in 2013.

The Handling Segment recorded revenue of € 151.9 million in 2013, which represents 24.4% of total revenue for the Flughafen Wien Group. Detailed information on the earnings contributions of the individual segments is provided on page 147 of the notes.

Revenue: Handling Segment



› Retail & Properties Segment

In addition to the traditional airport-related activities carried out by the Handling and Airport Segments, other sources of revenues are becoming increasingly important for Vienna Airport. These additional sources are related, above all, to opportunities in the area of real estate development – keyword: Airport City – and the airport's function as a shopping centre. The classical role of the passenger is evolving from a simple air traveller into a person who also shops, uses services and frequents gastronomy facilities. Passengers, parking customers, hotel guests, conference participants, employees and meeters & greeters are key target groups for the Retail & Properties Segment, and the resulting income is extremely important for the economic future of the airport. Other substantial contributions to income include in addition to shopping and gastronomy the advertising revenue, parking and the rental of office and cargo space.

The activities of the Retail & Properties Segment include:

- Shopping and gastronomy
- Marketing of advertising space
- Real estate development and marketing
- Rental of office and cargo areas
- Management of parking facilities and traffic connections

The focal point for the retail unit in 2013 was the renovation, redesign and improvement of Check-in 2 after the boarding card control area.

The completely redesigned Plaza now includes many new brands such as Aeronautica Militare, Flavors of Austria, Christ's Austria flagship store, Longchamp, Furla, Salvatore Ferragamo, Senses of Austria, Desigual, Porsche Design and Hugo Boss. Previous brand customers like Swarovski, Freywille and Wolford were relocated to new, improved space where the new brand concept was also implemented. The shopping zone near the D-Gates (Pier East) was upgraded by the addition of international fashion labels like >

Canali, Just Cavalli, Lagerfeld, Paul & Shark, Versace, Zilli and Liska. The International Bookstore and the Senses of Austria souvenir shop round out the offering in this area.

Check-in 1 has gained additional popularity with two new gastronomy facilities – the Take Off – Pub & Café and the international chain Burger King. A Billa supermarket also opened in this area.

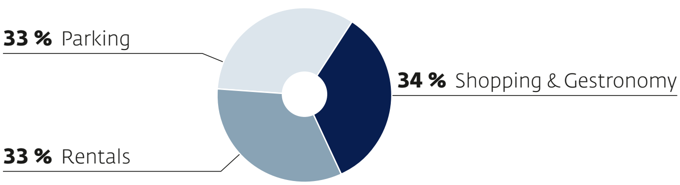
The retail section in the new terminal was also expanded in 2013 to include a number of new international brands: a Senses of Austria souvenir shop, Hugo Boss, Longchamp, Versace, Michael Kors, Canali, Lagerfeld and Wolford as well as an expanded walk-through retail concept through Heinemann Accessoires with the Swarovski and Montblanc brands. Attractive accents were set in the gastronomy sector with the new Culto Café e Cioccolato and the redesign of the Meinl Foodcourt.

Revenue from the parking business declined slightly in 2013 due to the stagnation in passenger traffic and a shift in the modal split (= classification by type of arrival). FWAG is actively supporting the development of public transportation connections to the airport, which will be further improved with the opening of the newly adapted and expanded "Wien-Flughafen" railway station. The completion of the railway station is expected end of 2014. In the medium term intercity trains from the west will be directly connected to the Vienna Airport.

With over 30 million contacts, Vienna Airport is one of the most heavily frequented, prime locations for advertising and communication. The new Internet platform www.airport-media.at, which came online in September 2013, will bundle the multi-dimensional, state-of-the-art communications and media offering at Vienna Airport. These developments supported a further above-average increase in advertising revenue in 2013.

The Retail & Properties Segment generated revenue of € 121.2 million in 2013, which represents 19.5% of total revenue for the Flughafen Wien Group. Detailed information on the earnings contributions of the individual segments is provided on page 147 of the notes.

Revenue: Retail & Properties Segment



› Other Segments

The reporting segment "Other Segments" provides a wide range of services for the other operating segments as well as external customers.

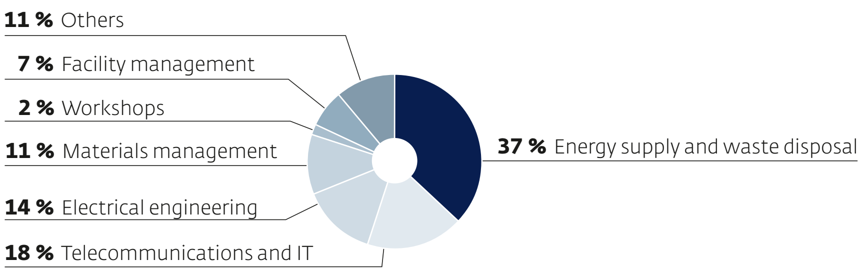
The activities of the Other Segments include:

- › Technical services and repairs
- › Maintenance of infrastructure facilities
- › Energy supply and waste disposal
- › Telecommunications and information technology
- › Electromechanical and building services
- › Construction and maintenance of infrastructure facilities
- › Construction management
- › Consulting
- › Foreign subsidiaries
- › VISITAIR visitors centre

This segment includes the subsidiaries of Flughafen Wien AG that directly or indirectly hold shares in foreign associates and joint ventures and have no other operating activities.

In 2013 the Other Segments recorded revenue of € 17.5 million, or 2.8% of Group revenue. Detailed information on the earnings contributions of the individual segments is provided on page 147 of the notes. Details to the segment developments are provided on page 81 in the management report.

Revenue: Other Segments



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› Improved results from foreign investments

FWAG holds investments in three international airports:

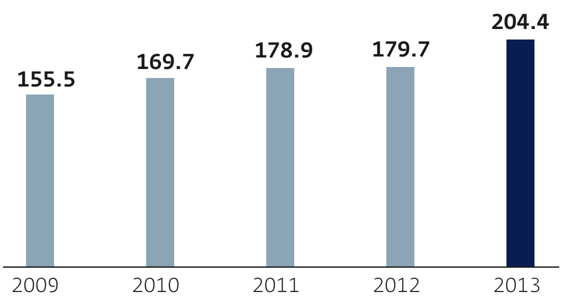
- Malta Airport: FWAG holds a combined stake of approx. 33%. Of the total shares, 40% are held by a consortium in which FWAG has an investment of 57.1% and 10.1% are owned directly by FWAG via subsidiaries. A further 20% are held by the Maltese government and the remaining shares are listed on the stock exchange in Malta.
  The number of passengers handled by Malta Airport rose by 10.4% year-on-year in 2013. That represents a new record, which was also reflected in an improvement in earnings: with an increase of 20.4% to € 5.0 million, this investment made the highest contribution to date to FWAG earnings.
- Košice Airport: FWAG holds an indirect investment of 66% through a holding company. In 2013 the number of passengers increased 0.6% to 237,165 and operating results equalled € 0.5 million (2012: € 0.9 million)
- Flughafen Friedrichshafen GmbH: FWAG holds a stake of 25.15%. This investment was written off in full during 2011. Friedrichshafen Airport recorded a 1.7% decline in the number of passengers to 536,030 in 2013.

These investments contributed € 5.5 million to Group earnings in 2013, which represents an improvement of € 0.4 million over 2012.

› Corporate and financial management

The strategic objectives of financial management in the Flughafen Wien Group are to protect liquidity, to limit financial risks and to increase profitability. Financing for the capital-intensive infrastructure investments is provided primarily by operating cash flow or by borrowings that are based on the Group's solid equity structure. In 2013 the Flughafen Wien Group generated operating cash flow of € 204.4 million.

Operativer Cashflow - Angaben in € Mio.



The measures implemented throughout the Group to improve efficiency and manage costs are intended to sustainably strengthen earnings, increase the EBITDA margin and reinforce the company's internal financing capability. Net debt was substantially reduced in 2013 through productivity improvements in the personnel area, a reduction in other operating expenses and a cutback in capital expenditure.

Net debt totalled € 633.4 million at year-end 2013 (2012: € 719.6 million), which led to an improvement in gearing to 69.9% (2012: 84.5%). Equity amounted to € 905.9 million (2012: € 851.6 million). Accordingly, FWAG has a high credit standing. This position, together with increasing earning power and sound prospects for growth, would be reflected in ratings of A- or BBB+.

The management of financial risks – e.g. liquidity and interest rate risk – is regulated by Group treasury guidelines. These activities are carried out by the treasury department together with the individual corporate units.

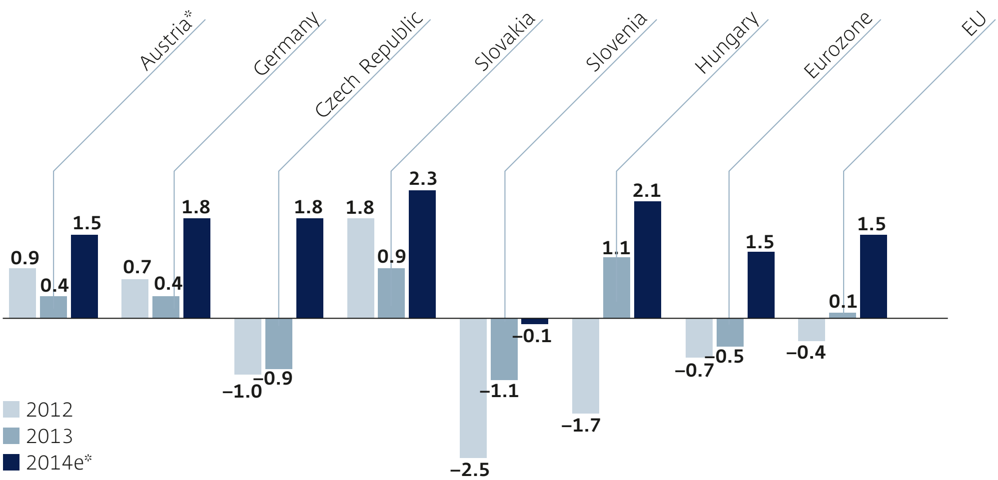
The company continues to pursue a sustainable dividend policy in order to support the reduction of net debt to 2.5-times EBITDA over the medium-term. A proposal will be placed before the annual general meeting, calling for the payment of a € 1.30 dividend per share for the 2013 financial year. Based on the share price of € 61.00 at year-end 2013, the dividend yield equals 2.1% (2012: 2.4%).

Management wants shareholders to share in the success of the company and is targeting a pay-out ratio of approx. 40% as the multi-year average. The pay-out ratio of Flughafen Wien AG for 2013 equals 37.3% based on Group net profit for the year.

› Growth drivers and business model

A favourable geopolitical location after the opening of Eastern Europe and the resulting expansion of the catchment area have created additional growth opportunities for Vienna Airport. Forecasts for the neighbouring countries in Eastern Europe point to above-average growth. This will create major opportunities for Vienna Airport, which can benefit from stronger economic development in the CEE region and the pent-up demand for air travel. Consequently, Vienna Airport has the potential to grow faster than the European average.

GDP in comparison



Source: Eurostat, *Source for Austria 2013: Statistik Austria, **Source: Wirtschaftskammer Österreich (WKO)

The number of passengers at Vienna Airport is forecasted to grow by 1% to 3% in 2014. The development of flight movements is estimated at -1% to +1%. >

Vienna Airport is expected to record an average increase of 3.3% per year in the number of passengers from 2013 to 2020. Based on this calculation, approx. 28 million passengers can be expected in 2020.

› Cargo traffic at Vienna Airport

The volume of cargo (incl. trucking) handled at Vienna Airport rose by 1.6% year-on-year to 256,194 tonnes in 2013. The distribution among the various cargo segments was nearly constant in comparison with 2012: pure freight carriers were responsible for 36% of the total volume, freight loaders 34% and trucking 30%. The first half of 2013 saw a year-on-year decline in the volume of cargo transported, which resulted primarily from a lower volume of cargo to and from Asia and Europe. This situation reversed during the second half-year and led to an increase in the total cargo volume for 2013.

	2013	Change in %	2012
Cargo (arrival+departure)	256,194	+1.6	252,276
Arrival	136,128	-0.3	136,501
Departure	120,065	+3.7	115,775
Air cargo (arrival+departure)	178,857	+0.5	178,054
Arrival	99,805	+0.1	99,717
Departure	79,052	+0.9	78,337
Trucking (arrival+departure	77,336	+4.2	74,222
Arrival	36,323	-1.3	36,785
Departure	41,013	+9.6	37,438

› Fee and incentive policy

The Austrian Airport Fee Act took effect on 1 July 2012. Accordingly, the fee adjustments based on the price-cap formula and the procedure for adjustments in 2013 were based on this law.

Vienna International Airport has a fee system that is very attractive in international comparison. The fees were adjusted as of 1 January 2013 based on a price-cap formula that was accepted by FWAG, the airlines and the Austrian civil aviation authority (Austrian Ministry for Transport, Innovation and Technology (BMVIT)). The calculation of the landing, parking and airside infrastructure fee is based on the maximum take-off weight (MTOW) of the aircraft, while the passenger fee and landside infrastructure fee are based on the number of passengers. The infrastructure fee for fuelling is based on the volume of fuel. The maximum change in the fee equals the inflation rate minus 0.35-times the growth in traffic, which is defined as the three-year average for the change in traffic over the 12-month period from 1 August to 31 July. If traffic growth is negative, the maximum fee adjustment equals the inflation rate.

The fee structure was adjusted as follows as of 1 January 2013:

Landing fee, airside infrastructure fee, parking fee:	+ 1.56%
Passenger fee, landside infrastructure fee:	+ 0.72%
Infrastructure fee for fuelling:	+ 1.14%

In the general aviation/business aviation sector, the landing fee for aircraft up to four tonnes MTOW was raised to a flat rate of € 112.37 per landing and the landing fee for aircraft from four to 25 tonnes MTOW was reduced by approx. 0.5%. The passenger fee for general aviation/business aviation flights was increased to € 16.80 and now equals the passenger fee in the main terminal. The passenger fee for all passengers at Vienna Airport was subsequently reduced by € 0.01 per departing passenger.

The PRM fee (passengers with reduced mobility) remained unchanged at € 0.34 per departing passenger.

The Austrian Airport Fee Act and the Austrian Aviation Security Act of 2011 require Flughafen Wien AG to collect a security fee from departing passengers. This fee equals € 7.70 for each departing passenger (local and transfer).

In order to further strengthen Vienna's position as a transfer airport, Flughafen Wien AG increased the long-standing transfer incentive to € 12.50 per departing passenger as of 1 January 2013. The new transfer incentive programme also calls for further progressive rates under certain growth conditions.

The growth incentive programme, which comprises a destination and frequency incentive as well as a frequency rate incentive, was also continued in 2013. These measures provide sustainable protection for the role of Vienna Airport as a bridgehead between west and east.

The fee adjustments implemented on 1 January 2013 as well as the continuation and/or expansion of the successful incentive programme are designed to strengthen the competitive position of Vienna Airport and to promote strategically important intercontinental routes and traffic to destinations in Eastern and Central Europe.

› Aviation Marketing

The Flughafen Wien Group works closely together with its partners and customers. Market analysis and regular customer contacts play an important role in the acquisition of new airlines. Market analyses include an evaluation of the market potential as well as facts and figures on the airlines, legal regulations (traffic rights) and the existing competition. Customer contacts are also developed through regular discussions and presentations (e.g. at conferences, trade fairs and meetings). New airlines are assisted with their entry into the Viennese market (e.g.: inaugural events, road shows, etc.).

Vienna is well known throughout the world as a tourism and congress destination. In 2013 Mercer ranked Vienna as the city with the highest quality of living for the fifth year in succession. For the eighth year in succession, Vienna again led the world listing in 2013 as the city with the most congresses (ICCA). A series of record statistics for overnight stays in recent years underscores the potential of this city as an ideal tourism destination.

› Traffic development in 2013

A strong airport also needs a strong home carrier, and Vienna is the home airport for Austrian Airlines and NIKI. Based on the share of passengers carried, Austrian Airlines is the largest airline in Vienna with 49.1%, followed by NIKI with 11.0%, airberlin with 6.1% and Lufthansa with 5.5%. This ranking also shows Turkish Airlines, Germanwings and Transaero with the strongest growth in passenger traffic. The average seat occupancy on scheduled and charter flights rose from 73.0% in 2012 to 74.8% for the reporting year.

Seventy-one airlines offered scheduled flights to/from Vienna in 2013, which serviced 177 destinations in 69 countries.

› Passenger traffic by airline

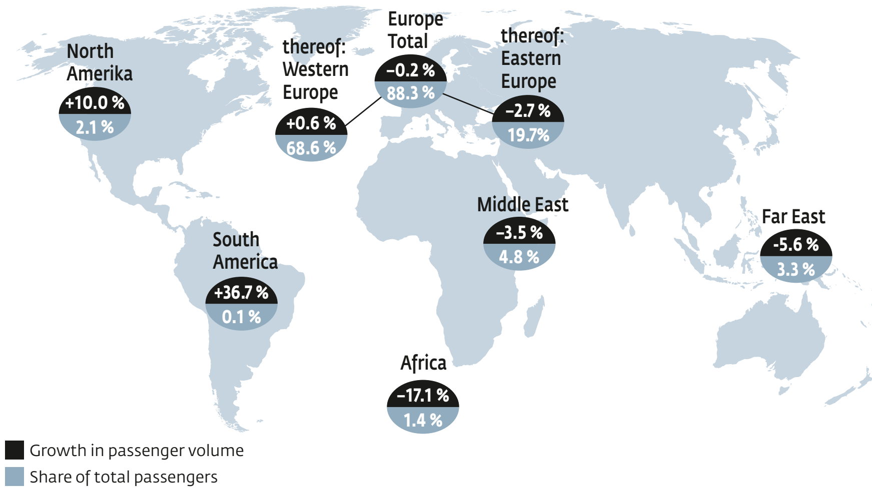
	Airline	2013	Change in %	2012	Share in % 2013	Share in % 2012
1.	Austrian Airlines	10,797,360	-1.6	10,973,263	49.1	49.5
2.	NIKI	2,417,552	-9.5	2,670,706	11.0	12.0
3.	airberlin	1,347,937	-2.9	1,387,728	6.1	6.3
4.	Lufthansa	1,220,204	-0.2	1,222,283	5.5	5.5
5.	Germanwings	593,451	+19.8	495,263	2.7	2.2
6.	Turkish Airlines	496,018	+35.1	367,082	2.3	1.7
7.	British Airways	400,065	+6.9	374,392	1.8	1.7
8.	Swiss Intl.	364,146	+7.6	338,546	1.7	1.5
9.	Emirates	348,841	+5.1	331,899	1.6	1.5
10.	KLM Royal Dutch Airlines	282,447	+10.1	256,514	1.3	1.2
	Others	3,731,905	-0.4	3,748,118	17.0	16.9
Passengers		**21,999,926**	**-0.7**	**22,165,794**	**100.0**	**100.0**

› Development and share of passengers by region

An analysis of passenger traffic by region shows above-average growth to destinations in North America, which reflects the start of flights to Chicago by Austrian Airlines. The number of passengers travelling to destinations in Western Europe also increased slightly during the reporting year. However, these two growth markets were unable to completely offset the decline in traffic to the other regions.

Departing passengers

Development and Share of Passengers by Region



Destinations

Vienna Airport positions itself as an ideal transfer hub for flights to and from Eastern Europe and also offers the most destinations in this region. As seen over the entire reporting year, Vienna offered flights to 42 destinations in Central and Eastern Europe. The comparison in the following table is based on statistics from a sample calendar week.

Number of destinations in Eastern Europe[1]

	2013	2012	2011
Vienna (VIE)	37	38	40
Munich (MUC)	31	35	33
Frankfurt (FRA)	31	34	35
Prague (PRG)	22	23	31
Zurich (ZRH)	18	19	19
Budapest (BUD)	12	10	18

1) OAG MAX Historical, calendar week 46

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› Scheduled traffic to Central and Eastern Europe

	Destinations	2013	Change in %	2012
1.	Moscow	369,692	+15.3	320,640
2.	Bucharest	210,290	-14.3	245,454
3.	Sofia	171,390	-23.8	224,825
4.	Belgrade	104,627	-21.0	132,497
5.	Warsaw	103,007	+0.3	102,739
6.	Kiev	92,810	+3.2	89,965
7.	Prague	78,610	+6.7	73,702
8.	Zagreb	75,431	-3.2	77,951
9.	Tirana	72,991	+5.2	69,357
10.	St. Petersburg	68,941	+58.5	43,487
	Others	817,767	-3.3	845,871
Departing passengers		**2,165,556**	**-2.7**	**2,226,488**

› Scheduled traffic to the Middle East

	Destinations	2013	Change in %	2012
1.	Dubai	222,722	-1.4	225,795
2.	Tel Aviv	165,328	-0.3	165,803
3.	Doha	42,114	-2.7	43,270
4.	Amman	41,203	+1.4	40,643
5.	Erbil	29,670	+9.8	27,034
6.	Baghdad	11,644	-9.4	12,850
7.	Teheran	8,742	-56.8	20,216
8.	Kuwait	645	n.a.	0
9.	Muscat	463	-44.7	837
10.	Beirut	160	+53.8	104
	Others	0	-100.0	5,115
Departing passengers		**522,691**	**-3.5**	**541,667**

› Scheduled traffic – long-haul

	Destinations	2013	Change in %	2012
1.	Bangkok	113,864	+2.3	111,265
2.	New York	87,523	+0.5	87,103
3.	Tokyo	72,874	-5.8	77,390
4.	Washington	61,900	-3.8	64,331
5.	Toronto	51,603	-15.5	61,054
6.	Taipei	48,376	-4.8	50,790
7.	Delhi	46,300	-16.4	55,385
8.	Beijing	43,820	-2.6	45,005
9.	Chicago	32,411	n.a.	0
10.	Seoul[1]	15,835	+6.8	14,831
	Others	35,013	-8.1	38,090
Departing passengers		**609,519**	**+0.7**	**605,244**

1) Flight via Zurich

› Safety first

For FWAG, ensuring safe and smooth operations at Vienna Airport has top priority. The related security duties are the responsibility of Vienna Airport's operational and command task force. In 2013 this group focused, in particular, on coordinating various activities connected with the renovation of runway 16/34, which included the shift of flight traffic to a single runway on individual nights and several weekends.

A safety management system was installed to integrate all measures required to improve security at Vienna Airport. Proactive risk management identifies potential threatening situations in advance and allows for the timely implementation of appropriate countermeasures. This system has reduced the number of accidents at Vienna Airport – and the resulting costs – to a minimum.

In 2013 the number of accidents with motor vehicle and/or property damage or damage to aircraft was substantially lower than the ten-year average.

Vienna Airport has been certified in accordance with the guidelines issued by the International Civil Aviation Organization (ICAO) and the Austrian Federal Ministry for Transport, Innovation and Technology (BMVIT) since 2010. External controls at the airport measure compliance and support the further improvement of security standards. The BMVIT carried out two audits in 2013.

The demands on airport security increased with the opening of Check-in 3. The centralisation of security controls and the related efficiency improvement allowed for a significant improvement in productivity. A total of 120 machines were available for the control of travel baggage and hand luggage. The start of operations in Check-in 3 also created new opportunities to improve efficiency. For example, the centralised security controls in Check-in 3 and at the bus gates substantially reduced the waiting time for passengers to four to six minutes.

› Check-in 3

The successful start of operations in Check-in 3 doubled the previous terminal areas. The terminal extension will allow for flexible reaction to the actual development of traffic and different peak hour volumes over the coming years. This additional capacity will also ensure continued fast, high-quality passenger handling, also against the backdrop of the steady increase in air traffic.

Flughafen Wien AG is working continuously on measures to optimise the new terminal extension. For example, numerous improvements were developed together with representatives of associations for persons with special needs. The lavatories for people with limited mobility were also adapted to meet the latest standards and additional lavatories were installed.

In addition, the monitor layout was revised to improve readability. New monitor walls were installed to offer flight information at eye level. Plans call for the setup of these monitors in all passenger areas, and the first new monitors were mounted in 2013. A newly designed visual orientation system is currently being developed.

Responsible Management

Responsible management covers not only economic factors, but also a company's careful interaction with the environment and society. The Flughafen Wien Group (FWAG) has a special standing in society above and beyond aviation operations as well as a responsibility to stakeholders and interest groups, especially the residents who are affected by airport operations. This applies not only to the approx. 22 million passengers each year who are accompanied or met by roughly ten million people but, above all, to neighbouring residents and employees.

In the surrounding communities, a large number of people live with the airport and, consequently, with the benefits and burdens of flight operations. The Vienna Airport location is one of the largest employers in Austria. Of the roughly 20,000 men and women who work here, nearly one-third lives nearby and the remainder within roughly 50 km. An additional 52,500 jobs throughout this country are connected indirectly with airport operations in Schwechat.

Vienna Airport is also an important driver for jobs in the commerce and tourism sectors. Efficient morning and evening service to Eastern Europe as well as effective connections to global markets are vital, in particular for the over 300 corporations whose East European holding companies are located near Schwechat. The airlines that offer flights to and from Vienna find high-quality services and favourable fees here. That helps them to remain competitive in the future and to grow their businesses in line with demand.

Flughafen Wien's sustainability strategy places high priority on being a good neighbour and maintaining an intensive dialogue with all stakeholders. This strategy includes careful and conscious interaction with the environment, a reduction in the use of resources and the long-term protection of the quality of life in the region, despite the long-term increase in passenger volumes. The corporate social responsibility (CSR) strategy of Flughafen Wien AG couples a sustainable increase in the value of the company with the minimisation of negative ecological effects. Accordingly, the company has introduced a variety of measures to reduce the impact of air traffic.

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› CSR as a key success factor for the future

As a service company that covers an entire economic and tourism region, the high acceptance of customers, employees and the population in the surrounding areas is important for Flughafen Wien. The conflicts over infrastructure projects in other countries underscore the importance of social acceptance for the sustainable and successful development of the company and its home location. FWAG will therefore continue to concentrate on the implementation and improvement of its CSR activities.

› Sponsoring and donations

FWAG has a particular obligation to serve society through sponsoring activities and donations because of the large number of persons and stakeholders involved with and affected by the airport as well as the influence of aviation operations and the related effects on the environment and the quality of life. The company therefore sponsors events and other activities with a social, sport, economic, cultural, environmental or other similar content. The related decision process and responsibilities are defined in a sponsoring guideline that was approved by the Management Board and presented to the Supervisory Board. This guideline ensures full compliance with all applicable legal regulations. As a company with a significant public sector shareholding, FWAG is subject to the regulations of the Austrian Media Transparency Act and the related provisions of the Austrian Anticorruption Act. No donations may be made to political parties or related organisations (§ 2 no. 1–3 of the Austrian Political Party Act of 2012), parliamentary groups as defined in § 1 of the Austrian Political Group Financing Act of 1985, legal entities as defined in § 1 of the Austrian Journalism Funding Act 1984 or public authorities and their related legal entities.

› Stakeholder dialogue

Flughafen Wien AG founded a neighbourhood advisory board in 1989 to promote a dialogue with local communities. This platform is still active and deals with issues of common interest that are discussed by the Management Board of FWAG and the mayors of Schwechat, Fischamend, Kleinneusiedl, Enzersdorf a.d. Fischa, Schwadorf, Großenzersdorf, Rauchenwarth, Zwölfaxing and Himberg as well as the representatives of the 11th (Simmering) and 22nd (Donaustadt) districts of Vienna.

› Intercommunity project: the airport bicycle path

The neighbourhood advisory board is not only an important communications platform for the local communities and the airport, it is also responsible for initiating a growing number of intercommunity projects. For example: the airport bicycle path, which opened in summer 2013, was recognised by the province of Lower Austria as a model project. It is intended to provide local residents and airport employees with a valuable service. Five "nextbike" rental stations (with four bicycles each) were installed in the Schwechat/Fischamend region, whith two stations located dirctly at the airport. FWAG supports the use of bicycles for business errands within the airport grounds.

› Project: regional mobility concept for the airport region

Another initiative of the neighbourhood advisory board is the project to optimise public local transportation in the airport region. During the summer of 2013 an employee mobility survey was carried out at the airport on behalf of the EU leader region Römerland Carnuntum. Questionnaires were distributed to 2,300 employees in 15 companies at the airport location. Data on the mobility habits of 8,000 households in 27 communities throughout this region were also collected at the same time. The resulting database will be used to make demand-related adjustments to bus connections in the eastern region of Austria. In December 2013 the responsible public transportation company held a tender for bus services covering the period from 2014 to 2022, whereby the results of the survey were used to prepare the related planning documents.

For the first time, a regional mobility concept will also be prepared for the "Schwechat-Vienna Airport region" to reflect the growing integration of Vienna and the surrounding communities. One special feature of this concept is the joint analysis of the relevant areas in Vienna and the communities in Lower Austria. Representatives of the communities in Vienna and Lower Austria, Flughafen Wien and transport planning institutions are now working together to improve the transportation system in the airport region.

This regional transportation concept will be developed within the context of PUMAS, a project subsidised by the EU. The project partners are the city of Vienna (Dept. 18 – city planning) and CEIT ALANOVA on behalf of the city of Schwechat.

› Dialogue forum

The positive and constructive cooperation with neighbouring communities and citizens' initiatives during the mediation process led to the founding of the dialogue forum at Vienna Airport together with these stakeholders. This communication platform now includes Austro Control, Austrian Airlines, all communities in the expanded region adjoining the airport, citizens' initiatives from this region, the provinces of Vienna, Lower Austria and Burgenland, the environmental protection agencies of Vienna and Lower Austria and, through the so-called district conferences, the communities from Gänserndorf, Bruck a.d.L., Baden, Mödling, the greater Vienna area and, through the city conference, the various districts of Vienna.

The dialogue forum deals with measures to be implemented on the basis of the mediation contract and topics that were not settled during the mediation process. One of the focal points includes new issues resulting from current developments in the existing two-runway system.

This joint problem-solving approach has gained increasing international recognition in recent years and serves as a benchmark for regional relations at many airports.

The noise protection programme for the neighbouring communities, which was a direct product of the mediation process, was successfully continued in 2013 by Flughafen Wien AG together with the dialogue forum and the environmental fund. The goal of this programme is to improve the quality of life for the nearly 12,000 residents in the eligible households. Nearly all the households affected by flight noise were evaluated by the end of 2013. Expert opinions were prepared for the residents interested in taking advantage of the programme and renovations were made to improve noise protection. The intensive phase of this programme was concluded in mid-2013.

The dialogue forum evaluates the success of air traffic measures each year and docu- >

ments the results in an assessment report that is published on its website under http://www.dialogforum.at. The focal points of this report are the development of noise zones, compliance with the corridors established for air traffic, distribution rates and night flight rules as well as the results of the noise charges model.

› Flugspuren.at

Aviation fans can find a wide range of interesting facts and figures on a website that was launched by Flughafen Wien AG and Austro Control several years ago. This service provides statistics on flight movements, classified by take-offs and landings. The altitude, time and type of engine (propeller or jet) can be reviewed for each flight. The coverage period was extended from 14 to 32 days in 2013 to also show older movements. One feature unique in Europe is the option to call up additional information on the number of flight movements within a specific period of time on a specific departure or arrival route. This information is released with a delay to comply with data protection requirements, but recent changes in the rules were reflected in a reduction from the previous 24 to six hours. The depiction of flight paths in the internet also makes the practical implementation of the measures agreed by the mediation process more understandable and transparent for the general public. In 2013 a total of 12,727 visitors (2012: 14,392) and 22,630 hits (2012: 24,885 hits) were registered, representing approx. 62 hits (2012: 68) per day. Plans for 2014 include an update to the website to match the newest browsers as well as the adaptation and modernisation of the appearance.

› Environmental impact study for the third runway

The provincial government of Lower Austria, as the responsible public authority, officially confirmed the environmental compatibility of the project "parallel runway 11R/29L" (the third runway) during summer 2012. By the end of the appeal period, 23 appeals had been filed with the Environmental Senate against the first instance decision. Expert opinions were commissioned during 2013 as part of the second instance proceedings in response to these objections. Jurisdiction over the proceedings was transferred to the newly created Austrian Federal Administrative Court at the end of 2013. Allowing for the fact that Flughafen Wien AG complied with all agreements defined by the mediation contract and based on confidence in further constructive cooperation with FWAG in the dialogue forum, none of the neighbouring communities in Lower Austria or the 16 citizens' initiatives in the dialogue forum filed an appeal against the positive first instance ruling. The city of Vienna filed a request for additional requirements in the determination of flight routes before the start of operations on the third runway.

› Night flights in 2013

The percentage of flight movements between 10 pm and 6 am rose from 6.8% to 7.4% in 2013, which represents an absolute value of 50 (2012: 48) flight movements per night. In accordance with an agreement reached during the mediation process, the number of flight movements between 11.30 pm and 5.30 am should remain constant at the 2009 level, a target that was met during the reporting year. The actual number of flight movements was 543 below the 4,700 level defined in the mediation contract.

The actual number of flight movements totalled 22,435 during the calculation period from 2009 to 2013, compared with the target of 23,499 movements. Therefore, the actual number of flight movements was 1,064 or approx. 4.5% lower than the target.

Plans call for a further step-by-step reduction in the number of flight movements to 3,000 per year starting in the third year before the third runway is placed in operation. Details on night flights at Vienna International Airport can be found in the evaluation report that will be released by the dialogue forum in the middle of 2014.

› vie-umwelt.at

FWAG also maintains a separate website to provide information on environmental data relating to Vienna Airport. In particular, measurement data is available from 15 stationary and three mobile flight noise measurement stations. The schedule for the coming year shows the location and duration of all mobile measurements. Information is also provided on events that could disturb normal flight operations (e.g. runway closings). Continuous updating is ensured by an RSS feed.

› Noise protection

The FWAG noise protection programme that was started in 2005 as part of the mediation contract was successfully continued during 2013. Its goal is to improve the quality of life for the people who live near the airport, also under a future three-runway system. The programme covers roughly 12,000 households throughout the region. Funds totalling € 51.5 million have been earmarked for the implementation of measures in connection with the FWAG noise protection programme.

By the end of 2013, expert opinions were prepared by construction and structural experts for approx. 6,200 structures and for approx. 2,800 objects optimal noise protection measures were installed.

Flughafen Wien AG has also agreed to purchase, at fair value, the properties located in a noise zone where the continuous sound level exceeds 65 dB(A) during the day and 57dB(A) during the night. This option was selected by two of the approx. 60 properties owners who are covered by this rule.

› A glimpse behind the scenes: the Visitair Center at Vienna Airport

The Visitair Center at Vienna Airport is another product of the mediation process. Roughly 60,000 guests each year stop by this exhibit to learn more about the airport. Especially popular are the bus tours of the apron, which provide a close real-time look at the hectic airport activity. The Visitors Deck on the Check-in 3 opened in 2012. With a length of 250 metres and an area of 1,350 m² directly on the roof of Check-in 3, it offers an unobstructed view of the airport apron as well as take-offs, landings and exciting airport operations. Illustrated charts provide information on airport-related professions, details on the most frequently seen types of aircraft and facts and figures on aviation. The Visitors Deck is open from 15 March to 15 November each year.

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› Ecology at the workplace

Environmental protection and the conscious use of energy and other resources form the core of the "Öko-LOGISCH!" awareness campaign, which is designed to motivate employees to use energy and electricity more carefully. In connection with this campaign, prizes were awarded for particularly interesting environmental projects; monthly environmental tips were announced; e-bikes were raffled off; and free-of-charge "staff bicycles" (Nextbike rentals) were introduced for business errands within the airport grounds.

› CO_2 emissions and ACAS

A CO_2 emission assessment was also prepared for 2013. The results for Vienna Airport – including air traffic, the aprons, handling, energy consumption and feeder traffic – show a 6.5% reduction in emissions to approx. 307,500 t CO_2. This figure also includes operations in the new terminal Check-in 3 for a full year. Of the total emissions, only approx. 13% can be directly influenced by FWAG. A comparison of these controllable CO_2 emissions with traffic units (VE) shows a decline of approx. 11% (kg/VE) versus 2012.

FWAG uses this CO_2 emission assessment as the basis for its participation in the ACAS (Airport Carbon Accreditation System) led by ACI Europe. The first certification level was reached in 2013 (determination of CO_2 emissions at the airport location), and plans call for the attainment of level 2 status (reduction in CO_2 emissions at the airport location) in 2015. Additional information on this programme can be found under http://www.airportcarbonaccreditation.org.

› Subsidy management

Activities in 2013 also focused on increased opportunities to finance environmentally relevant investments through subsidies. For this purpose, the environmental management department established a subsidy management function. This function must still be integrated in project processes, but most of the necessary interfaces have already been created. For example, a subsidy equal to 10% of the project volume was received for the refitting of air conditioning equipment with frequency converters.

› Fit for EMAS and ISO 14.001

Special workshops were held during the reporting year to finalise the initial preparations for implementing an environmental management system, e.g. EMAS/ISO14.001. Many of the steps required for this type of system have already been integrated in existing work routines and the necessary interfaces are operational. That means the necessary know-how and expertise are positioned at environmentally strategic points. An environmental management system (e.g. EMAS) includes an energy management system based on ISO 50.001, guarantees ecological procurement and simplifies administrative processes. In this way, synergy effects can be optimised.

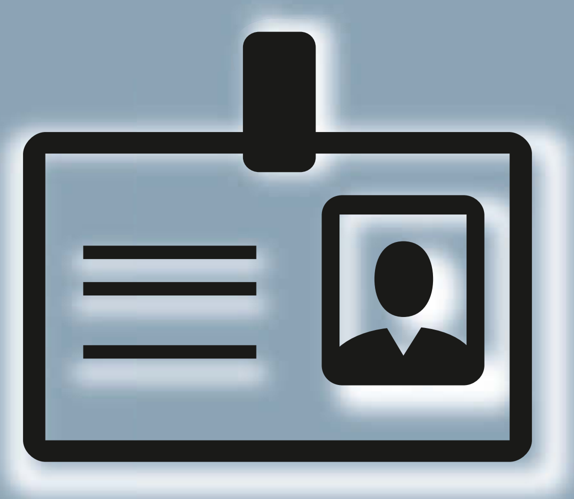
Ökoprofit places equal value on economic, ecological and psychological issues. Opportunities for optimising operations are still identified, but ways are also sought to encourage employees to use resources more carefully.

› Energy efficiency programme

Flughafen Wien AG is committed to the responsible and economical use of all forms of energy. The energy efficiency programme implemented in line with this commitment brought notable successes in 2013.

The new terminal represented the main focus of activities. The knowledge and experience gained since the start of full operations in June 2012 were transformed into substantial savings:

- The optimisation of controls in the building air conditioning systems saved 3,400 MWh, which represents roughly 20% of the annual cooling requirements.
- The adjustment of operating times led to savings of 1,584 MWh of electricity for lighting and ventilation.
- The installation of frequency converters in the airport ventilation equipment continued for the second year. The reductions amounted to approx. 3,000 MWh for electricity, approx. 1,500 MWh for cooling and approx. 1,700 MWh for heating.



Employees

› Strategy and management

The core responsibilities of human resources in the Flughafen Wien Group include recruiting, training, strategic personnel development and wage and salary policies. The Flughafen Wien Group had an average of 4,399 employees in 2013 (detailed information is provided in the management report on page 109).

One major challenge for human resources is to accompany the continuous change processes in the company. The necessary adaptations in the corporate culture must be supported by a comprehensive vision process and proactive training measures.

› Vision and values

A company can only be successful over the long-term when its employees are familiar with its long-term goal and can identify with this vision and the underlying values that define quality and the attitude toward work and cooperation between colleagues. The corporate vision and orientation for our company can be summarised as "We are one of the leading airports in Europe because we meet the needs of our customers as a key east- >

west hub with a professional approach and a focus on service".

The basis for our collective approach to meeting this important goal is interdisciplinary cooperation, which are defined by four central corporate values: customer orientation, professionalism, economy and respect. Based on management workshops in 2012, the common goal and our four corporate values were defined during the reporting year. The goal and values were then presented to employees at nine group events and nearly 40 smaller workshops – and will form the basis for the vision implementation process over the coming years.

Numerous measures were implemented throughout the Group to create a greater awareness of daily behaviour and integrate the newly prioritised values into everyday actions. Reaching a single goal through common actions places high demands on management. The introduction of employee appraisals supports managers in passing on the current mission statement and working together to make it reality. Another important implementation tool is formed by the vision ambassadors. One or more ambassadors – employees who serve as contact partners for the vision and values – were nominated in each business unit. They work closely together with the business unit and department managers and the human resources department. The vision ambassadors address current issues in their respective areas, deal with critical voices and suggestions from employees and help to integrate the values and vision in work processes. The ambassadors meet on a monthly basis, above all to exchange ideas and reflect on the vision process with their colleagues. In order to "set a good example", employees are asked to submit illustrations of our four values in action: examples of our values in action with our customers as well as examples of how our values can be made visible, or are already visible, in our everyday work. These examples are published in the Intranet. Training measures with a focus on the vision and values as well as internal communications – they all represent small steps on the road to being the best east-west hub.

› Training

We differentiate between open and specialised training, whereby the latter is defined by management as part of a training needs analysis. The company's extensive course programme is open to all employees with the approval of their supervisor. The courses cover subjects ranging from personal skills to foreign languages, IT and project management. Approx. € 972,000 was invested in training during 2013, which represents € 302 of external training for every employee of Flughafen Wien AG.

The international exchange of know-how in the Flughafen Wien Group is supported by the Airport Management Training Programme (AMTP). The sixth group of employees from Košice, Malta and Vienna is currently taking part in this one-year training cycle. The six modules give participants an opportunity to broaden their specialised know-how and academic skills, and to intensify their contacts within the corporation. Another opportunity for knowledge transfer is provided by the "Airport Know-how" platform. These events are organised by employees for employees and present particularly interesting areas and jobs at Vienna Airport.

Training programmes for managers are focused on individual development. The foundation is formed by extensive basic education, which continues in the form of individual coaching. The goal is to develop managers with excellent specialised qualifications, who can recognise and rely on their own leadership skills. Plans for 2014 include the creation of a management development programme based on the new vision and corporate values.

Apprenticeship training plays an important role at Flughafen Wien AG. In addition to theoretical education in a vocational school and practical on-the-job training, the apprentices attend numerous seminars. English courses and IT training as well as group and individual coaching sessions form an important part of this education. We see personnel development as a lifelong process and, consequently, support this development from the very beginning. In order to improve the social skills of apprentices, a one-week seminar was again held in 2013 on the subject of addiction prevention and experiential education. Flughafen Wien apprentices can also gain work experience in other companies as part of the three-week "Leonardo da Vinci" exchange programme with Munich Airport. Together with Austrian Airlines, these young employees can also pursue a dual programme that combines an apprenticeship with a secondary school degree.

› Performance-based compensation for managers

The remuneration scheme for the members of the Management Board and the first two levels of management includes a performance-based component. The amount of this variable compensation is based on the fulfilment of quantitative and qualitative goals.

› Employee foundation

Flughafen Wien AG established an independent private employee foundation more than ten years ago to allow employees to participate directly in the success of the company. This foundation holds 10% of the shares in Flughafen Wien AG and transfers the dividends received on these shares to employees. Its official boards are defined by the articles of association and operate completely independent of Flughafen Wien AG. The annual dividend payment by Flughafen Wien AG is distributed directly to the employee foundation and then passed on to employees. In 2013 approx. € 2.2 million was distributed for the 2012 financial year, representing 27.8% of the average monthly salary or wage per employee. The allocation is based on the individual gross annual salary or wage.

› Labour trust

The Steyr labour trust was founded in 1993 to provide goal-oriented support for the professional reintegration of employees who lose their jobs in economically difficult times. FWAG has been a member of this trust for nearly five years, in keeping with its responsibility to former employees. Eleven employees joined the Steyr labour trust in 2013, which raised the total to 56 employees who were provided with training since its start.

› Focal points for human resources development

Two focal points for the human resources department are older employees and support for women (see below). The expected, and politically desirable, extension of employment beyond the current average retirement age is only feasible with the implementation of extensive preventive and organisational measures, above all with regard to the high physical stress to which many of our employees are exposed.

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› Retirement planning

As a supplement to legal pension schemes and optional private pension planning, Flughafen Wien transfers 2.5% of the monthly salary or wage for each employee to a company pension fund. Employees can also choose to make a matching contribution. In addition, the company provides financial subsidies for supplementary accident and health or pension insurance.

› Voluntary benefits

Flughafen Wien AG offers a variety of voluntary benefits to increase the motivation and strengthen the identification of employees with the company. Examples include free-of-charge transportation to workplaces at the airport with the City Airport Train (CAT) and bus connections to the neighbouring communities. The company spent approx. € 328,000 on these services in 2013. A meal subsidy of € 1.00 per employee and working day (total for 2013: approx. € 545,000) is also provided, and numerous benefits are available for leisure time and sporting activities.

› Flexible working time models

Flughafen Wien has introduced flexible and individualised working time models to meet the needs of employees as best as possible. Flexible working hour models are found, above all, in the company's administrative functions, and many units offer part-time employment. The company has also implemented different shift models in traffic-related functions, where full operations must be guaranteed around the clock and seven days per week. In 2013, the special models for part-time schooling and educational sabbaticals were used for the first time.

› Work and family

A family-friendly working climate is particularly important for a healthy work-life balance. Day care facilities are available directly at the airport, where extended opening hours also provide employees in shift jobs with reliable supervision for their children. The airport day care centre has received numerous awards for its excellent offering and high pedagogical standards.

In 2013 Flughafen Wien AG signed the "charter for the new harmonisation of parenting and business". It confirms the company's commitment to a corporate policy that supports the reconciliation of work and family life and a parent-oriented family policy.

Employees on parental leave are kept up to date with regular information on important events to facilitate their return to work. An increasing number of men are also taking on primary responsibility for child care, with eight men on parental leave in 2013.

Flughafen Wien introduced a so-called "Daddy's month" for employees in 2012. New fathers can take up to 28 consecutive calendar days of leave during the first three months after the birth of a child. This time off from work allows the father to help with the care of the new-born and mother and to establish a bond with the child. During the "Daddy's month", the employee receives 50% of his monthly wage or salary before the start of the leave. In 2013 38 fathers took advantage of this offering.

› Support for women

The share of female employees in the Flughafen Wien Group equals 12.5%. This is a result of the relatively low percentage of women in the specialised functions at Vienna Airport, where 70% of the jobs involve heavy physical labour. In spite of this situation, the company's goal is to increase the number of female employees – above all in management positions. The share of women at all four management levels equalled 19% in 2013. Each year the company takes part in the "Vienna Daughters' Day", which is designed to give girls better insight into technical professions. The Flughafen Wien Group had an average of five female commercial apprentices in 2013. On the Supervisory Board, women represent 30% of the shareholder representatives. In order to also position Flughafen Wien as an attractive employer for women, measures are taken to improve the work-life balance and appropriate career opportunities are created.

› Workplace health and safety – preventive services

› Accident statistics[1]

	2013	Change in %	2012	2011	2010	2009
Reportable accidents	115	-20.7	145	143	165	123
Per 1,000 employees	36.3	-18.4	44.8	43.5	49.6	37.5

1) Based on Flughafen Wien AG

The primary goals of preventive services, which cover industrial medicine and industrial safety, in 2013 were as follows: to maintain and promote the health and fitness of employees; to identify technical health- and performance-relevant factors in the working environment; to evaluate the effects of these factors on employees and work processes; and to make improvements wherever necessary. Regular workplace inspections and targeted discussions provided the framework for in-depth consultations with management on issues related to industrial medicine and safety, including the design of working areas and workstations, accident prevention, maternity protection regulations, the deployment of ill/injured employees, first-aid training and psychological problems at the workplace.

The routine evaluation of work accidents together with the involved employees and in agreement with the supervisors led to various specific improvements and, in total, to a noticeable reduction of 20.7% in reportable accidents during 2013.

In contrast to the previous year, no monthly health focal points were set in 2013. Special services such as spinal column measurements with individual counselling and training recommendations, ergonomic advising (correct sitting, lifting and carrying), pulmonary function tests, eye tests, blood pressure measurements, sports medicine performance diagnostics etc. were offered during the entire year. A large number of employees also took advantage of the regular health examinations in the outpatient clinic.

The medical advisory services for travellers and vaccinations, which are available not only to patients and customers in the airport outpatient clinic, but also to employees, were again very popular, above all before vacations. As in previous years, the offering was rounded out by free-of-charge tick and influenza vaccinations. >

First-aid courses: In order to meet the increased demand from individual departments, additional courses were added to the scheduled basic offering of 4-, 8- and 16-hour first-aid courses. Workplace inspections together with the industrial safety specialists included a check of the first aid kits.

The outpatient clinic was also used by employees as a contact point for acute medical problems. The close proximity and 24-hour availability of a doctor and expert medical personnel reduce time-off for medical office visits and can often shorten sick leave through prompt treatment.

The medical fitness and follow-up examinations required by Austrian labour law for specific employees also represented an important focal point of industrial medicine services in 2013. In particular, these examinations covered respiratory tests for the airport fire brigade, welding smoke check-ups for exposed workstation employees and noise evaluations for employees in high-volume workplaces (>85dB). The audiometry (hearing) tests were also offered directly in the primarily affected baggage loading areas to save employees longer trips through the airport and lost time at work.

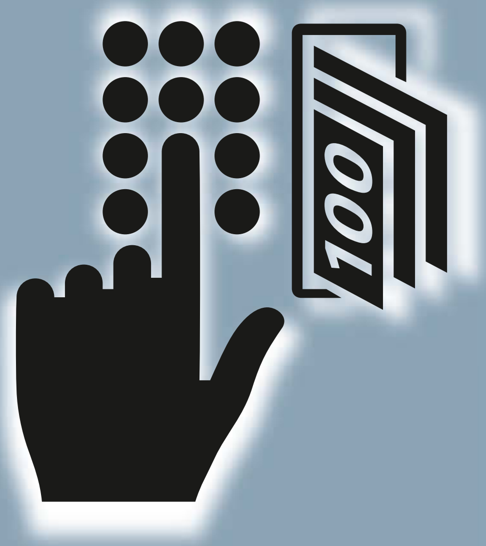
FWAG complies with the legal regulations in Austria that require employers to identify and assess existing and potential dangers at the workplace and to define and document related measures. The amendment to these regulations as of 1 January 2013 explicitly clarifies that this data collection must cover both physical and psychological aspects.

The legally required identification and assessment of these dangers is intended to pinpoint unhealthy workplace conditions and allow for the implementation of appropriate countermeasures.

In Flughafen Wien AG, psychological stress at the workplace has been under evaluation by an industrial health specialist together with the occupational safety unit since autumn 2013. The analysis is based on a moderated group interview that covers a limited number of employees (max. 12) as a representative sample for a workplace or area. Appropriate measures are developed to address identified critical psychological stress points and are recorded in a safety and health protection register. Due to the size of the company, this evaluation process will cover at least the next two years.

Efforts in this area are not only intended to meet legal requirements. The goal is to create working conditions that are also well designed according to psychological criteria, since this lessens psychological, physical and operational problems: tensions, dissatisfaction and a decline in performance are reduced. However, the most important result is that people remain healthier and happier, and are therefore more effective and efficient – in both their private and professional lives.

In order to offer employees direct help in on-the-job as well as private stress situations, FWAG signed a contract with a specialised hotline operator at the end of 2013. Employees can call this hotline anonymously, free of charge and at any time to discuss their problems with trained psychological counsellors. The range of subjects is unlimited and covers mobbing, burn-out symptoms or tensions at work as well as private separations, death in the family or children's school problems.



Investor Relations

The goal of Flughafen Wien investor relations is to establish and maintain active and transparent communications with the capital markets. The investor relations team serves as an interface between the company's interest groups and the capital markets, and is available to answer questions on the company and, in particular, on the Flughafen Wien share.

› The market environment and the Vienna Stock Exchange

The determining factors for the capital markets in 2013 included the ongoing expansive monetary policies of major national banks, low long-term interest rates and moderate economic recovery in the industrial countries. This led to sound share price gains on key exchanges like New York, London and Tokyo during the course of the year. With a plus of 17.9%, the European Eurostoxx 50 index also recorded impressive results.

In contrast, the development of share prices on the Vienna Stock Exchange remained clearly below the benchmark. This weaker growth reflected investors' concentration on liquid international blue chips. The ATX reached the annual low of 2,170.86 points in June, for a decline of 9.6% compared with year-end 2012. However, the index returned to growth during the second half of 2013: the high of 2,676.80 points was reached in November, which represents an increase of 23.3% over the annual low. The ATX closed the year at 2,546.54 points for a year-on-year increase of 6.1%.

› Performance of the Flughafen Wien share

In comparison with the ATX and the ATX Prime, the Flughafen Wien share developed extremely well in 2013. The year-end price of € 61.00 represented a 41.5% increase over the price at the end of 2012 (€ 42.99). The low for 2013 was reached on 11 January 2013 at € 41.00, and the high was recorded on 27 December 2013 at € 61.43.

Based on a recommended dividend of € 1.30 per share and the year-end price, the dividend yield equals 2.1% (2012: 2.4%). The stock exchange turnover of the Flughafen Wien share rose substantially by 47.2% to € 271.9 million in 2013 (2012: € 184.7 million).

The positive development of the share is also reflected in the weighting of Flughafen Wien AG in the ATX Prime, which equalled 1.42% at year-end 2013 (2012: 1.09%).

› Stock market listings

The FWAG share has traded on the Vienna Stock Exchange since 1992. The company's share capital totals € 152,670,000 and is divided into 21,000,000 registered common shares that can be purchased and sold in continuous trading on the Vienna Stock Exchange. The Flughafen Wien share is one of the base values in the ATX Prime and the Austrian Futures and Options Exchange and will be reinstated in the leading ATX index at the end of March 2014.

In addition to Vienna, the Flughafen Wien share is traded over-the-counter on exchanges in Berlin, Munich, Stuttgart, Frankfurt and Hamburg. The Flughafen Wien share has also traded internationally in London's SEAQ over-the-counter market since October 1994. An ADR Programme was established in the USA in 1994, where one share of Flughafen Wien stock corresponds to four American Depository Receipts.

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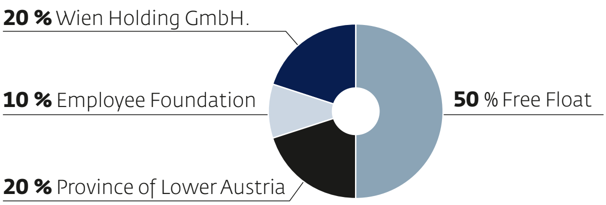
› Shareholder structure

Flughafen Wien shares have a free float component of 50%. Of the remaining 50%, the two syndicated core shareholders – the province of Lower Austria and the city of Vienna – each hold 20%, the latter through Wien Holding GmbH. (The most important provisions of the syndicate agreement are described on page 111 of the management report.) In addition, 10% of the shares are held by the employee foundation.

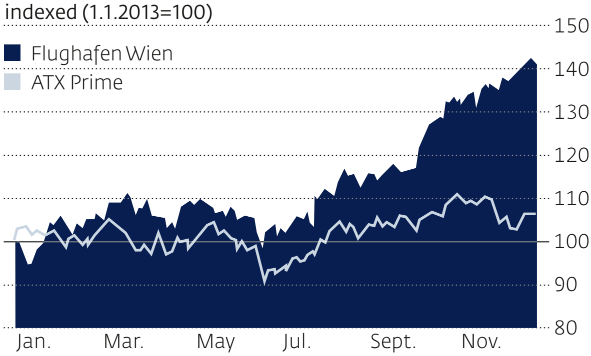
Shareholder Structure



Any changes in the shareholder structure that exceed the threshold defined by Austrian stock exchange law are disclosed in accordance with the relevant requirements. In 2013 Lazard Asset Management LLC, Franklin Resources Inc., the city of Vienna and Silchester International Investors LLP ("Silchester LLP"), London, reported changes in their holdings.

As of 31 December 2013, Silchester International Investors LLP („Silchester LLP"), London, and Franklin Resources Inc held investments over the 5% reporting threshold and Lazard Asset Management LLC an investment over the 4% reporting threshold. The city of Vienna transferred its 20% stake to an investment subsidiary, Wien Holding GmbH, on 15 April 2013.

The Flughafen Wien Share 2013
indexed (1.1.2013=100)



Voting rights

The exercise of voting rights is regulated by § 13 of the articles of association of Flughafen Wien AG, which ensures that the principle of "one share – one vote" is observed. The articles of association can be reviewed under:
http://ir.viennaairport.com > Corporate Governance > Articles of association.

Ticker symbols

Reuters	VIEV.VI
Bloomberg	FLU: AV
Datastream	O:FLU
ISIN	AT000 0911805
ÖKB-WKN	91180
ÖTOB	FLU
ADR	VIAAY

Information on the Flughafen Wien share

	2013	2012	2011
Share capital in € million	152.67	152.67	152.67
Number of shares in million	21	21	21
Share price on 31.12. in €	61.00	42.99	29.25
Annual high in €	61.43	42.99	51.98
Annual low in €	41.00	26.04	25.70
Market capitalisation as of 31.12. in € million	1,281.0	902.8	614.25
Earnings per share in €	3.49	3.42	1.50
Price/earnings ratio[1]	17.5	12.6	19.4
Price/cash flow ratio[1]	6.3	5.0	3.4
Dividend[2]	1.30	1.05	1.0
Dividend yield in %[1, 2]	2.1	2.4	3.4
Pay-out ratio in %[2]	37.3	30.5	66.5

1) The share price at year-end was used to calculate the price/earnings ratio, the price/cash flow ratio and the dividend yield
2) Dividend 2013: recommendation to the Annual General Meeting

Annual General Meeting

The 25th Annual General Meeting of Flughafen Wien AG was held on 30 April 2013 at the Multiversum in Schwechat, with a total of 222 shareholders representing 17,081,094 voting rights in attendance (attendance for voting on point two of the agenda). In addition to the presentation of results for 2012, the agenda covered voting on the use of retained earnings, the release of the Supervisory Board and Management Board from liability for the 2012 financial year and the remuneration of the Supervisory Board for the 2012 financial year. An auditor was also appointed for the 2013 annual and consolidated financial >

statements, and elections for the Supervisory Board were held. Additional information on the 25th Annual General Meeting of Flughafen Wien AG can be found in the Internet under http://ir.viennaairport.com under the menu point "Archive - General Meetings".

The 26th Annual General Meeting of Flughafen Wien AG will be held on 5 May 2014. Additional information and reports on the annual general meetings are available under: http://ir.viennaairport.com, menu point "Annual general meeting".

Financial Calendar 2014

26th Annual General Meeting	5 May 2014
Ex-dividend day	8 May 2014
Payment date	12 May 2014
First quarter results for 2014	20 May 2014
Interim financial report for 2014	19 August 2014
Private shareholders day	28 August 2014
Third quarter results for 2014	18 November 2014

The schedule for the announcement of monthly traffic results can be found on the Flughafen Wien AG website under http://ir.viennaairport.com.

Transparent communications

Flughafen Wien pursues an active and transparent capital market communications policy that is designed to provide all stakeholder groups with the same comprehensive information on the company at the same time. In addition to quarterly reports, the company issues monthly announcements on traffic results. Regular presentations are also held for analysts and institutional investors.

In 2013 management presented the latest corporate developments at investor conferences and road shows in Europa (Stegersbach, Zürs, Warsaw, Helsinki, Paris, London, Zurich, Munich and Frankfurt), Canada (Toronto) and the USA (New York, Boston and Chicago) as well as events in Vienna.

The growing interest of investors was reflected in numerous one-on-one meeting with management. In 2013 the company was also represented at the Austrian "Gewinnmesse" trade fair for the general investing public.

Private shareholders day

On 23 August 2013 the private shareholders of Flughafen Wien AG had an opportunity to learn about the development of business during a special event with management. The discussions were followed by a tour of the airport. The next private shareholders day is scheduled for 28 August 2014.

› The following financial institutions published analyses on the Flughafen Wien share in 2013:

Barclays (London)	Kepler Cheuvreux (Frankfurt)
Citigroup Global Markets (London)	Morgan Stanley (London)
Commerzbank (Frankfurt)	Nomura (London)
ERSTE Group (Vienna)	Raiffeisen Centrobank (Vienna)
Goldman Sachs (London)	Royal Bank of Canada (London)
HSBC (London)	Silvia Quandt Research GmbH (Frankfurt)
J.P. Morgan Cazenove (London)	UBS (London)

› Additional information

Extensive information as well as a wide variety of publications and current press releases can be found in the Internet under http://ir.viennaairport.com. By registering for the Flughafen Wien shareholder service, you can also receive a wide range of printed information on the company.

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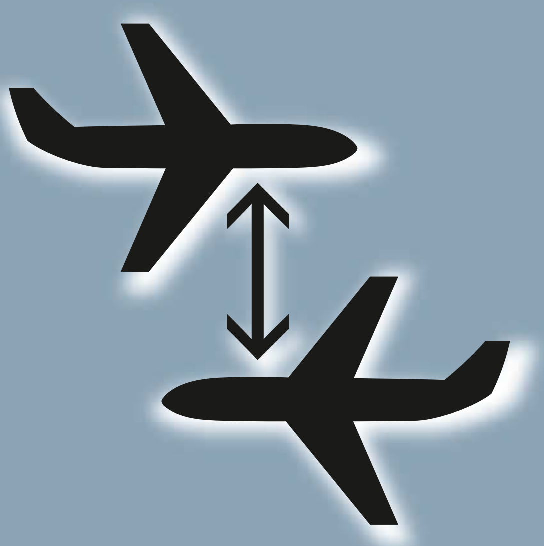
› Dividend policy and recommendation for the distribution of profit

The dividend policy pursued by Flughafen Wien AG is designed to create a balance between growth investments and a return to shareholders.

The 2013 financial year closed with distributable profit of € 27,305,339.67. In line with the above dividend policy, the Management Board of Flughafen Wien AG recommends the payment of a € 1.30 dividend per share, for a total distribution of € 27,300,000, and the carryforward of the remaining € 5,339.67. The recommended dividend represents a payout ratio of 37.3%.

Schwechat, 7 March 2014
The Management Board



Corporate Governance Report

(in acc. with § 243b of the Austrian Commercial Code)

The foremost goal of Flughafen Wien AG is to create and maintain a sustainable increase in the value of the company. The actions to reach this goal include responsible corporate management as well as a commitment to the Austrian Corporate Governance Code. Fughafen Wien has been committed to compliance with the code since 2003.

› Commitment to Responsible Management

Flughafen Wien AG declared its intent to comply with the Austrian Corporate Governance Code in 2003 and renewed this commitment in 2012. The code is available for review under http://www.corporate-governance.at.

The Austrian Corporate Governance Code includes, among others, so-called comply-or-explain rules that require the explanation of any non-compliance. Flughafen Wien AG meets all regulations of the code with the exception of Article 16, first sentence, and explains this deviation as follows: a chairman was not appointed for the management board in order to promote the team spirit between its members. >

Management

Julian Jäger and Günther Ofner served as the members of the Management Board of Flughafen Wien AG in 2013.

Organisational structure by function in 2013

Member of the Management Board Günther Ofner	Member of the Management Board Julian Jäger
Real Estate Management **Werner Hackenberg**	Operations[1] **Nikolaus Gretzmacher**
Planning, Construction & Facility Management **Georg Kroyer**	Handling Services **Wolfgang Fasching**
Finance and Accounting **Rita Heiss**	Center Management **Adil Raihani**
Strategy, Controlling and Group Shareholdings **Andreas Schadenhofer**	Technical Services **Christoph Edlinger**
Secretary General **Wolfgang Köberl**	Internal Audit **Günter Grubmüller**
Human Resources **Christoph Lehr**	Information Systems **Susanne Ebm**
Corporate Communications **Stephan Klasmann**	
Purchasing **Andreas Eder**	

1) Environmental management was integrated into the Operations unit as of 1 March 2013.

Joint Signatories

Andreas Eder
Christoph Edlinger
Wolfgang Fasching
Nikolaus Gretzmacher
Werner Hackenberg
Rita Heiss
Michael Höferer
Stephan Klasmann
Wolfgang Köberl
Georg Kroyer
Christoph Lehr
Adil Raihani
Andreas Schadenhofer

Management Board

› Member of the Board: Julian Jäger

Born in 1971, in 2002 he joined the legal department of Flughafen Wien AG after completing his studies in law at the University of Vienna. From 2004 to 2006 he served as the head of the business development department in the airline and terminal services unit. He joined Malta International Airport plc as chief commercial officer in 2007 and was appointed chief executive officer in 2008. Julian Jäger was appointed to the Management Board of Flughafen Wien AG on 5 September 2011; his term of office ends on 4 September 2016.

Member of the supervisory board or comparable function in external corporations:

- Österreichische Gesellschaft für Zivilluftfahrt mit beschränkter Haftung

› Member of the Board: Günther Ofner

Born in 1956, he received his doctor of laws degree from the University of Vienna in 1983, where he also worked as a lecturer from 1986 to 2000. Günther Ofner served as the managing director of Friedrich Funder Institut für Journalistenausbildung und Medienforschung from 1981 to 1992, and then joined Österreichische Elektrizitätswirtschafts AG as the deputy head of the foreign office from 1992 to 1994. From 1994 to 2004 he was a member of the management board of Burgenländische Elektrizitätswirtschafts AG. Günther Ofner served on the management board of Burgenland Holding AG from 1995 to 1997 and 2005 to 2011, and on this company's supervisory board from 2004 to 2005. His other functions include chairman of the management board of UTA Telekom AG from 2004 to 2005 as well as managing director in various Austrian and foreign subsidiaries of EVN AG from 2005 to 2011. Günther Ofner was appointed to the Management Board of Flughafen Wien AG on 5 September 2011; his term of office ends on 4 September 2016.

Member of the supervisory board or comparable function in external corporations:

- Plaut Aktiengesellschaft
- Wiener Städtische Wechselseitiger Versicherungsverein – Vermögensverwaltung – Vienna Insurance Group

› Work Processes of the Management Board

The activities of the Management Board are defined by law, the articles of association and the rules of procedure. The rules of procedure regulate the distribution of operational responsibilities and the cooperation between the members of the Management Board. This document also lists the information and reporting obligations of the Management Board and includes a catalogue of measures that require the approval of the Supervisory Board. The Management Board holds weekly meetings to discuss the development of business and, in these meetings, takes decisions that require the approval of the full Management Board. The members of the Management Board also exchange information on important activities and events on a regular basis.

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› Remuneration of the Management Board

The remuneration of the Management Board includes a fixed and a performance-based component as well as non-cash remuneration. The variable component is tied to specific targets that are defined each year together with the Supervisory Board based on corporate goals.

In accordance with rule 27 of the Austrian Corporate Governance Code, 50% of the variable remuneration for Julian Jäger and Günther Ofner is dependent on the attainment of goals for the respective financial year and 50% on sustainable, long-term goals. Goal attainment is measured by the improvement in customer satisfaction based on a comparison with the international ASQ study and on EBITDA and ROCE targets. The targets and, above all, the criteria for payment of the variable remuneration are defined, explained and weighted by the Presidium and Personnel Committee of the Supervisory Board at the beginning of each financial year. If the basis for variable remuneration proves to be incorrect after this payment is made, the respective Management Board member is obliged to return the resulting bonus in full. The variable remuneration is limited to 100% of the fixed component.

Details on the remuneration paid to the individual board members are provided in the following table and in note 40 to the consolidated financial statements. For Julian Jäger and Günther Ofner, 15% of the base salary is transferred to a pension fund.

There are no special agreements that would take effect in the event of a public takeover offer. If the contracts with Julian Jäger and Günther Ofner are terminated prematurely without important reason, compensation will be continued for a maximum of 24 months in accordance with rule 27a of the Austrian Corporate Governance Code. The members of the Management Board have no claims to severance compensation or other settlement payments at the end of their contracts, regardless of the grounds for termination. No stock options have been granted. The company has arranged for D&O insurance and carries the related costs.

› Management Board remuneration for 2013 and 2012

in T€	2013 Fixed compensation	2013 Share of total	2013 Performance-based compensation for 2012	2013 Share of total	2013 Non-cash remuneration	2013 Share of total	2013 Total remuneration	2012 Total remuneration
Julian Jäger	253.7	57.11%	183.2	41.24%	7.2	1.62%	444.2	340.7
Günther Ofner	253.7	57.11%	183.2	41.24%	7.2	1.62%	444.2	340.8

› Supervisory Board

The Supervisory Board comprises ten shareholder representatives and five delegates from the Works Committee. All shareholder representatives were elected by the 25th annual general meeting (AGM) on 30 April 2013 and have terms of office extending up to the AGM that will vote on the release from liability for the 2017 financial year. At the 165th meeting of the Supervisory Board on 30 April 2013, Ewald Kirschner was elected chairman of this body. All members of the Supervisory Board of Flughafen Wien AG have declared their independence according to the guidelines defined by the Supervisory Board pursuant to the requirements of the Austrian Corporate Governance Code. The company therefore complies with rules 39 and 53 of the Austrian Corporate Governance Code.

› Members of the Supervisory Board

Name, year of birth	Profession	First appointed on	Positions on other supervisory boards and comparable functions
Shareholder representatives			
Ewald Kirschner, chairman since 30.04.2013[1], 1957	General Director der GESIBA Gemeinnützige Siedlungs- und Bauaktiengesellschaft	29.04.2011	-
Erwin Hameseder, deputy since 30.04.2013[2], 1956	General Director of Raiffeisen-Holding NÖ-Wien	31.08.2011[3]	Member of the supervisory boards of: Strabag SE, AGRANA Beteiligungs-Aktiengesellschaft, Raiffeisen Bank International AG, UNIQA Versicherungen AG, Südzucker AG
Wolfgang Ruttenstorfer, deputy since 29.04.2011, 1950	(Former) General Director of OMV Aktiengesellschaft	29.04.2011	Member of the supervisory boards of: Telekom Austria Aktiengesellschaft, VIENNA INSURANCE GROUP AG Wiener Versicherung Gruppe (chairman), CA Immobilien Anlagen Aktiengesellschaft (chairman), RHI AG, NIS a.d. Naftna industrija Srbije
Gabriele Domschitz, 1959	Member of the Management Board of Wiener Stadtwerke Holding AG	29.04.2011	-
Bettina Glatz-Kremsner, 1962	Member of the Management Boards of Casinos Austria AG and Österreichische Lotterien GesmbH	29.04.2011	-
Burkhard Hofer, 1944	(Former) General Director of EVN AG	20.08.2009	Member of the supervisory board of: EVN AG (chairman)
Robert Lasshofer, 1957	Chairman of the Management Board of Wiener Städtische Versicherung AG Vienna Insurance Group	30.04.2013	-
Herbert Paierl, 1952	pcb Paierl Consulting Beteiligungs GmbH	30.04.2013	Board of directors: Landi Renzo S.P.A.

1) Ewald Kirschner served as deputy chairman of the Supervisory Board up to 30 April 2013.
2) Mr. Hameseder served as chairman of the Supervisory Board up to 30 April 2013
3) Mr. Hameseder served as a member of the Supervisory Board from 22 April 2004 to 19 May 2009

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› Members of the Supervisory Board

Name, year of birth	Profession	First appointed on	Positions on other supervisory boards and comparable functions
Shareholder representatives			
Karin Rest, 1972	Dr. Peter Armstark law firm	30.04.2013	-
Gerhard Starsich, 1960	General Director of Münze Österreich Aktiengesellschaft	30.04.2013	-
Franz Lauer, 1939, up to 30.04.2013	(Former) General Director of Wiener Städtische Versicherung AG	07.05.1998	-
Hans-Jörgen Manstein, 1944, up to 30.04.2013	Manstein Zeitschriftenverlag GesmbH	24.04.2003	-
Alfons Metzger, 1941, up to 30.04.2013	Metzger Realitäten Group	25.04.2002	-
Claus Raidl, 1942, up to 30.04.2013	President of the Austrian National Bank	31.08.2011	Member of supervisory board of: Wienerberger AG
Delegated by the Works Committee			
Manfred Biegler, 1956	Chairman of the Salaried Employees' Works Committee		-
Michael Straßegger, 1966	Vice-Chairman of the Salaried Employees' Works Committee		-
Thomas Schäffer, 1983	Vice-Chairman of the Salaried Employees' Works Committee		-
Heinz Strauby, 1974	Waged Employees' Works Committee		-
Heinz Wessely, 1971	Waged Employees' Works Committee		-

› Representative of the Supervisory Authorities

In a letter dated 29 April 2012, the supervisory authorities indicated that they would no longer exercise their right to delegate a representative.

› Representatives of Free Float Shareholders

The 25th AGM on 30 April 2013 elected Robert Lasshofer and Burkhard Hofer as the representatives of free float shareholders.

› Work Processes of the Supervisory Board

The Supervisory Board monitors the management of the company. It can request a report from the Management Board on business-related issues and may review the company's accounting records and documentation at any time. The transactions itemised in § 95 (5) of the Austrian Stock Corporation Act and the activities listed in the rules of procedure for the Management Board require the consent of the Supervisory Board.

› The Supervisory Board Committees

The committees, which exercise consultative functions, are intended to improve the efficiency of Supervisory Board work processes and also deal with complex issues. The chairmen of these committees report regularly to the Supervisory Board on their work. The Supervisory Board is required to designate one committee to make decisions in urgent cases. Irrespective of their assigned duties, the committees can also be charged with other tasks involving analysis, advising and the preparation of recommendations to the Supervisory Board for voting.

› Presidium and Personnel Committee

The Presidium and Personnel Committee is responsible for personnel issues related to the members of the Management Board, including succession planning, and deals with the content of employment contracts and the remuneration of the board members. This committee also evaluates the acceptability of additional activities by the Management Board members and assists the chairman, above all in preparing the Supervisory Board meetings. Moreover, the Presidium and Personnel Committee serves as a committee for urgent issues in accordance with rule 39 of the Austrian Corporate Governance Code and performs the functions of a nominating committee as defined in rule 41 of the Austrian Corporate Governance Code as well as the duties of the remuneration committee in accordance with rule 43.

› Members of the Presidium and Personnel Committee

Ewald Kirschner (Chairman)	Manfred Biegler
Erwin Hameseder	Heinz Wessely
Wolfgang Ruttenstorfer	

› Strategy Committee

The Strategy Committee works on strategic issues together with the Management Board and, if necessary, also with other experts. The related decisions are taken by the full Supervisory Board.

› Members of the Strategy Committee

Ewald Kirschner (Chairman)	Alfons Metzger[6]
Erwin Hameseder	Manfred Biegler
Wolfgang Ruttenstorfer	Heinz Strauby
Gabrielle Domschitz	Heinz Wessely
Bettina Glatz-Kremsner[5]	

5) As of 30 April 2013
6) Up to 30 April 2013

› Audit Committee

The Audit Committee deals with accounting issues as well as the audit of the company and the group. It evaluates the report by the auditor on the examination of the annual financial statements, and informs the Supervisory Board of the results of this analysis. This committee is responsible for examining and preparing decisions for the Supervisory Board on the following subjects: the annual financial statements, the recommendation for the distribution of profit and the management report; the audit of the consolidated financial statements; the audit of accounting systems; the corporate governance report; the monitoring and effectiveness of the internal control system, the internal audit system and risk management. The Audit Committee also makes a recommendation to the Supervisory Board for the nomination of an auditor, monitors the independence of this firm and deals with the content of the management letter and the report on the effectiveness of risk management. Erwin Hameseder, the chairman of this committee, has served as the financial expert since 30 April 2013; his many years of professional experience qualify him for this position.

› Members of the Audit Committee

Erwin Hameseder (Chairman)	Gabriele Domschitz
Wolfgang Ruttenstorfer	Manfred Biegler
Ewald Kirschner	Heinz Strauby
Burkhard Hofer	Heinz Wessely

› Frequency of Meetings and Key Issues

The Supervisory Board held five meetings in 2013. In addition, the Presidium and Personnel Committee held one meeting and the Audit Committee two meetings. The Strategy Committee met once during the reporting year.

The Supervisory Board and its committees dealt with central issues related to the development and organisation of the company. The meeting agendas centred, in particular, on the development of traffic and the standing of Vienna's key airline customers. Other topics included the presentation and discussion of the corporate strategy, above all with respect to future expansion projects, the development of the gastronomy and retail business, and investments in other companies. The Management Board also reported on the vision process currently in progress as well as the ongoing review by the Austrian Auditor General's Office and improvements made to Check-in 3. Other reports covered the following topics: actions to assert claims against contractors for damages connected with the Check-in 3; the status of investigations involving former members of the Management Board and the resulting consequences; the renovation of Runway 16/34; the allocation of retail space; the planned changes in the EU ground handling directive and the related effects; and cost reduction measures and the resulting improvement in productivity. The committees reported to the full Supervisory Board on their activities. The Management Board provided the Supervisory Board with regular information on the development of business and the position of the individual group companies. Therefore, the Supervisory Board was able to monitor the performance of the company on a continuous basis and support the Management Board on decisions of fundamental importance.

Additional information is provided in the report of the Supervisory Board.

› Remuneration of the Supervisory Board in 2013

The remuneration scheme for the Supervisory Board calls for an annual payment of € 12,000 to the chairman, € 10,000 for each deputy and € 8,000 for each ordinary member as well as a standard attendance fee of € 300 per meeting. Detailed information on the remuneration paid to the individual members of the Supervisory Board is provided in the following table.

Ewald Kirschner	€	12,700	Gerhard Starsich	€	900
Erwin Hameseder	€	14,700	Herbert Paierl	€	900
Wolfgang Ruttenstorfer	€	12,700	Karin Rest	€	1,200
Burkhard Hofer	€	10,100	Claus J. Raidl	€	8,300
Gabriele Domschitz	€	9,500	Dr. Franz Lauer	€	8,000
Bettina Glatz-Kremsner	€	9,800	Hans-Jörgen Manstein	€	8,300
Robert Lasshofer	€	1,200	Alfons Metzger	€	8,300

› Internal Audit and Risk Management

The internal audit department reports directly to the Management Board of Flughafen Wien AG. Each year this department prepares an audit schedule for the following 12 months as well as a report on its activities during the past financial year, which are submitted to the Management Board and discussed with the Audit Committee of the Supervisory Board. The effectiveness of risk management is evaluated by the auditor based on documents and other available information. The resulting report is submitted to the Management Board and the chairman of the Supervisory Board, and subsequently presented to the full Supervisory Board.

› Guidelines for the Independence of the Supervisory Board Members

The criteria for the independence of the Supervisory Members are based on rule 53 of the Austrian Corporate Governance Code. All members of the Supervisory Board of Fughafen Wien AG meet the independence criteria defined in the following guidelines:

- A member of the Supervisory Board is considered to be independent when he/she has no business or personal relations with the company or its management board that may lead to a material conflict of interest and are therefore capable of influencing the actions of the board member.
- The Supervisory Board member may not have served on the management board or as a key employee of the company or a subsidiary of the company during the previous five years.
- The Supervisory Board member may not have – or in recent years had – any business relations with the company or a subsidiary of the company that are considered to be material for this member. The same applies to business relations with companies in which the member of the Supervisory Board holds a significant economic interest. The approval of individual transactions by the Supervisory Board as defined in L-Rule 48 does not automatically lead to qualification as not independent.

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- The Supervisory Board member may not have worked on the audit of the company during the past three years and may not have owned an interest in or been employed by the public accounting firm during this period.
- The Supervisory Board member may not serve on the management board of another firm in which a member of the company's management board holds a position on the supervisory board.
- The Supervisory Board member may not be closely related (son or daughter, husband or wife, companion, parent, uncle, aunt, sister or brother, niece or nephew) to a member of the management board or a person serving in one of the positions described above.

Self-evaluation of the Supervisory Board

The Supervisory Board analysed the efficiency of its activities within the framework of a self-evaluation process that focused, above all, on its organisation and working procedures. The required information was collected through questionnaires that were completed by all Supervisory Board members, and the results were presented at the 168th Supervisory Board meeting on 18 December 2013.

Annual Financial Statements according to the Austrian Commercial Code

The financial statements of Flughafen Wien AG as prepared in accordance with the Austrian Commercial Code are available at the headquarters of the company. Interested parties can also order copies by e-mail under investor-relations@viennaairport.com or by calling +43/1/7007-22826. These financial statements are also published on http://ir.viennaairport.com under the menu point "Publications and reports" > "Financial reports".

Financial Report pursuant to the Austrian Stock Exchange Act

The annual financial report and the quarterly reports are available on http://ir.viennaairport.com under the menu point "Publications and reports".

Auditor

KPMG Austria AG Wirtschaftsprüfungs- und Steuerberatungsgesellschaft, 1090 Vienna, Porzellangasse 51, was appointed as the auditor by the 25th Annual General Meeting of Flughafen Wien AG and commissioned to perform this engagement. Prior to its election as the auditor, KPMG Austria AG Wirtschaftsprüfungs- und Steuerberatungsgesellschaft submitted a written report to the Audit Committee that covered the following points:

- Authorisation to audit a stock corporation as well as proof that there are no grounds for exclusion from such engagements;
- A listing by type of service of the total fees received from the company for the previous financial year;

- Inclusion in a legal quality assurance system;
- Disclosure of any circumstances that could give reason for concern over possible bias; and
- Measures taken to ensure the independence of the audit.

In 2013 the auditor's fees amounted to T€ 253.6 for the audit of the financial statements, T€ 62.0 for other assurance services and T€ 0.5 for miscellaneous services.

Compliance Rules

Flughafen Wien AG implemented the Issuer Compliance Regulations in the version dated 1 November 2007 revised by Federal Gazette BGBI. II No. 30/2012 through a separate corporate guideline. The company has established permanent areas of non-disclosure to prevent the misuse or distribution of insider information, and also creates ad-hoc areas as needed. These areas of non-disclosure cover all employees and corporate bodies of Flughafen Wien AG in Austria and other countries as well as any external service providers who have access to insider information. A variety of organisational measures and control mechanisms has also been implemented to monitor these processes on a regular basis. The compliance officer of Flughafen Wien AG discusses his activities with the Supervisory Board each year, and also prepares a written report that is submitted to the Austrian Financial Market Authority.

Ad-hoc Publications and Directors' Dealings

Ad-hoc publication requirements are met through disclosure on the company's website. In 2013 there were no purchases or sales of Flughafen Wien shares by members of corporate bodies or managers (directors' dealings) that would be subject to the reporting requirements of the Austrian Stock Exchange Act.

Airport Carbon Accreditation System

FWAG participates in the ACAS programme (Airport Carbon Accreditation System) managed by Airport Council International (ACI, the worldwide professional association of airport operators). This programme is monitored by independent experts and will lead to a sustainable reduction in CO_2 emissions at Vienna Airport. Level 1 (preparation of a CO_2 emission balance sheet) was reached in 2013, and plans call for the attainment of Level 2 (reduction in CO_2 emissions at the airport location) in 2015.

Equal Opportunity

The share of female employees in the Flughafen Wien AG workforce currently equals 12.5%. This relatively low ratio reflects the nature of work at Vienna Airport, where roughly 70% of the employees perform heavy physical labour. All the same, the company recognises the value of women for the working world and intends to increase this ratio, above all in management positions. The share of women in the four management levels equals 19%. Flughafen Wien AG also takes part in the annual "Vienna Daughters' Day" programme to give girls an in-depth look at a variety of technical professions – the >

company had an average of five female apprentices in 2013. The Supervisory Board of Flughafen Wien AG has three female members. In order to also position the company as an attractive employer for women, specific measures have been implemented to support the work-life balance and suitable career opportunities have been created.

Schwechat, 4 March 2014

The Management Board

Günther Ofner
Member, CFO

Julian Jäger
Member, COO

Ing. Ewald Kirschner
Chairman of the Supervisory Board

Report of the Supervisory Board

› Frequency of meetings and key issues

The Supervisory Board held five meetings in 2013. In addition, the Presidium and Personnel Committee held one meeting and the Audit Committee two meetings. The Strategy Committee met once during the reporting year.

The Supervisory Board and its committees dealt with central issues related to the development and organisation of the company. The meetings centred, in particular, on the development of traffic and the standing of Vienna's key airline customers. Other topics included the presentation and discussion of the corporate strategy, above all with respect to future expansion projects, the development of the gastronomy and retail business, and investments in other companies. The Management Board also reported on the vision process currently in progress as well as the ongoing review by the Austrian Auditor General's Office and improvements made to Check-in 3. Other reports covered the following topics: actions to assert claims against contractors for damages connected with the Check-in 3; the status of investigations involving former members of the Management Board and the resulting consequences; the renovation of Runway 16/34; the allocation of retail space; planned changes in the EU ground handling directive and the related effects; and cost reduction measures and the resulting improvement in productivity. The committees reported to the full Supervisory Board on their activities. The Management Board provided the Supervisory Board with regular information on the development of business and the position of the individual group companies. Therefore, the Supervisory Board was able to monitor the performance of the company on a continuous basis and support the Management Board on decisions of fundamental importance.

In 2014 the Supervisory Board intends to focus on the further development of the corporate strategy, above all the extension of the non-aviation business, as well as the renovation, improvement and expansion of the existing airport infrastructure. Efforts will also continue to increase the number of airlines and the destination offering in order to strengthen Vienna's hub function and drive growth. From an economic perspective, opportunities to reduce costs and improve earnings will be used to continue the reduction of debt and further improve productivity.

› Commitment to the Corporate Governance Code

Flughafen Wien AG has been committed to compliance with the Austrian Corporate Governance Code since 2003. Accordingly, the Supervisory Board fulfils the duties and responsibilities set forth in this code.

› Audit

KPMG Austria AG Wirtschaftsprüfungs- und Steuerberatungsgesellschaft, 1090 Vienna, Porzellangasse 51, were elected auditors of the 2013 annual financial statements by the 25th >

Annual General Meeting of Flughafen Wien AG and were commissioned to perform this audit. This firm audited the annual and consolidated financial statements as of 31 December 2013 and the related management reports for the company and the Group, which were prepared by the Management Board, and awarded these financial statements unqualified opinions. The Management Board presented the following documents to the Supervisory Board and provided a detailed report on this information: the annual financial statements of Flughafen Wien AG, which were prepared in accordance with Austrian accounting principles; the consolidated financial statements for the Flughafen Wien Group, which were prepared in accordance with International Financial Reporting Standards (IFRS) as adopted by the EU; and the management reports for the company and the Group.

› Audit of the annual and consolidated financial statements

The Audit Committee reviewed the following documents at its meetings in the presence and with the support of the auditor: the annual financial statements and consolidated financial statements, the company and Group management reports and the corporate governance report of Flughafen Wien AG for the 2013 financial year. The effectiveness of the internal control and risk management system was also discussed at these meetings. This analysis was based in part on the management letter and the auditor’s report on the risk management system. The Audit Committee then informed the Supervisory Board of the results of its work, which formed the basis for the evaluation of the annual and consolidated financial statements by the Supervisory Board.

› Approval of the annual financial statements

The Supervisory Board accepted the annual financial statements and the management report of Flughafen Wien AG for the 2013 financial year in the presence of the auditor. The annual financial statements of Flughafen Wien AG for the 2013 financial year were therefore approved.

› Recommendation for the distribution of profit

The Supervisory Board agrees with the recommendation of the Management Board to distribute a dividend of € 1.30 per share, for a total of € 27,300,000, from distributable net profit of € 27,305,339.67 for the 2013 financial year and to carry forward the remaining € 5,339.67.

› Acknowledgment

The Supervisory Board would like to express its thanks to the members of the Management Board, key managers and all employees for their commitment and performance in 2013.

Ewald Kirschner
Chairman of the Supervisory Board

Schwechat, March 2014

Group Management Report for the 2013 Financial Year

The Business Environment

Economic developments, crises and other events that lead to flight and route cancellations or frequency reductions have a significant influence on the commercial development of air travel. As an international hub in Central Europe, Vienna Airport is dependent on economic developments in the Euro zone and – because of its geographical location – also affected by economic trends in the CEE region.

The global economy followed two years of weaker growth with the first signs of slight recovery beginning in mid-2013, which was accompanied by a shift in momentum from the emerging countries to the industrial nations. The Euro zone recorded the first positive development in a longer period during the second quarter of 2013, whereby the core states – e.g. Germany and Austria – were substantially stronger than the peripheral countries. The CEE economies generally remained subdued throughout 2013: the countries in this region recorded slightly better economic performance, with the exception of the Czech Republic, Slovenia and Croatia. Stronger domestic demand is forecasted for the CEE countries starting in 2014 due to the expected recovery of key export markets. (Source: Austrian National Bank)

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The Austrian economy was also very reserved in 2013 with a real GDP increase of only 0.4%. Real consumption by private households was restrained by a 2.3% increase in net wages, 2% inflation and rising unemployment. Growth in the Austrian business sector was also weak during the past year. In spite of extremely low interest rates, improved corporate financing capacity and somewhat less restrictive lending conditions, gross fixed capital investment declined and real added value rose only slightly in the manufacturing, construction and service sectors. However, the recent increase in export orders leads to expectations of higher volumes and increased capital investment beginning in 2014. (Source: Austrian National Bank)

› Tourism in Austria

The Austrian tourism industry, a key driver for business development at Vienna Airport, set another new record in 2013. According to Statistik Austria, the number of overnight stays rose by 1.2% year-on-year to 132.6 million. Overnight stays by foreign tourists increased 1.9% to 96.8 million. The shift in the guest structure also continued during 2013, with travellers from Central and Eastern Europe replacing visitors from Germany. The share of guests from Germany has fallen steadily over the past 10 years from 45% to 38%, while the share of guests from the CEE countries has already reached roughly 8%. An increase in overnight stays was also registered by travellers from Switzerland, Great Britain, Belgium, Russia, the USA and Sweden in 2013. In contrast, a lower number of overnight stays was recorded by visitors from the Netherlands, Italy, France and Romania. The strong growth in the number of arrivals points to a decline in the average length of stay. (Source: Statistik Austria)

› Travel in Austria

Travel by the Austrian public rose slightly year-on-year in 2013. In summer 2013 (July – September), the most important holiday season, the number of vacation trips increased 2.9% to approx. 6.75 million. (Source: Statistik Austria)

Traffic at Vienna Airport

Passenger traffic at the European airports rose by an average of 2.8% in 2013[1]. Strong growth was recorded by the airports in Turkey, Russia, Iceland and Norway, while the EU airports generated only a moderate increase of 1.0%[1]. Vienna Airport registered a slight decline of 0.7%, not least due to the weather- and strike-related flight cancellations during the first half-year and the continuing airline consolidation. Vienna Airport handled a total of 21,999,926 passengers in 2013. The number of local passengers rose by 102,305 to 15,178,223, while transfers were 3.7% lower.

Flight movements also continued to decline in 2013. This is reflected in developments at the European airports, where flight movements fell by 1.2%[1]. At Vienna Airport, the number of flight movements was 5.5% lower at 231,179. Cargo recovered significantly during the second third and fourth quarters after initial declines, with a slight plus of 1.6% to 256,194 tonnes for the full year. With this development, Vienna outpaced the European average of plus 0.8%[1] in the cargo segment.

In 2013 Vienna remained one of the top ten airports in Europe for punctuality and further improved its service levels.

› Traffic at European airports in 2013

	Passengers in thousand	Change vs. 2012 in %	Flight movements[2]	Change vs. 2012 in %
London*	125,663.2	3.2 %	846,330	0.4 %
Paris**	90,327.2	1.7 %	702,112	-2.7 %
Frankfurt	58,036.9	0.9 %	461,603	-2.1 %
Amsterdam	52,569.3	3.0 %	425,565	0.5 %
Madrid	39,710.9	-12.1 %	332,361	-10.7 %
Munich	38,672.6	0.8 %	361,779	-4.0 %
Rome	36,165.8	-2.2 %	298,001	-3.7 %
Milan***	35,888.9	-1.9 %	320,475	-5.2 %
Zurich	24,816.6	0.3 %	243,774	-2.6 %
Vienna	**21,999.9**	**-0.7 %**	**229,652**	**-5.5 %**
Prague	10,974.2	1.5 %	125,710	-2.3 %
Budapest	8,510.9	0.2 %	77,879	-4.9 %

* London Heathrow. Gatwick. Stansted ** Paris Charles de Gaulle. Paris Orly *** Milan Malpensa. Linate. Bergamo
Source: ACI Europe Traffic Report December 2013

1) ACI Airport Council International – Europe. Inhouse; January – December 2013
2) Flight movements as per ACI: Movements exclusive General Aviation and Other Aircraft Movements

› Vienna: increase in local passengers and cargo in 2013, decline in transfers

Traffic indicators	2013	Change in %	2012	2011
MTOW (in million tonnes)	7.9	-2.6	8.1	8.3
Total passengers (in million)	22.0	-0.7	22.2	21.1
Thereof local passengers (in million)	15.2	0.7	15.1	14.5
Thereof transfer passengers (in million)	6.8	-3.7	7.1	6.5
Flight movements	231,179	-5.5	244,650	246,157
Cargo (air cargo and trucking; in tonnes)	256,194	1.6	252,276	277,784
Seat occupancy (in %)	74.8	n.a.	73.0	69.6
Number of destinations	177	-1.1	179	174
Number of airlines	71	0.0	71	73

Vienna Airport handled a total of 21,999,926 passengers during 2013 (minus 0.7%) in a challenging year that was influenced by a difficult market environment for the air travel industry throughout Europe, capacity reductions by the airlines, crises in Egypt and the Middle East and numerous flight cancellations due to the severe winter 2012/13 with extreme snowfall and strikes in Germany. The development of passenger traffic was noticeably weaker during the first two quarters, but improved substantially in the second half year.

The number of take-offs and landings at Vienna Airport fell by 5.5% in 2013, and maximum take-off weight (MTOW) declined to 7.9 million tonnes. In contrast, seat occupancy rose by 1.9 percentage points year-on-year to 74.8%. This positive development was seen, above all, in the airlines with the highest passenger volumes.

Cargo turnover rose 1.6% over the previous year to 256,194 tonnes in 2013. This growth resulted from a plus of 0.5% in air cargo and, above all, an increase of 4.2% in trucking. The turnaround came, as expected, at mid-year. In 2013 Vienna Airport won the "Hub Quality Championship", outranking Munich and Frankfurt. The cancellation of cargo connections by Saudi Arabian Airlines and Royal Jordanian from the Middle East was offset by the start of Cargolux flights in August.

Vienna Airport offered scheduled flights to 177 destinations in 2013 (2012: 179), including 42 (2012: 45) in Eastern Europe. Despite the slight decline to 2,165,556 departing passengers in 2013, Vienna Airport remains a key European east-west hub.

› Departing passengers in 2013 (scheduled and charter) by region

Region	2013	2012	Change absolute	Share 2013 in %	Share 2012 in %	Change in %-points
Eastern Europe	2,165,556	2,226,488	-60,932	19.7	20.1	-0.4
Western Europe	7,536,817	7,495,253	41,564	68.6	67.8	0.8
Far East	363,163	384,524	-21,361	3.3	3.5	-0.2
Middle East	522,691	541,667	-18,976	4.8	4.9	-0.1
North America	233,682	212,488	21,194	2.1	1.9	0.2
Africa	157,229	189,733	-32,504	1.4	1.7	-0.3
South America	10,977	8,028	2,949	0.1	0.1	0.0
Total	**10,990,115**	**11,058,181**	**-68,066**	**100.0**	**100.0**	

The destinations in Western Europe registered the highest absolute growth in passengers for 2013 with a plus of 41,564 to 7,536,817. This increase raised the region’s share of total passenger traffic to 68.6%. The start of flights to Chicago was reflected in a plus of 10.0% in the number of passengers travelling to North America, which was responsible for 2.1% of the departing passengers in 2013. Destinations in the Far East recorded 5.6% less passengers. The crises in Egypt and the Middle East led to a decline of 3.5% in travel to this region.

Similar to the previous year, Frankfurt was the destination for most of the passengers in 2013 – here Vienna Airport registered an increase of 11.1% to 659,393 passengers. Strong growth was also recorded in traffic to Istanbul (plus 20.4%), Moscow (plus 15.3%) and Milan (plus 11.0%). The most passengers on long-haul flights were recorded by Bangkok with 113,864, followed by New York with 87,523 and Tokyo with 72,874.

› The major airlines at Vienna Airport

The largest customer of the Flughafen Wien Group – Austrian Airlines – reported a 1.6% in the number of passengers in 2013. This was reflected in a decline in the carrier’s share of the total passenger traffic to 49.1% (2012: 49.5%). However, Austrian Airlines is still the dominating home carrier at Vienna Airport.

In the ranking of the airlines at Vienna Airport based on the number of passengers, Austrian Airlines is followed by NIKI with 11.0% (2012: 12.0%), airberlin with 6.1% (2012: 6.3%) and Lufthansa with 5.5% (2012: 5.5%). The highest absolute growth was recorded by Turkish Airlines with 35.1%, which raised its share of passenger traffic to 2.3%. Germanwings increased its share of passenger traffic to 2.7% following restructuring within the Lufthansa Group.

The average seat occupancy (scheduled and charter) rose from 73.0% in 2012 to 74.8%. Vienna Airport was regularly serviced by 71 airlines in 2013 (2012: 71), which travelled to a total of 177 destinations in 69 countries. New airlines include Cargolux, Kuwait Airways and Germania, which added Vienna to their flight schedules in 2013.

Fee and Incentive Policy

The Austrian Airport Fee Act took effect on 1 July 2012. Accordingly, the fee adjustments based on the price-cap formula and the procedure for adjustments in 2013 were based on this law.

Vienna International Airport has a fee system that is very attractive in international comparison. The fees were adjusted as of 1 January 2013 based on a price-cap formula that was accepted by FWAG, the airlines and the Austrian civil aviation authority (Austrian Ministry for Transport, Innovation and Technology (BMVIT)). The calculation of the landing, parking and airside infrastructure fee is based on the maximum take-off weight (MTOW) of the aircraft, while the passenger fee and landside infrastructure fee are based on the number of passengers. The infrastructure fee for fuelling is based on the volume of fuel. The maximum change in the fee equals the inflation rate minus 0.35-times the growth in traffic, which is defined as the three-year average for the change in traffic over the 12-month period from 1 August to 31 July. If traffic growth is negative, the maximum fee adjustment equals the inflation rate.

The fee structure was adjusted as follows as of 1 January 2013:

Landing fee, airside infrastructure fee, parking fee:	+ 1.56 %
Passenger fee, landside infrastructure fee:	+ 0.72 %
Infrastructure fee for fuelling:	+ 1.14 %

In the general aviation/business aviation sector, the landing fee for aircraft up to four tonnes MTOW was raised to a flat rate of € 112.37 per landing and the landing fee for aircraft from four to 25 tonnes MTOW was reduced by approx. 0.5%. The passenger fee for general aviation/business aviation flights was increased to € 16.80 and now equals the passenger fee in the main terminal. The passenger fee for all passengers at Vienna Airport was subsequently reduced by € 0.01 per departing passenger.

The PRM fee (passengers with reduced mobility) remained unchanged at € 0.34 per departing passenger.

The Austrian Airport Fee Act and the Austrian Aviation Security Act of 2011 require Flughafen Wien AG to collect a security fee from departing passengers. This fee equals € 7.70 for each departing passenger (local and transfer).

In order to further strengthen Vienna's position as a transfer airport, Flughafen Wien AG increased the long-standing transfer incentive to € 12.50 per departing passenger as of 1 January 2013. The new transfer incentive programme also calls for further progressive rates under certain growth conditions.

The growth incentive programme, which comprises a destination and frequency incentive as well as a frequency rate incentive, was also continued in 2013. These measures provide sustainable protection for the role of Vienna Airport as a bridgehead between west and east.

The fee adjustments implemented on 1 January 2013 as well as the continuation and/or expansion of the successful incentive programme are designed to strengthen the competitive position of Vienna Airport and to promote strategically important intercontinental routes and traffic to destinations in Eastern and Central Europe.

Revenue in 2013

In spite of the slight decline in passenger traffic and flight movements (minus 0.7%, resp. minus 5.5%), the Flughafen Wien Group increased revenue by 2.4% year-on-year to € 622.0 million in 2013. This growth was supported by the adjustment of the security fee, higher individual services (e.g. for de-icing) and higher income from the rental of advertising space. Declines were recorded, above all, in areas where business correlates with flight movements and MTOW.

Due to the seasonality of the airport business, FWAG normally generates its highest revenue during the holiday periods in the second and third quarter. The third quarter was the strongest in 2013 with 26.6% of annual revenue, followed by the second quarter with a share of 25.5%, the fourth quarter with 24.4% and the first quarter with 23.5%.

Segment Developments

In 2013 the following changes were made to segment reporting as defined in IFRS 8:

- Previously unallocated administrative costs are now assigned to the reporting segments to reflect the fact that the data used to evaluate the operating segments also includes a proportional share of overhead costs.
  The previously unallocated administrative costs for the services provided by various corporate departments were analysed in detail and are now assigned to the four reporting segments – Airport, Handling, Retail & Properties and Other Segments – based on specific keys (e.g. volume, value etc.). The regular review and updating of these allocation keys ensures the correct representation of the service relationships between the operating segments and the administrative areas.
  The reconciliation of reportable segment results to Group EBIT is no longer required due to the allocation of administrative income and expenses. The same applies to intangible assets and property, plant and equipment assigned to the central areas. Assets that are not monitored and reported by individual segments, but at the Group level are still shown as "other (non-allocated) assets". These assets include the following: other financial assets, current securities, receivables due from taxation authorities, other receivables and assets, accruals and cash and cash equivalents.

- The operation of the VIP & Business-Centers was transferred to the subsidiary Vienna Aircraft Handling Gesellschaft m.b.H. (VAH) as of 1 January 2013 in order to realise synergy effects. This business, which was previously allocated to the Airport Segment, is therefore now assigned to the Handling Segment to reflect the change in the internal organisational structure.

- Services related to the provision of personnel for subsidiaries are now allocated to the Other Segments (previously the Airport Segment).

The corresponding data and disclosures for the prior year were adjusted accordingly. Additional information is provided in the notes (1).

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Revenue by segment

Revenue by segment

in € million	2013	Change in %	2012[1]
Airport	331.4	5.1	315.3
Handling	151.9	-2.6	155.9
Retail & Properties	121.2	1.4	119.5
Other Segments	17.5	5.4	16.6
Group revenue	**622.0**	**2.4**	**607.4**

1) adjusted

Revenue: Airport Segment

in € million	2013	Change in %	2012[1]
Landing fee	57.3	-2.5	58.8
Passenger fee, incl. PRM	144.5	7.4	134.6
Infrastructure fee	29.6	1.6	29.1
GAC building and hangar	1.6	83.2	0.9
Security fee	84.3	6.7	79.0
Fuelling	2.3	-3.0	2.4
Special guest services	5.2	4.7	5.0
Rentals	5.2	12.7	4.6
Vöslau Airport	0.6	3.9	0.6
Other	0.7	87.0	0.4
Total segment revenue	**331.4**	**5.1**	**315.3**

1) adjusted

Revenue generated by the Airport Segment rose by 5.1% (plus € 16.1 million) in 2013. The adjustment of the security fee in June 2012 led to higher income of € 84.3 million (2012: € 79.0 million), while the new fee structure and conversion of the incentive scheme resulted in an increase of € 10.0 million in the passenger fee, incl. PRM, to € 144.5 million. These developments were contrasted by a lower number of flight movements (minus 5.5%), which led to a decline in the landing fee and a contribution of € 57.3 million to revenue for the reporting year (2012: € 58.8 million). The infrastructure fee was slightly higher in 2013: revenue for the use of infrastructure equipment and facilities for passengers and aircraft rose by 1.6% to € 29.6 million (2012: € 29.1 million). With a share of 53.3% (2012: 51.9%), the Airport Segment again made the largest contribution to Group revenue in 2013.

The cost of consumables in the Airport Segment rose by an above-average € 2.0 million to € 6.7 million due to the heavy snowfall at the beginning of 2013 and the related higher use of de-icing materials as well as the increased use of materials for terminal operations. Personnel expenses were 2.3% higher, also due to the effects of increased winter services at the beginning of the year and the related costs, resp. overtime work. The continuation of the cost reduction programme was reflected in a decline of € 8.3 million in other operating expenses during 2013. After the deduction of internal operating expenses totalling € 143.2 million, which also include higher terminal operating costs, segment EBITDA amounted to € 132.8 million (2012: € 123.9 million).

The increase in depreciation and amortisation to € 90.8 million is explained by the start of operations in the new terminal Check-in 3 and other investment projects in 2012 and 2013. EBIT in the Airport Segment therefore totalled € 42.0 million for the reporting period (2012: € 55.6 million).

› Revenue: Handling Segment

in € million	2013	Change in %	2012[1]
Apron handling	104.5	0.7	103.8
Cargo handling	27.4	-10.5	30.6
Security services	3.4	-7.9	3.7
Traffic handling	8.1	-12.9	9.3
General aviation	8.5	-1.0	8.6
Total segment revenue	**151.9**	**-2.6**	**155.9**

1) adjusted

The Handling Segment recorded a slight 2.6% decline in external revenue to € 151.9 million in 2013. Apron handling generated sound development for the Flughafen Wien Group, above all in the area of individual services (e.g. de-icing). Revenue rose to € 104.5 million (2012: € 103.8 million), and the average market share equalled 88.5% (2012: 89.3%).

The cargo business was faced with massive declines in the first half-year, but a very good third and fourth quarter resulted in a volume plus of 1.6% to 256,194 tonnes for cargo handling. However, revenue declined from € 30.6 million to € 27.4 million due to the difficult market environment. In spite of this shift, the average market share of VIE-Handling in the cargo segment remained at a very high 93.2% (2012: 94.0%).

The subsidiary Vienna Airport Security Ges.m.b.H. (VIAS) reported a year-on-year decline of € 0.3 million in external revenue from security services to € 3.4 million (2012: € 3.7 million). Revenue from general aviation services (incl. the operation of the VIP and Business Centers) fell to € 8.5 million due to the decline in flight movements and the lower level of handling activity. The Handling Segment generated 24.4% of Group revenue for the reporting year (2012: 25.7%).

The higher revenue from aircraft de-icing services was accompanied by an increase in the use of de-icing materials, which led to an increase of € 1.7 million in consumables used to € 11.2 million. Personnel expenses declined by 2.6% based on a reduction in the average number of employees from 3,281 to 3,199, while additional savings of € 0.8 million were realised in other operating expenses. The Handling Segment generated EBITDA of € 22.6 million for the reporting year (2012: € 18.8 million), where this improvement is attributable primarily to the positive development of the subsidiary VIAS. After the deduction of depreciation and amortisation totalling € 5.4 million (2012: € 5.9 million) segment EBIT equalled € 17.2 million for an increase of 32.8% (2012: € 12.9 million). >

› Revenue: Retail & Properties Segment

in € million	2013	Change in %	2012[1]
Parking	40.0	-4.4	41.8
Rentals	39.5	6.2	37.2
Shopping/gastronomy	41.7	2.9	40.5
Total segment revenue	**121.2**	**1.4**	**119.5**

1) adjusted

The Retail & Properties Segment reported further growth in 2013 with an increase in external revenue to € 121.2 million (2012: € 119.5 million). Lower occupancy in the parking facilities led to a 4.4% decline in parking income. Income from rentals (real estate and advertising space) rose by a sound 6.2% to € 39.5 million, in particular due to the increased marketing of advertising space. A positive trend was also noted in revenue from shopping and gastronomy, which rose by € 1.2 million year-on-year to € 41.7 million. After an adjustment for the effects of the bankruptcy of a lessee and other special effects, revenue in this area was 6.2% higher than the previous year.

Twenty-nine new shops opened in 2013, including the Billa supermarket, Porsche Design, Desigual, Frey Wille, Hugo Boss and many more. The importance of the non-aviation business for Vienna Airport is underscored by the 19.5% share of Group revenue (2012: 19.7%).

In addition to lower expenditures for consumables (minus € 0.4 million), personnel expenses remained constant at € 6.9 million. The increase of € 2.1 million in other operating expenses is attributable, among others, to higher maintenance and renovation costs for real estate at the airport location. EBITDA in the Retail & Properties Segment amounted to € 61.6 million in 2013 (2012: € 64.2 million). Depreciation and amortisation declined by € 6.4 million, chiefly due to the impairment charges recognised in the previous year to the CGU Real Estate Cargo and CGU Real Estate Office. EBIT rose from € 38.1 million in 2012 to € 41.9 million for the reporting year.

› Revenue: Other Segments

in € million	2013	Change in %	2012[1]
Energy supply and waste disposal	6.5	-3.0	6.7
Telecommunications and IT	3.1	-2.5	3.2
Materials management	1.9	-17.0	2.2
Electrical engineering, security equipment	2.5	83.0	1.4
Facility management	1.2	29.4	0.9
Workshops	0.4	-15.0	0.5
Visitair Center	0.2	34.7	0.2
Other	1.8	10.5	1.6
Total segment revenue	**17.5**	**5.4**	**16.6**

1) adjusted

External revenue in the reporting segment "Other Segments" rose by 5.4% to € 17.5 million, among others due to the sale of security equipment. Revenue from energy supply and waste disposal services was € 0.2 million lower due to reduced energy consumption, while revenue from electrical engineering and the sale of security equipment was € 1.1 million higher. Telecommunications and IT reflected almost the prior year level with revenue of € 3.1 million. Facility management recorded an increase of € 0.3 million in revenue. Other revenue totalled € 1.8 million and resulted, among others, from cleaning and consulting services. The Other Segments recorded 2.8% of Group revenue in 2013 (2012: 2.7%).

In addition to the increase in external revenue, the Other Segments recorded a plus of 10.9% in internal revenue. This development resulted, above all, from increased charges for IT services and operating costs for terminal operations. The cost of consumables declined slightly by € 0.3 million. Personnel expenses were also reduced and totalled € 43.7 million for the reporting year. Other operating expenses rose to € 23.2 million because the previous year included the release of € 1.6 million in valuation adjustments to other receivables. Depreciation and amortisation increased by € 0.4 million, while internal operating expenses declined by € 0.1 million. The Other Segments generated EBITDA of € 24.5 million for the reporting year (2012: € 14.4 million) and EBIT of € 11.1 million (2012: € 1.4 million).

Earnings

The development of earnings in the Flughafen Wien Group in 2013 can be summarised as follows:

- Revenue: plus 2.4% to € 622.0 million
- Operating income: plus 2.3% to € 645.8 million
- Operating expenses, excl. depreciation and amortisation: minus € 5.8 million to € 404.3 million
- Earnings before interest, taxes, depreciation and amortisation (EBITDA): plus 9.1% to € 241.5 million (plus € 20.1 million)
- Scheduled depreciation and amortisation: plus € 26.2 million, as expected, to € 124.3 million due to the start of operations in the new terminal Check-in 3 in June 2012
- Impairment charges: reduced from € 15.2 million to € 5.1 million
- Earnings before interest and taxes (EBIT): plus 3.8% to € 112.1 million (plus € 4.1 million)
- Financial results: only € 1.0 million below the previous year at minus € 15.3 million, despite the end to capitalisation of borrowing costs (€ 5.8 million)
- Earnings before taxes (EBT): plus 3.2% to € 96.8 million (plus € 3.0 million)
- Net profit attributable to the parent company: plus € 1.4 million to € 73.3 million

Income statement, summary, in € million

Consolidated income statement	2013	Change in %	2012	2011
Revenue	622.0	2.4	607.4	582.0
Other operating income	23.8	-1.3	24.1	20.4
Operating income	**645.8**	**2.3**	**631.5**	**602.4**
Operating expenses, excl. depreciation, amortisation and impaiment	404.3	-1.4	410.1	413.4
EBITDA	**241.5**	**9.1**	**221.4**	**189.0**
Depreciation, amortisation and impairment	129.4	14.2	113.4	121.8
EBIT	**112.1**	**3.8**	**108.0**	**67.2**
Financial results	-15.3	7.1	-14.3	-22.2
EBT	**96.8**	**3.2**	**93.7**	**45.0**
Income taxes	23.5	9.7	21.4	13.5
Net profit for the period	**73.3**	**1.3**	**72.3**	**31.6**
Thereof attributable to non-controlling interests	-0.0	n.a.	0.4	0.0
Thereof attributable to equity holders of the parent	73.3	1.9	71.9	31.6
Earnings per share in EUR	3.49	2.0	3.42	1.50

in € million	Airport	Handling	Retail & Properties	Other Segments	Group reconciliation	Total
Operating income	375.0	224.2	142.2	127.2	-222.8	645.8
Operating expenses	333.1	207.1	100.3	116.1	-222.8	533.7
EBIT	42.0	17.2	41.9	11.1		112.1

In spite of difficult market conditions during the reporting year, the Flughafen Wien Group recorded a sound 2.4% increase in revenue to € 622.0 million. This growth was driven, above all, by the Airport Segment. Revenue from the security fee, which was adjusted in June 2012, rose to € 84.3 million. The new fee structure and conversion of the incentive scheme led to an increase of 7.4% in the passenger fee, incl. PRM, to € 144.5 million. The Retail & Properties Segment recorded a year-on-year increase, above all, in advertising revenue (2013: € 8.4 million, plus 28.4%) due to the full year of operations in Check-in 3.

Other operating income amounted to € 23.8 million, which is slightly lower than the prior year level of € 24.1 million. Own work capitalised (Flughafen Wien AG and the subsidiaries ÖBA and VAI) fell to € 8.9 million in 2013 (2012: € 11.1 million) following a reduction in construction activity at Vienna Airport. Furthermore, other operating income was higher in the prior year because of insurance compensation received for damagesrelated to Check-in 3 ("Uniqa settlement" of € 2.5 million). In 2013, € 4.0 million of compensation for damages (arbitration settlement) were recognised and provisions of € 6.3 million were released, among others due to the positive conclusion of legal proceedings.

› Operating expenses rise to € 533.7 million as a result of the severe winter (2012/13) and higher scheduled depreciation and amortisation

in € million	2013	Change in %	2012	2011
Consumables and services used	46.1	6.8	43.2	42.1
Personnel	245.8	-1.6	249.7	258.5
Other operating expenses	112.3	-4.2	117.2	112.9
Depreciation, amortisation and impairment	129.4	14.2	113.4	121.8
Total	**533.7**	**2.0**	**523.4**	**535.2**

The cost of consumables and services rose by 6.8% to € 46.1 million in 2013, not least due to the severe winter in 2012/13. Heavy snowfall in the first quarter of the year led to an above-average increase in the use of de-icing materials for winter services and aircraft de-icing to € 6.3 million. In contrast, expenses for energy declined 3.5% to € 19.9 million despite full operations in the new terminal Check-in 3. The volume of other purchased materials increased in line with the growth in revenue.

The average number of employees fell by 1.7% to 4,399 during the reporting year, above all due to process optimisation, and led to a decrease of € 3.9 million in personnel ex- >

penses. This 1.6% reduction to € 245.8 million was achieved through strict cost discipline and despite wage and salary increases mandated by collective bargaining agreements beginning in May 2012 and increased winter service activities at the beginning of 2013.

Personnel expenses in the Airport Segment rose by 2.3%, chiefly due to the higher cost of winter services and in proportion to the increase in the workforce. In the Handling Segment, personnel expenses fell by 2.6% following a reduction in the average number of employees and productivity improvement. Personnel expenses in the Retail & Properties Segment remained constant, but were 1.1% lower in the Other Segments.

The average number of employees increased slightly by 0.9% in the Airport Segment, but declined by 2.5% in the Handling Segment. The Retail & Properties Segment had 0.4% more employees on average than in 2012. The average number of employees in the Other Segments was a minimal 0.1% higher. The Flughafen Wien Group had a total of 4,247 employees as of 31 December 2013, which represents a decline of 58 or 1.3% below the level at the beginning of the year.

Total wage costs were € 3.0 million lower for the reporting year due to the reduction in the workforce and the reversal of provisions for vacations and service anniversary bonuses. Total salaries declined to € 70.3 million, whereby the reduction of unused vacation time and the reversal of other employee-related provisions also had a positive effect in this area. Expenses for severance compensation rose by € 0.3 million to € 9.3 million, while expenses for pensions remained constant at € 3.1 million. The expenses for legally required duties and contributions and other employee benefits declined parallel to the other personnel expenses.

The clear focus on cost savings led to a € 4.9 million reduction in other operating expenses. In order to maintain the current high level of customer satisfaction, the Flughafen Wien Group will continue to focus on the modernisation, renovation and adaptation of buildings and open areas. These activities were reflected in an increase of € 8.1 million in maintenance costs to € 33.1 million for the reporting year. The removal of the immense volumes of snow during the first quarter of 2013 led to an increase of € 1.2 million in transport costs. Earnings were also negatively affected by higher cleaning costs related to the full operations in the terminal. Legal, auditing and consulting fees rose by € 0.6 million in 2013, while marketing and market communication expenses increased to € 19.4 million. In contrast, rental and leasing expenses were cut by 33.4% to € 6.6 million. In the prior year, results were also negatively affected by valuation allowances for doubtful receivables and damage incidents.

› Group EBITDA plus 9.1%

EBITDA in € million	2013	Change in %	2012[1]
Airport	132.8	7.1	123.9
Handling	22.6	20.1	18.8
Retail & Properties	61.6	-4.1	64.2
Other Segments	24.5	70.0	14.4
Group EBITDA	**241.5**	**9.1**	**221.4**

1) adjusted

EBITDA by segment	2013	2012[1]
Airport	55.0 %	56.0 %
Handling	9.3 %	8.5 %
Retail & Properties	25.5 %	29.0 %
Other Segments	10.2 %	6.5 %
Group EBITDA	**100.0 %**	**100.0 %**

1) adjusted

Earnings before interest, taxes, depreciation and amortisation (EBITDA) for the Flughafen Wien Group rose by 9.1% year-on-year to € 241.5 million (2012: € 221.4 million). The Airport Segment again generated the largest share of Group EBITDA with € 132.8 million or 55.0% in 2013 (2012: € 123.9 million). EBITDA in the Handling Segment rose by € 3.8 million to € 22.6 million (2012: € 18.8 million) and represented a share of 9.3%. In the Retail & Properties Segment, higher operating expenses led to a € 2.6 million decline in EBITDA to € 61.6 million (2012: € 64.2 million) and 25.5% of Group EBITDA. The Other Segments generated EBITDA of € 24.5 million (2012: € 14.4 million) for a share of 10.2%.

› Depreciation, amortisation and impairment of € 129.4 million

in € million	2013	2012	2011
Capital expenditure (incl. financial assets)	72.9	101.7	262.8
Scheduled depreciation and amortisation	124.3	98.1	66.3
Impairment	5.1	15.3	55.5

The completion and start of operations in the new terminal Check-in 3 during June of the previous year was reflected in a steady decline in the volume of investments since 2011. In 2013 investments in intangible assets totalled € 1.4 million and investments in property, plant and equipment amounted to € 71.5 million (including invoice adjustments from prior years). Invoice corrections of € 8.2 million during 2013 in favour of Flughafen Wien resulted from a December 2013 arbitration decision in proceedings against a contractor involved in the Check-in 3 construction. Scheduled depreciation and amortisation increased by € 26.2 million, as expected, primarily due to the full-year operations in the new terminal.

The definition of the cash-generating units (CGUs) Real Estate Cargo, Real Estate Office and Real Estate Parking was changed in 2012 to better reflect the mutual dependence of the cash flows from the related assets. This led to the aggregation of several assets (objects) in a single CGU.

Impairment testing in 2013 led to the recognition of a € 4.9 million impairment charge to a building in the CGU Real Estate Cargo, which is reported under the Retail & Properties Segment. This impairment charges reflected the reassessment of the market and demand and the subsequent updating of detailed forecasts. In addition, impairment charges of € 0.2 million were recognised to property, plant and equipment in the Airport Segment.

In the prior year, impairment charges of € 15.3 million were recognised in the Retail & Properties and Airport Segments.

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› Group EBIT rises to € 112.1 million

in € million	2013	Change in %	2012[1]
Airport	42.0	-24.6	55.6
Handling	17.2	32.8	12.9
Retail & Properties	41.9	9.9	38.1
Other Segments	11.1	n.a.	1.4
Group EBIT	**112.1**	**3.8**	**108.0**

1) adjusted

EBIT by segment	2013	2012[1]
Airport	37.4 %	51.5 %
Handling	15.3 %	12.0 %
Retail & Properties	37.4 %	35.3 %
Other Segments	9.9 %	1.2 %
Group EBIT	**100.0 %**	**100.0 %**

1) adjusted

Group EBIT rose by € 4.1 million to € 112.1 million in 2013, in spite of the year-on-year increase in scheduled depreciation and amortisation. The negative effects of scheduled depreciation and amortisation led to a reduction of EBIT in the Airport Segment to € 42.0 million (2012: € 55.6 million), but this segment still generates the largest share of Group EBIT. The Retail & Properties Segment recorded EBIT of € 41.9 million (2012: € 38.1 million), which represents 37.3% of Group EBIT for the reporting year. The Handling Segment was responsible for 15.3% of Group EBIT or € 17.2 million (2012: € 12.9 million), and the Other Segments reported EBIT of € 11.1 million (2012: € 1.4 million).

› Financial results at minus € 15.3 million

Financial results in € million	2013	Change in %	2012	2011
Income from investments, excl. companies at equity	2.3	n.a.	0.9	0.4
Interest income	2.2	-48.2	4.2	4.6
Interest expense	-25.9	3.0	-25.2	-13.6
Other financial expense/ income	0.0	-100.0	0.2	1.6
Financial results, excl. companies at equity	**-21.4**	**7.7**	**-19.9**	**-7.0**
Impairment losses to investments recorded at equity	0.0	n.a.	0.0	-19.4
Proportional share of income from companies recorded at equity	6.2	9.4	5.6	4.3
Financial results	**-15.3**	**7.1**	**-14.3**	**-22.2**

Financial results equalled minus € 15.3 million in 2013, compared with minus € 14.3 million in the previous year. Financial results, excluding companies at equity, rose to € 2.3 million due to an increase in dividends.

Net interest result declined from minus € 21.0 million in 2012 to minus € 23.8 million for the reporting year. The decrease in cash and cash equivalents and the resulting lower interest income (2013: € 2.2 million) resulted, among others, from the redemption of securities. The increase in interest expense is directly related to additional costs of € 5.8 million from the end of borrowing cost capitalisation. However, this increase was largely offset by the reduction in debt, the decline in interest rates and the rescheduling of existing loans at more favourable conditions.

The proportional share of income from companies consolidated at equity rose to € 6.2 million for the reporting year (2012: € 5.6 million).

› Profit before tax of € 96.8 million

The Flughafen Wien Group recorded an increase of 3.2% in profit before taxes to € 96.8 million in 2013 (2012: € 93.7 million).

The income from the companies included in the consolidated financial statements was taxed almost exclusively in Austria. The tax rate applicable to profit before tax equalled 24.3% in 2013 (2012: 22.8%).

Net profit of € 73.3 million for the reporting year (2012: € 72.3 million) includes € 5,919.48 attributable to non-controlling interests for the proportional share of the loss recorded by the subsidiary BTS Holding a.s. „v likvidacii“ (in liquidation). The share of net profit attributable to the equity holders of the parent company amounted to € 73.3 million in 2013 (2012: € 71.9 million).

Based on an unchanged number of shares outstanding, earnings per share equalled € 3.49 (2012: € 3.42).

› Financial and capital management

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

Depreciation has a significant influence on the earnings indicators monitored by the Flughafen Wien Group. In order to permit an independent evaluation of the operating strength and performance of the individual business segments, EBITDA – which equals operating profit plus depreciation and amortisation – is defined as the key indicator. The Group also uses the EBITDA margin, which shows the relationship of EBITDA to revenue. The EBITDA margin equalled 38.8% in 2013, compared with 36.5% in the previous year. The protection of high profitability is a stated long-term goal of management.

The optimisation of the financial structure has top priority. This financial security is measured by the gearing ratio, which compares net financial liabilities with the carrying amount of equity. The ratio of net debt to EBITDA is also used to manage the financial structure. The company's medium-term goal is reduce this indicator to approx. 2.5. In 2013, the ratio of net debt to EBITDA equalled 2.62 (2012: 3.25).

Financial liabilities declined by € 132.4 million year-on-year in 2013 due to the lower volume of investments and the premature and scheduled repayments of loans. Cash and cash equivalents therefore fell by € 36.5 million to € 3.9 million as of 31 December 2013. Net debt, considering invested funds, totalled € 633.4 million (2012: € 719.6 million). Based on equity of € 905.9 million, gearing equalled 69.9% as of 31 December 2013 (2012: 84.5%).

In addition to the EBIT margin, the return on equity (ROE) is also used to evaluate the Group's profitability. ROE compares net profit for the period with the average capital employed during the financial year.

› Profitability indicators

in %	2013	2012	2011
EBITDA margin[3]	38.8	36.5	32.5
EBIT margin[4]	18.0	17.8	11.5
ROE[5]	8.3	8.7	3.9
ROCE before tax[6]	6.8	6.5	4.2

3) EBITDA margin: Earnings before interest, taxes, depreciation and amortisation / Revenue
4) EBIT margin: Earnings before interest and taxes / Revenue
5) ROE (Return on Equity) = Net profit for the period / Average equity
6) ROCE (Return on Capital Employed before Tax) = EBIT / Average capital employed (Capital Employed = non-current assets, inventories, receivables and other assets minus current provisions and liabilities)

Financial, Asset and Capital Structure

Balance sheet structure

	2013		2012	
	in € million	as a % of the balance sheet total	in € million	as a % of the balance sheet total
ASSETS				
Non-current assets	1,857.6	95.1	1.911.7	92.7
Current assets	96.3	4.9	150.1	7.3
Thereof liquid funds	3.9	0.2	40.4	2.0
Balance sheet total	**1,953.9**	**100.0**	**2,061.8**	**100.0**
EQUITY AND LIABILITIES				
Equity	905.9	46.4	851.6	41.3
Non-current liabilities	748.2	38.3	834.2	40.5
Current liabilities	299.8	15.3	376.0	18.2
Balance sheet total	**1,953.9**	**100.0**	**2,061.8**	**100.0**

The balance sheet total of the Flughafen Wien Group declined 5.2% year-on-year to € 1,953.9 million as of 31 December 2013. The capital-intensive nature of the Group's business activities was reflected in an increase in non-current assets to 95.1% (2012: 92.7%). Current assets were lower, above all due to a decline in cash and cash equivalents and trade receivables.

Equity rose 5.1 percentage points year-on-year to 46.4% of the balance sheet total, respectively from € 851.6 million to € 905.9 million. The repayment of financial liabilities and the reclassification of items to current liabilities reduced non-current assets as a per cent of the balance sheet total to 38.3% (2012: 40.5%). Current liabilities were also reduced in 2013 and totalled € 299.8 million as of 31 December 2013.

Assets

Non-current assets declined 2.8% to € 1,857.6 million as of 31 December 2013. The carrying amount of intangible assets was 15.1% lower at € 13.7 million. Additions of € 1.4 million were contrasted, above all, by amortisation of € 4.1 million. In the prior year, an impairment charge of € 4.3 million was recognised to goodwill allocated to the CGU Real Estate Office.

Property, plant and equipment with a combined carrying amount of € 1,622.2 million represented the largest component of non-current assets in 2013: additions of € 60.9 million were contrasted by depreciation, including impairment charges, of € 116.5 million. The majority of the additions made during the reporting year were related to the renovation of Runway 16/34 at € 25.8 million.

The carrying amount of land and buildings declined € 44.4 million year-on-year. This >

change resulted primarily from depreciation of € 54.3 million and reclassifications of € 11.6 million.

The carrying amount of technical equipment and machinery rose by € 1.5 million. Other equipment, furniture, fixtures and office equipment declined, as expected, by € 4.8 million.

The change in investment property comprised additions of € 10.5 million and reclassifications of minus € 0.8 million as well as scheduled depreciation of € 4.0 million. In addition, impairment charges of € 4.9 million were recognised to reflect the latest estimates for the medium-term development of a building in the CGU Real Estate Cargo.

The carrying amount of companies consolidated at equity was increased by the positive development of these investments and the proportional share of results for the period (after the deduction of distributions received). Other financial assets declined, chiefly due to a decline in originated loans.

Current assets fell by 35.8% to € 96.3 million as of 31 December 2013. The main factor for this development was a decline in cash and cash equivalents to € 3.9 million (2012: € 40.4 million), which reflected the repayment of financial liabilities and efficient liquidity management. Inventories remained constant in year-on-year comparison at € 4.4 million, while the repayment of a bank loan led to a reduction in securities to € 20.0 million (2012: € 29.7 million). Receivables and other assets declined by € 7.6 million to € 68.0 million due to a decrease in value added tax credits and net trade receivables. In spite of the increase in revenue, trade receivables were reduced by € 8.4 million to € 34.3 million during the reporting year through active receivables management.

Despite the decline in the carrying amount of non-current assets, non-current assets as a share of total assets increased from 92.7% to 95.1% among others due to a reduction in cash and cash equivalents and receivables.

› Equity and liabilities

Equity recorded by the Flughafen Wien Group rose by 6.4% to € 905.9 million at year-end 2013. Net profit of € 73.3 million for the reporting year was contrasted by the dividend payment of € 22.1 million for the 2012 financial year. Equity was increased slightly by fair value measurement and the resulting change in other reserves. The recognition of actuarial differences based on changes in the parameters used to calculate employee-related provisions (revaluation of defined benefit plans) increased equity by € 2.8 million. The equity ratio rose from 41.3% at year-end 2012 to 46.4% as of 31 December 2013.

Non-controlling interests as of 31 December 2013 represent the stake in the Slovakian subsidiary BTS Holding a.s. “v likvidacii“ (in liquidation), Bratislava, held by the co-shareholder RZB Holding GmbH, which was merged into Raiffeisen-Invest-Gesellschaft m.b.H. retroactively as of 31 December 2012. The non-controlling interests of the co-shareholder changed slightly due to the annual results reported by the subsidiary.

The 10.3% reduction in non-current liabilities to € 748.2 million is explained by the repayment and reclassification of financial liabilities. In 2013 partial repayments were made and rescheduling was arranged for existing loans drawn within the framework of an Austrian law to strengthen liquidity (“Unternehmensliquiditätsstärkungsgesetz“, ULSG) and a promissory note with an original value of € 249.6 million. The repayments that will follow in 2014 were reclassified to current financial liabilities. As a result, non-current financial liabilities declined by € 87.1 million to € 551.6 million.

Non-current provisions decreased by € 1.2 million during the reporting year, primarily due to the development of the provisions for pensions and service anniversary bonuses. Other non-current liabilities fell by € 3.9 million to € 34.5 million, chiefly due to the reclassification of accruals to current liabilities. Non-current deferred tax liabilities totalled € 29.6 million as of 31 December 2013. The year-on-year change from € 23.4 million in 2012 resulted primarily from temporary differences on property, plant and equipment..

Current liabilities fell by 20.3% year-on-year to € 299.8 million. Trade payables were € 19.9 million lower, among others due to the payment of invoices for construction work at Vienna Airport. Current provisions declined by € 13.7 million, whereby the reduction of unused vacation time led to a decline of € 1.2 million in the related provision. The current provision for taxes rose to € 10.4 million (2012: € 9.3 million), mainly due to the increase in profit before taxes.

The change in current financial liabilities (minus € 45.4 million) is explained, among others, by the following factors: € 65.1 million of reclassifications from non-current items and an increase in current borrowings, € 106.2 million of repayments on the ULSG loan, promissory note and other loans and a € 4.2 million reduction in cash advances. The € 1.5 million increase in miscellaneous liabilities is related chiefly to higher liabilities from a tax charge and outstanding invoices from investments in other companies.

Financial Indicators

	2013	2012	2011
Net debt in € million[7]	633.4	719.6	751.7
Equity ratio in %	46.4	41.3	37.7
Gearing in %[8]	69.9	84.5	92.6
Equity in € million	905.9	851.6	811.4
Working capital in € million	-80.1	-77.5	-111.3
Fixed assets / balance sheet total in %[9]	95.1	92.7	89.5
Asset coverage in %[10]	89.0	88.2	94.3

7) Net debt = Interest-bearing liabilities – cash and cash equivalents
8) Gearing = (Interest-bearing liabilities – cash and cash equivalents) / Equity
9) Fixed assets / balance sheet total = Non-current assets / Balance sheet total
10) Asset coverage = (Equity + non-current liabilities) / Non-current assets

› Cash flow statement – free cash flow more than doubles to € 118.0 million

in € million	2013	Change in %	2012	2011
Cash and cash equivalents as of 1 January	40.4	-63.7	111.3	63.6
Cash flow from operating activities	204.4	13.7	179.7	178.9
Cash flow from investing activities	-86.4	-31.8	-126.7	-187.5
Cash flow from financing activities	-154.5	24.7	-123.9	56.3
Cash and cash equivalents as of 31 December	3.9	-90.3	40.4	111.3
Free cash flow	118.0	122.8	53.0	-8.6

Net cash flow from operating activities rose by 13.7% during the reporting year. This development resulted from higher profit before taxes of € 96.8 million as well as an increase in depreciation and amortisation (incl. impairment charges) to € 129.4 million. Gains of € 4.3 million were also recognised on the disposal of non-current assets. Companies recorded at equity contributed € 3.0 million to operating cash flow. Receivables declined by € 10.6 million, while liabilities and provisions were reduced by a total of € 8.7 million. After the deduction of € 0.2 million from the reversal of investment subsidies and € 16.2 million of income tax payments, cash flow from operating activities amounted to € 204.4 million.

Net cash flow from investing activities totalled minus € 86.4 million for the reporting year, compared with minus € 126.7 million in 2012. The redemption of securities generated cash inflows of € 10.0 million. Payments of € 97.4 million (2012: € 133.1 million) for the purchase of property, plant and equipment and intangible assets were contrasted by proceeds of € 1.1 million on the disposal of non-current assets (incl. financial assets).

A dividend of € 22.1 million was distributed to the shareholders of the parent company in May 2013 (2012: € 21.0 million). Current and non-current financial liabilities were also reduced by € 132.4 million during the reporting year. In total, cash and cash equivalents declined by € 36.5 million to € 3.9 million as of 31 December 2013.

Corporate Spending

Investments in intangible assets, property, plant and equipment and financial assets fell by 28.3% to € 72.9 million in 2013. Invoice corrections of approx. € 8.2 million in favour of Flughafen Wien resulted from a December 2013 arbitration judgment in proceedings against a contractor involved in the Check-in 3 construction. This arbitration court decision led to claims by Flughafen Wien totalling € 16.7 million (incl. VAT). The amount (excluding VAT) equalled € 13.9 million, whereby € 4.0 million were recognised to profit or loss based on previously recorded impairment charges and € 9.9 million were accounted for as a direct reduction of acquisition costs (thereof € 1.7 million in earlier years and € 8.2 million in 2013).

Capital expenditure in 2013 included € 71.5 million for property, plant and equipment and € 1.4 million for intangible assets. The major investments made in 2013 and 2012 are listed under note (13) in the notes to the consolidated financial statements.

› Renovation of Runway 16/34

Following the successful start of operations in the new terminal Check-in 3 during 2012, activities for 2013 focused on the renovation of Runway 16/34. In 25 nights and four weekends during April and May, over 220,000 m² of surface area were replaced and more than 80,000 tonnes of asphalt were removed and exchanged. This involved more than 500 persons and up to 480 construction machines every night. The final grooving and marking was carried out in October 2013. This project involved a total investment of € 25.8 million during the reporting year.

› Investments and financing

Investments in € million	2013	Change in %	2012	2011
Intangible assets	1.4	-58.6	3.3	4.5
Property, plant and equipment	71.5	-27.0	97.9	255.8
Financial assets	0.0	-90.4	0.5	2.5
Total investments	**72.9**	**-28.3**	**101.7**	**262.8**
Financing in € million				
Net cash flow from operating activities	204.4	13.7	179.7	178.9
Depreciation and amortisation, incl. impairment charges to intangible assets, property, plant and equipment and financial assets	129.4	14.2	113.4	141.6

Development of investments recorded at equity

The Flughafen Wien Group (FWAG) holds investments, among others, in three international airports. In Malta Airport, FWAG owns a combined stake of approx. 33%. Of the total shares, 40% are held by a consortium in which FWAG has an investment of 57.1%; 10.1% are owned directly by FWAG (through VIE Malta), 20% by the Maltese government, and the remaining shares are listed on the stock exchange in Malta.

Flughafen Wien AG has an indirect investment of 66% in Košice Airport. Although FWAG holds the majority of voting rights, this company is managed as a joint venture because major corporate decisions are taken together with the co-shareholders.

Flughafen Wien also holds a 25.15% stake in Flughafen Friedrichshafen GmbH. As of 31 December 2013, plans called for the sale of this investment (see the notes to the consolidated financial statements).

Malta Airport handled 4,031,376 passengers in 2013, which represents a year-on-year increase of 10.4% and a new record. Košice Airport reported slight growth of 0.6% over the previous year to 237,165 passengers. Friedrichshafen Airport handled 536,030 passengers during the reporting year (minus 1.7%).

Financial Instruments

Information on the financial instruments used by the Flughafen Wien Group is provided in the notes to the consolidated financial statements (see note (34)).

Branch Offices

The Flughafen Wien Group had no branch offices in 2013 or 2012.

Risks of Future Development

› Risk management

The Flughafen Wien Group (FWAG) utilises an extensive risk management system, which ensures that relevant risks are identified, monitored, assessed and minimised or reduced to an acceptable level by suitable measures. The associated procedures cover the analysis of all operating and strategic business processes. Responsibility lies with the individual business unit managers or subsidiary directors. Identified risks and the related measures are documented in a separate database.

FWAG's risk management is documented in a risk management guideline. The controlling department is responsible for and coordinates the related activities. However, all FWAG employees are urged to play an active role in risk management in their work area. This approach ensures that risk management is integrated in all business processes. The active and open communication of risks is a stated goal and a key success factor for the risk management systems.

The company has concluded insurance policies to minimise or transfer the risks arising from damages and liability. An internal control system (ICS) was installed to ensure the correctness and completeness of all business transactions in the company's accounting system. The internal audit department of Flughafen Wien AG regularly evaluates business practices and organisational processes for compliance with Group guidelines, security and efficiency. The Management Board has therefore created the necessary instruments and structures to identify risks at an early point in time and to implement appropriate countermeasures or otherwise minimise these risks. The existing systems are evaluated on a regular basis and extended as required.

› Economic risks

The development of business at FWAG is significantly influenced by global trends in air travel which, in turn, are heavily dependent on general economic conditions. Economic fluctuations can therefore have a significant influence on FWAG. Based on an autumn forecast by the European Commission, FWAG assumes the development of the macroeconomic environment in 2014 will be more positive than in the previous year. FWAG is therefore projecting growth in passenger traffic at Vienna Airport.

The development of traffic is also significantly influenced by other external factors such as terror, war or other external shocks (e.g. pandemics, closing of air space due to natural disasters etc.). In addition to emergency plans, Vienna Airport works to counter the effects of such shocks, above all with high demands on the quality of security and proactive public relations. This involves close cooperation with the Austrian Federal Ministry of the Interior and the Federal Police Department in Schwechat as well as specific security measures for customers.

Increasing trade barriers, sanctions and political crises can have a negative effect on the supply and demand situation for air travel. These developments are therefore monitored and evaluated closely to allow for the implementation of countermeasures or preparatory actions. The development of the oil price and the related price of kerosene can also have a substantial impact on air travel.

Depending on the intensity and impact of such events, FWAG can react to the decline in traffic triggered by such shocks by adjusting available resources and modifying its capital expenditure programme.

› Branch risks

The branch association IATA is forecasting an overall increase in net profit[11] for the European airlines in 2014. However, FWAG expects a continuation of the high competitive and cost pressure on the airlines. It can therefore be assumed that the airlines will proceed with their efficiency and profitability improvement programmes (cost reduction, portfolio optimisation, slower fleet expansion, fleet reduction). This will also increase the cost pressure on the European airports.

The enactment of a new federal law ("Flugabgabegesetz") in 2011 resulted in an addi-

11) IATA Financial Forecast. December 2013

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tional charge for airline passengers. The airlines are required to collect this additional duty for passengers departing from Austrian airports on behalf of the Austrian Ministry of Finance. The amount of the duty is dependent on the destination, and equalled € 7 for short-haul flights, € 15 for medium-haul flights and € 35 for long-haul flights as of 1 January 2013. In spite of the reduction from the 2012 level, this duty continues to have a negative effect on passenger traffic. It also has an adverse impact on Vienna Airport because the vast majority of European countries have not implemented a similar charge.

FWAG believes the EU emission guidelines and environmental standards significantly weaken the position of European airlines as well as the role of European airports as transfer hubs in comparison with alternative locations outside Europe. This could reduce the attractiveness of European airports as transfer hubs or lead to a reduction in transfer traffic over the medium-term. The creation of new hubs in the Near East and Turkey could lead to a shift in global (transfer) traffic.

› Market and customer structure risks

The Austrian Airlines Group is responsible for 49.1% of the passengers at Vienna Airport and is FWAG's largest customer. Its sustainable development as a strong home carrier and the network strategy of the Star Alliance, in which the Austrian Airlines Group is a partner, have a significant influence on the commercial success of FWAG. The development of this key customer is continuously monitored and analysed by the responsible business units.

Austrian Airlines made substantial progress with its restructuring programme in 2013. One major element was the extensive aircraft reorganisation as part of the fleet harmonisation policy, which led to an improvement in occupancy and productivity for the airline. These measures were also reflected in a year-on-year decline of 1.6% in the number of passengers handled by Austrian Airlines at Vienna Airport to 10.8 million in 2013. With the increase in its long-haul offering, Austrian Airlines made an important contribution to strengthening the attractiveness of Vienna Airport as a transfer hub. Austrian Airlines is expected to continue the strategy implemented in 2013 with a further increase its long-haul routes over the coming years, among others with a fifth Boeing 777 starting in July 2014 and the planned start of flights to Newark (USA). FWAG also assumes that Austrian Airlines will successfully complete its economic turnaround and continue the current network strategy with a focus on east/west transfers.

NIKI and airberlin hold second and third place in the FWAG customer ranking with market shares of 11.0% and 6.1%, respectively. The elimination of the East European hub in 2013 was also reflected in a decline in passenger volumes. Despite an improvement in cost efficiency the targeted economic turnaround was not reached in 2013.

NIKI further increased Vienna's standing as a hub to Greece for the airberlin Group in 2013 (with a current offering of 19 destinations in this country). Vienna Airport therefore plays an important role in the development plans of the airberlin Group.

The future development of airberlin is connected with uncertainty due to the current earnings situation, in spite of the investment and support provided by Etihad Airways. The company plans to generate € 50 million of additional funds on the capital market in 2014 by increasing the volume of a bond. With the "Turbine" turnaround programme, airberlin is working to reach a sustainable competitive earnings position. This programme involves, among others, fleet reductions and the optimisation of the route network. However, FWAG assumes these adjustments will only have a minimal direct effect on Vienna Airport.

FWAG counteracts market risk with marketing measures as well as competitive fee and incentive models that apply equally to all airlines. In particular, the company's goal is to share the airlines' market risk and thereby promote strategically important intercontinental routes and traffic to destinations in Eastern and Central Europe.

The handling services provided by FWAG are the subject of growing price pressure as well as rising quality demands from the airlines. Service level agreements (SLA) that include penalties for the failure to meet quality targets are becoming increasingly popular.

The number of flight movements, which is a determining factor for handling revenue, is declining as the result of efficiency improvement measures implemented by the airlines (larger aircraft and higher seat occupancy). This trend and active marketing by the competitor Celebi Ground Services Austria GmbH are creating additional pressure on earnings in the Handling Segment.

In spite of these developments, Flughafen Wien AG was generally able to protect its leading market position in ramp handling and cargo during the reporting year. The foundation for this strong standing in competition with other service providers is formed by specially designed service packages and high quality standards. In 2012 handling agreements for ramp services that cover the period up to 2019 were concluded with the key customers Austrian Airlines and airberlin/NIKI. These agreements substantially reduce the market risk for the Handling Segment.

Flughafen Wien is facing an additional challenge from the further liberalisation of ground handling services. Among others, the new requirements call for the licensing of at least three agents (currently two) to provide ramp handling services at Vienna Airport and also give airlines the right to carry out their own handling. This would further increase competitive pressure and the risk of losing market shares to competitors. The risk of market entry by a third handling agent is not expected to materialise before 2019/20 and direct handling by the airlines at the earliest in 2017. In order to minimise or prevent negative economic consequences, Flughafen Wien has taken a number of steps at EU level together with the association of German airports ("Arbeitsgemeinschaft Deutscher Verkehrsflughäfen", ADV).

In the cargo business, the dominant market position of the few airlines and forwarding agents represents a certain risk. FWAG works to further diversity its portfolio and thereby reduce this risk by continuously monitoring these airlines and acquiring new customers. The cargo business is also highly sensitive to economic fluctuations. FWAG is therefore continuing to monitor these developments closely because of the active cargo strategy and the related expansion of the cargo infrastructure at Vienna Airport that is plannedto begin in 2014.

FWAG rents buildings and space that are used primarily by airlines or rented by companies whose business is dependent on the development of air traffic. Consequently, this area is exposed not only to general real estate market risks, but also to the risks of shifts in passenger traffic and consumer behaviour that could have an effect on the development of earnings from the retail sector.

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› Development risks for international business

The foreign airport investments of Flughafen Wien (Malta, Košice and Friedrichshafen) are not only exposed to the above-mentioned branch risks, but also to additional local challenges and market risks. One of the major risks in this area is the five-year restructuring plan for Air Malta, which is expected – or must – ensure the survival of Malta's home carrier by 2016. The bankruptcy of this airline would most likely have negative consequences for the investment in Malta. However, this risk has been substantially reduced due to the impressive progress made by the airline in recent years.

Political and regulatory risks – which include the taxation of air travel, air traffic restrictions by public authorities, changes in applicable laws and requirements by public authorities that result in additional costs – are monitored continuously. These types of factors can influence medium-term planning and create a risk that a specific investment may become impaired.

› Financial risks

Capital expenditure at FWAG is financed primarily by operating cash flows as well as long-term, fixed interest and/or variable interest borrowings.

Interest rate risk results, above all, from variable interest financial liabilities and assets. The FWAG treasury department is responsible for the efficient management of interest rate and market risks, evaluates the respective risk positions on a regular basis as part of risk controlling and selectively uses interest rate derivatives to minimise the risk of changing interest rates.

Detailed information on financial instruments, strategies and financial risks – including liquidity risk, credit risk, interest rate risk and foreign exchange risk – is provided in the notes to the consolidated financial statements.

The EIB credit agreement defines terms for the liability of qualified guarantors. The current guarantors cancelled the guarantee agreement that serves as collateral for the EIB loan as of 27 June 2013 at the full amount of € 400.0 million. Following the conclusion of a new syndicated guarantee agreement, six financial institutions took over as guarantors for the outstanding EIB loan of € 400.0 million as of 28 June 2013.

› Investment risks

FWAG's expansion projects are exposed to various risks – including the loss of suppliers, higher construction costs or changes in planning – that could increase the intended expenditures. A special analysis procedure is therefore used in the planning stage to evaluate the potential risk associated with investment projects, while regular risk monitoring is based on an analysis and evaluation process that is part of project controlling. Any special risks identified by the project managers (e.g. contaminated soil) are incorporated in the respective calculations.

Expansion projects are developed in close coordination with the airlines based on the expected development of traffic. Expert forecasts for the growth in passenger volumes over the medium- and long-term reduce the financial risk associated with these investments and ensure that sufficient capacity is available to meet the forecasted demand.

In connection with the construction of Check-in 3, all outstanding, unaccepted invoices (with one exception) related to cancelled contracts were settled with positive results.

Possible claims against contractors for damages are also under evaluation. FWAG has received compensation of over € 28 million for damages to date, including € 14.1 million from insurance compensation and the waiver of receivables and € 13.9 million from a positive arbitration decision.

The environmental impact assessment for the construction of a third runway brought a positive decision in the first instance. A ruling issued on 10 July 2012 approved the construction and operation of "Parallel runway 11R/29L" by FWAG. This first-instance decision lists 460 requirements to protect residents and the environment. The appeal period ended on 24 August 2012, and 28 parties filed appeals against the decision. A change in legal regulations transferred the jurisdiction for these appeals to the new Federal Administrative Court at the end of 2013. FWAG does not expect a final decision before the end of 2014. It is also possible that the Supreme Courts, or even the European Court of Justice, will also be asked to review this matter.

Current forecasts for the development of passenger traffic indicate that Vienna Airport will reach its capacity limits by 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 decide on the realisation of this project based on the expected development of passenger traffic and profitability calculations. If the first-instance decision is reversed or the project is not realised, previously capitalised costs would have to be written off.

The valuation of assets is based on the assumption that Vienna Airport will maintain its position as an east-west hub.

› Legal risks

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

The revision of the guideline for airport ground handling services is currently in preparation at the EU level. Based on the current status of the legislative process, the new guideline would bring about a number of significant changes. These changes would, among others, further open the market on unequal terms and place airports at a disadvantage in competition with other handling companies (prohibitions on subcontracting and cross-subsidisation would only affect airports, forced legal outsourcing etc.).

› Personnel risks

Motivated and committed employees play an important role in the success of FWAG. In order to counteract the loss of know-how through turnover, numerous measures have been implemented to strengthen employee ties. Steps have also been taken to increase occupational safety and to minimise illness-related absences.

› Operational risks

The inclusion of risk management in the planning process allows for the early identification, assessment of risks – above all for ICT projects (information and communication technology) – and the implementation of appropriate measures. Measures are also in place to continuously improve this risk management process.

The major operating risks in the area of information and communications technology include system breakdowns, the destruction of central systems and the potential loss of sensitive data. This risk was further reduced in 2013 by the expansion of preventive measures, e.g. the implementation of additional redundancies.

Non-compliance with legal requirements can create a liability for management. A software project was therefore implemented to monitor legal risks, and the necessary actions were taken. For example, any storage or archiving of personal data is reported in accordance with Austrian data protection laws.

The basic infrastructure, which includes electricity and air conditioning supplies, is exposed to slightly higher risk in connection with the availability of central systems. A local problem was identified in the electricity supply during 2013 and measures were immediately taken to remedy the situation.

Redundant systems have been implemented at all central network interfaces to permit the continued operation of the network and related systems if an individual component breaks down. However, there is a low residual risk because unforeseeable errors (disasters) preclude guarantees for 100% availability.

State-of-the art monitoring systems and emergency procedures have been implemented for all operating systems – for example, the mach2, Vienna Airport's core system – which support the early identification of problems and ensure a high degree of reliability. These systems are the focus of continuous development to guarantee compliance with the latest technical and legal requirements.

The mach2 systems form the backbone of the IT systems used at Vienna Airport. They provide nearly all other systems with an update on incoming and outgoing flights in near real-time and also show flights planned for the future. The necessary master data (e.g. airlines etc.) is administered centrally and also made available to the related systems.

In addition, the mach2 systems include a number of special functions that are required for airport operations. Examples of these functions are load planning, telex reception, dispatch and distribution, and display systems for passengers and employees.

Additional systems are linked to the mach2 and cover apron planning, ground handling disposition and cargo handling.

The ERP software (Enterprise Resource Planning) SAP is used as the central accounting system. This system is not only used for invoicing, but also for central analysis and reporting. In addition to previously realised measures such as controlling, additional quality assurance measures are planned to further minimise the risk of a breakdown.

› Environmental risks

The situation at Vienna Airport can be considered stable because of the existing operational restrictions (prohibition on the use of noise-sensitive take-off and landing routes from 9:00 pm to 7:00 am) as well as a limit on the absolute number of flight movements between 11:30 pm and 5:30 am. Additional restrictions on night flights could lead, in particular, to a decline in cargo and long-haul traffic.

› Damage risks

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

The major liability risks connected with operations are covered by aviation liability insurance, while the risks associated with terror liability are covered by terror liability insurance.

› General risk assessment

A general evaluation of the risk situation concluded that the continued existence of FWAG is protected for the foreseeable future and did not identify any risks that could endanger this continued existence. FWAG has sufficient liquidity reserves to pursue the airport expansion as planned.

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

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

The structure and design of FWAG's internal control system (ICS) was defined in a guideline. The objective of the internal control system is to ensure the reliability of financial reporting and compliance with all applicable laws and regulations.

The description of the major features of these internal controls is based on the structure of the internationally recognised COSO model (Committee of Sponsoring Organisations of the Treadway Commission). Accordingly, the internal control system comprises the following components: control environment, risk assessment, control activities, information and communication and monitoring. The relevant processes involve the identification and assessment of the financial and accounting risks to which the company is exposed as well as the implementation of appropriate controls. The documentation for the control system is maintained in standard software that also supports the process-related depiction of risks and controls.

› Control environment

The corporate culture within which management and employees operate has a significant influence on the control environment. FWAG works actively to improve communications and to convey its principal values as a means of anchoring moral standards, eth- >

ics and integrity in the company and in interaction with other parties. An important contribution in this area is the voluntary code of conduct implemented by FWAG, which defines the rules for giving and accepting gifts and invitations.

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

› Risk assessment

The risks associated with accounting processes are identified by management and monitored by the Supervisory Board. Attention is focused on risks that are normally considered to be material. The annual financial statements form the main criterion for the identification of the major ICS risks. A change in the volume of business processes or the underlying accounts can lead to changes in the identifiable ICS risks and controls.

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

› Control activities

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

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

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

› Information and communication

The guidelines and directives for financial reporting are updated regularly by management, and communicated to all involved employees via the Intranet or internal announcements. Activities at the management level are intended to ensure compliance with all accounting guidelines and directives, and to also identify and communicate weak points and opportunities for the improvement of accounting processes. The accounting staff also attends regular training courses that cover changes in international accounting policies and practices, in order to minimise the risk of unintended errors.

› Monitoring

Management, the controlling department and the Supervisory Board are responsible for continuous monitoring of the internal control systems in FWAG. In addition, the individual department heads and senior managers are responsible for monitoring activities in their respective areas. Specific persons have been designated as the responsible control authorities. Controls are reviewed to ensure their effectiveness, and the ICS is also evaluated by the internal audit department. The results of monitoring activities are reported to management and the Supervisory Board.

Research and Development

As a central internal service provider of information and communications technology, the information systems service unit develops and operates software for airport operations. The MACH airport operating system, which was used for many decades, was replaced by the mach2 successor system in 2012. This system replacement also included the ongoing improvement and expansion of individual programme modules by the information systems service unit. For example, a new "passenger call" function was developed in 2013 to improve quality for passengers by changing the previous messages ("go to the gate" and "boarding") and thereby expanding the status reports on the flight information monitors.

Work also proceeded on the implementation of the CDM-ISP project (Collaborative Decision Making - Information Sharing Platform) in 2013. The information sharing platform to be developed as part of this project will create the basis for introducing the CDM process at Vienna Airport. Through more exact planning, better analysis and the optimisation of resources, this tool will lead to significant cost savings for the participating system partners.

Another focal point was and is the improvement of customer satisfaction, among others through the further development of an airport-specific App for iOS and Android (viennaairport App).

Expenses for the research and development of individual programme modules of the airport operations software and other development activities amounted to € 0.7 million in 2013 (2012: € 1.1 million).

Environmental and Labour Issues

› The environment

FWAG believes in careful and conscious interaction with the environment and is committed to compliance with all relevant environmental laws, directives and requirements by public authorities. Within the framework of its corporate social responsibility strategy, FWAG works to sustainably increase the value of the company and to continuously reduce the negative ecological effects of its business operations. The company has implemented numerous measures to reduce the negative impact of air traffic by minimising the effects of pollutant and noise emissions on the environment.

For example, a wide range of optimisation projects led to a significant and sustainable reduction in energy consumption. Substantial savings have already been realised with the replacement of technical equipment, the optimisation of air conditioning, the replacement of frequency converters and the improvement of apron lighting.

A total of € 1.1 million (2012: € 1.2 million) was invested in environmental protection during the reporting year (excluding the noise protection programme). Projects were focused on the reduction of pollutant and noise emissions in order to minimise the effects on the environment – and above all on neighbouring residents.

FWAG participates in the ACAS programme (Airport Carbon Accreditation System) managed by Airport Council International (ACI, the worldwide professional association of airport operators). This programme is monitored by independent experts and will lead to a sustainable reduction in CO2 emissions at Vienna Airport. Level 1 (preparation of a CO2 emission balance sheet) was reached in 2013, and plans call for the attainment of Level 2 (reduction in CO2 emissions at the airport location) in 2015.

Initial preparations were completed for the implementation of an environmental management system such as EMAS/ISO 14.001. This will support the increased realisation of future synergies in the areas of energy management, ecological procurement and sustainability.

Management has decided to issue a new sustainability report and established an interdisciplinary project team in 2013 to ensure a comprehensive approach. Plans call for the publication of this report during the second half of 2014.

Activities in 2013 also focused on increased opportunities to finance environmentally relevant investments through subsidies. For this purpose, the environmental management department established a subsidy management function. A subsidy equal to 10% of the project volume was received for the refitting of air conditioning equipment with frequency converters.

Together with Schwechat and Fischamend, a new cycling route was built in 2013 that connects the two municipalities via Vienna Airport. The route is 17 km long and includes 5.5 km of new areas. The costs amounted to € 1.5 million, whereby one-third was financed by the province of Lower Austria and two-thirds by the municipalities of Fischamend and Schwechat, Vienna Airport and the "klima:aktiv mobil" subsidy fund.

The FWAG noise protection programme, which was established in 2005 as part of the mediation progress, was successfully continued in 2013. Nearly 12,000 households in the region now benefit from the related measures. Funds totalling € 51.5 million have been provided for the implementation of noise protection measures. Expert opinions were prepared for roughly 6,200 properties by the end of 2013, and optimal noise protection was installed in 2,800 of these properties.

Over view of environmental indicators for Flughafen Wien AG:

	2013	2012
Number of passengers	21,999,926	22,165,794
Electricity consumption per year in kWh	151,642,950	156,030,072
Electricity consumption in kWh per year and passenger	6.89	7.04
Heat consumption per year in MWh	126,194	123,964
Heat consumption in MWh per year and passenger	0.0057	0.0056
Water consumption per year in m³	650,603	703,974
Water consumption in m³ per year and passenger	0.030	0.032
Waste water disposal per year in m³	768,420	649,071
Waste water disposal per year and passenger	0.035	0.029
Residual waste aircraft in kg	1,134,400	1,164,280
Residual waste aircraft in kg per passenger	0.052	0.053
Waste paper VIE in kg	1,148,920	1,778,500
Waste paper VIE in kg per passenger	0.052	0.080
Aluminium/cans/metal VIE in kg	5,730	9,250
Aluminium/cans/metal in kg per passenger	0.0003	0.0004
Biogenic waste VIE in kg	182,680	195,560
Biogenic waste VIE in kg per passenger	0.008	0.009
Glass VIE in kg	110,210	100,010
Glass VIE in kg per passenger	0.005	0.005
Plastic packaging VIE in kg	130,080	135,960
Plastic packaging VIE in kg per passenger	0.006	0.006
Hazardous waste VIE in kg	195,266	202,574
Hazardous waste VIE in kg per passenger	0.009	0.009
Share recycled in %	89.3 %	90.3 %

Workforce issues

The average number of employees in FWAG declined by 77 in 2013 as a result of synergy effects from organisational restructuring and the on-going cost reduction programme. The largest staff reduction was recorded in the Handling Segment, where process optimisation led to a decline of 82 employees on average.

The Flughafen Wien Group had 4,247 employees as of 31 December 2013, or 59 less than on 31 December 2012 (4,306 employees). As one of the main employers in the eastern region of Austria, Vienna Airport and the companies located here provide roughly 20,000 jobs.

The measures implemented in previous years to reduce holiday and overtime were continued in 2013.

Average number of employees by segment

	2013	Change in %	2012[1]
Airport	496	0.9	492
Handling	3,199	-2.5	3,281
Retail & Properties	83	0.4	83
Other Segments	621	0.1	620
Total	**4,399**	**-1.7**	**4,475**

1) adjusted

Employees

	2013	Change in %	2012	2011
Number of employees (average)	4,399	-1.7	4,475	4,525
Thereof wage employees	3,213	-2.7	3,301	3,314
Thereof salaried employees	1,186	1.0	1,174	1,211
Number of employees (31 December)	4,247	-1.3	4,306	4,500
Thereof wage employees	3,050	-2.0	3,112	3,262
Thereof salaried employees	1,198	0.3	1,194	1,238
Apprentices	55	-3.8	57	56
Traffic units per employee*	7,426	0.9	7,362	6,848
Average age in years*	40.4	1.3	39.9	39.5
Length of service in years*	10.9	4.8	10.4	10.5
Share of women in %*	12.5	0.8	12.4	12.3
Training expenditures in EUR*	972,000	33.5	730,000	902,000
Reportable accidents*	115	-20.7	145	143

*) Based on Flughafen Wien AG

The number of traffic units per employee in FWAG rose by 0.9% to 7,426 in 2013 based on the continued implementation of measures to improve efficiency throughout the Group.

Flughafen Wien also provides voluntary benefits for its workforce to strengthen identification with the company and to increase motivation. These benefits include free-of-charge transportation to and from Vienna, a day care centre with flexible opening hours and reduced costs for numerous recreational and sporting activities.

Flughafen Wien AG created an independent employee foundation over ten years ago to allow its employees to participate directly in the success of the company. This foundation holds 10% of the shares in FWAG and distributes the dividends received on these shares to company employees. The bodies of the foundation are defined in the articles of association and are completely independent of Flughafen Wien AG. After the annual dividend is received by the foundation, the income from these shares is distributed to employees based on their respective wage or salary. Approx. € 2.2 million was dispersed during the reporting year – which represents the dividend payment for 2012 – and corresponds to 27.81% of the average gross monthly salary or wage per employee.

Disclosures required by § 243a of the Austrian Commercial Code

› 1. Share capital and shares

The share capital of Flughafen Wien AG totals € 152,670,000 and is fully paid in. It is divided into 21,000,000 shares of bearer stock, which are securitised in a collective certificate and deposited at the ÖKB (Österreichische Kontrollbank AG). All shares carry the same rights and obligations ("one share = one vote").

› 2. Syndication agreement

Two core shareholders – the province of Lower Austria (4.2 million shares) and the city of Vienna[12] (4.2 million shares) – hold 40% of the company's shares in a syndicate. The syndication agreement was concluded in 1999 and has remained unchanged since that time. It calls for the joint exercise of voting rights on the syndicated shares at the annual general meeting. Any amendments to the syndication agreement, the dissolution of the syndicate and resolutions to admit a new partner to the syndicate require unanimous approval. The syndication agreement provides for reciprocal rights of purchase if one party intends to sell its syndicated shares to a buyer outside the syndicate (third party) through a legal transaction in exchange for return compensation. This reciprocal right of purchase does not apply if the syndicated shares are transferred to a holding company in which the transferring syndicate partner owns at least a majority stake. The company is not aware of any other limitations on voting rights or the transfer of shares.

› 3. Investments of over 10% in the company

The city of Vienna and the province of Lower Austria each hold 20% and Flughafen Wien Mitarbeiterbeteiligung Privatstiftung (the employee foundation) holds 10% of the share capital of Flughafen Wien AG. On 8 June 2012 Flughafen Wien AG was informed that Silchester International Investors LLP held a stake of 10.07% in the company. On 20 March 2013 Silchester International Investors LLP notified Flughafen Wien AG that its investment had been reduced to 9.99% and was therefore below the reporting threshold. The company is not aware of any other shareholders with a stake of 10% or more in share capital.

› 4. Shares with special control rights

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

12) As of 15 April 2013 the city of Vienna transferred 4.200.000 bearer shares in Flughafen Wien Aktiengesellschaft to Wien Holding GmbH in the form of a contribution in kind. Wien Holding GmbH therefore holds a stake of 20.0% in the share capital of the company. This transfer had no effect on the syndication agreement.

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

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

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

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

› 7. Share buyback and authorised capital

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

› 8. Change of control

Change of control clauses are included in the agreements for the € 400.0 million EIB (European Investment Bank) loan, the € 69.0 million promissory note (current balance: € 12.0 million), the € 30.0 million loan (current balance: € 17.1 million) concluded pursuant to an Austrian law to strengthen liquidity ("Unternehmensliquiditätsstärkungsgesetz") and other financing agreements with a total volume of € 159.5 million (current balance: € 154.4 million).These financing agreements with a total volume of € 658.5 million (current balance: € 583.5 million) were concluded with Austrian and international financial institutions. In the event of an actual, impending or justifiably assumed change of control (in accordance with the following definition), these financial liabilities could be called prematurely and related collateral may be cancelled if there are reasons to assume the change will or could have a negative impact on the future fulfilment of the financial liability and Flughafen Wien AG does not take actions within a certain period of time to provide this contract partner with collateral that is deemed acceptable. A change of control is defined as an event that leads to (i) a direct or indirect reduction in the investment held jointly by the province of Lower Austria and the city of Vienna in Flughafen Wien AG to less than 40% of the total number of voting shares or (ii) a natural person or legal entity that currently does not exercise control over Flughafen Wien AG gains control over

Flughafen Wien AG (e.g. either directly or indirectly, through the ownership of shares, economic circumstances or in another manner, and either alone or together with third parties (i) acquires more than 50% of the voting shares in Flughafen Wien AG or (ii) the right to nominate the majority of members to the decision-making bodies of Flughafen Wien AG or exercises a controlling influence over these persons). For financing of € 417.3 million, a change of control does not include the direct or indirect reduction in the joint investment held by the province of Lower Austria and the city of Vienna to less than 40% but more than 30% of the voting shares in Flughafen AG in conjunction with a capital increase by the company without the full or partial exercise of subscription rights by these two shareholders, unless a natural person or legal entity that does not currently exercise control over Flughafen Wien AG gains control over the company at the same time.

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

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

Outlook

Forecasts for 2014 show a slight improvement in the Austrian economy. The Austrian economic research institute WIFO is projecting real GDP growth of 1.7% for 2014 and 2015, which will be driven by higher capital expenditure and rising exports. Consumer prices are expected to increase by 1.8%, while unemployment is forecasted to exceed 2013 at 5.2%. According to WIFO, Austria's export sector should record a real increase of 5.5% in 2014. (Sources: Austrian National Bank, WIFO)

The World Bank is predicting growth of 3.2%, which will be supported primarily by the Asian countries. Current forecasts for the Euro zone point to slower growth of roughly 1% due to higher unemployment and debt repayment. The CESEE countries (the European member states in Central, Eastern and South-Eastern Europe) should also generate positive growth in 2014, whereby the average is estimated at approx. 2%. (Sources: Austrian National Bank, WIFO)

Based on the current airline strategies and previously announced introduction of new routes, FWAG is expecting growth of 1% to 3% in passengers and minus 1% to plus 1% in flight movements for 2014.

FWAG's forecast for 2014, based on the above factors, shows an increase in revenue to over € 630 million and EBITDA of at least € 240 million. Profit after tax should exceed € 75 million from the current point of view. Net debt should decline further to less than € 600 million, and capital expenditure should amount to € 110 million.

Supplementary Report

Vienna Airport recorded an increase in traffic during January 2014. The number of passengers handled rose by 2.3% year-on-year to 1,406,351. Flight movements declined slightly by 1.3%, and maximum take-off weight was 1.5% higher. The positive trend in the cargo sector continued with a plus of 9.9%. The number of transfers declined by 5.4%, but the number of local passengers increased by 6.1%.

The fee structure at Vienna Airport was adjusted as follows as of 1 January 2014 based on the index formula defined in the Austrian Airport Fee Act:

Landing fee, airside infrastructure fee, parking fee:	+ 1.87%
Passenger fee, landside infrastructure fee:	+ 0.55%
Infrastructure fee for fuelling:	+ 1.83%

The PRM fee (passengers with reduced mobility) and the security fee remained unchanged at € 0.34 and € 7.70 per departing passenger, respectively.

Schwechat, 7 March 2014

The Management Board

Günther Ofner
Member, CFO

Julian Jäger
Member, COO

Consolidated Financial Statements 2013 of Flughafen Wien AG

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Consolidated Income Statement

for the period from 1 January to 31 December 2013

in T€	Notes	2013	2012
Revenue	(1)	**621,993.5**	**607,371.7**
Other operating income	(2)	23,782.3	24,098.5
Operating income		**645,775.9**	**631,470.3**
Consumables and services used	(3)	-46,147.2	-43,188.9
Personnel expenses	(4)	-245,789.5	-249,664.0
Other operating expenses	(5)	-112,344.0	-117,231.4
Earnings before interest, taxes, depreciation and amortisation (EBITDA)		**241,495.2**	**221,386.0**
Depreciation and amortisation	(6)	-124,300.1	-98,111.1
Impairment	(6)	-5,116.0	-15,248.6
Earnings before interest and taxes (EBIT)		**112,079.1**	**108,026.3**
Income from investments, excl. companies at equity	(8)	2,338.0	932.1
Interest income	(9)	2,160.9	4,170.9
Interest expense	(9)	-25,946.7	-25,199.9
Other financial expense/income	(10)	0.0	187.4
Financial results, excl. companies at equity		-21,447.9	-19,909.5
Proportional share of income from companies recorded at equity	(7)	6,155.9	5,625.3
Financial results		**-15,292.0**	**-14,284.2**
Profit before taxes (EBT)		**96,787.1**	**93,742.0**
Income taxes	(11)	-23,501.7	-21,414.7
Net profit for the period		**73,285.4**	**72,327.3**
Thereof attributable to:			
Equity holders of the parent		**73,291.3**	**71,889.8**
Non-controlling interests		**-5.9**	**437.5**
Number of shares outstanding (weighted average)	(21)	21,000,000	21,000,000
Earnings per share (in €, basic = diluted)		3.49	3.42
Recommended/paid dividend per share (in €)		1.30	1.05
Recommended/paid dividend (in T€)		27,300.0	22,050.0
Pay-out ratio (in % of net profit)		37.25	30.49

Consolidated Statement of Comprehensive Income

for the period from 1 January to 31 December 2013

in T€	2013	2012
Net profit for the period	**73,285.4**	**72,327.3**
Other comprehensive income from items that may not be reclassified to the income statement in furture periods		
Revaluations from defined benefit plans	3,706.0	-15,313.2
Thereof deferred taxes	-926.5	3,828.3
Other comprehensive income from items that may be reclassified to the income statement in furture periods		
Change in fair value of available-for-sale securities	437.3	175.6
Thereof changes not recognised through profit or loss	89.3	228.2
Thereof realised gains and losses	348.0	-52.6
Cash flow hedge	0.0	240.5
Thereof realised gains and losses	0.0	240.5
Thereof deferred taxes	-109.3	-104.0
Other comprehensive income	**3,107.4**	**-11,172.8**
Total comprehensive income	**76,392.9**	**61,154.5**
Thereof attributable to:		
Equity holders of the parent	**76,398.8**	**60,717.0**
Non-controlling interests	-5.9	437.5

Consolidated Balance Sheet

as of 31 December 2013

in T€	Notes	31.12.2013	31.12.2012
ASSETS			
Non-current assets			
Intangible assets	(12)	13,733.1	16,177.0
Property, plant and equipment	(13)	1,622,159.0	1,677,534.4
Investment property	(14)	119,561.1	118,863.6
Investments accounted for using the equity method	(15)	97,865.9	94,718.9
Other financial assets	(16)	4,290.3	4,419.4
		1,857,609.2	**1,911,713.2**
Current assets			
Inventories	(17)	4,360.8	4,356.0
Securities	(18)	20,000.0	29,652.0
Receivables and other assets	(19)	68,043.7	75,643.2
Cash and cash equivalents	(20)	3,923.3	40,439.0
		96,327.7	**150,090.2**
Total Assets		**1,953,937.0**	**2,061,803.4**
EQUITY AND LIABILITIES			
Equity			
Share capital	(21)	152,670.0	152,670.0
Capital reserves	(22)	117,657.3	117,657.3
Other reserves	(23)	-10,075.9	-13,183.3
Retained earnings	(24)	645,027.9	593,786.5
Attributable to equity holders of the parent		905,279.3	850,930.6
Non-controlling interests	(25)	641.9	647.9
		905,921.3	**851,578.4**
Non-current liabilities			
Provisions	(26)	132,460.4	133,707.0
Financial liabilities	(27)	551,646.4	638,730.2
Other liabilities	(28)	34,540.1	38,429.7
Deferred tax liabilities	(29)	29,580.7	23,367.1
		748,227.7	**834,233.9**
Current liabilities			
Provisions for taxation	(30)	10,429.3	9,258.6
Other provisions	(30)	73,635.2	87,272.9
Financial liabilities	(27)	105,646.0	151,006.5
Trade payables	(31)	49,717.6	69,583.7
Other liabilities	(32)	60,359.9	58,869.3
		299,788.1	**375,991.0**
Total Equity and Liabilities		**1,953,937.0**	**2,061,803.4**

Consolidated Cash Flow Statement

for the period from 1 January to 31 December 2013

	in T€	2013	2012
	Profit before taxes	96,787.1	93,742.0
+	Depreciation of non-current assets	129,416.1	113,359.7
-	Revaluation of non-current assets	0.0	-13.3
-	Proportional share of income from companies recorded at equity	-6,155.9	-5,625.3
+	Dividends from companies recorded at equity	3,008.9	1,874.6
+	Losses / - gains on the disposal of non-current assets	-4,250.5	-1,449.2
-	Reversal of investment subsidies from public funds	-223.8	-278.2
-	Other non-cash transactions	3.9	961.1
-	Increase / + decrease in inventories	-4.8	-12.7
-	Increase / + decrease in receivables	10,642.3	-2,474.2
+	Increase / - decrease in provisions	13,366.1	-3,672.2
+	Increase / - decrease in liabilities	-22,041.4	-7,405.5
	Net cash flows from ordinary operating activities	220,547.9	189,006.8
-	Income taxes paid	-16,193.5	-9,336.3
	Net cash flow from operating activities	**204,354.4**	**179,670.5**
+	Payments received on the disposal of non-current assets	1,054.7	6,385.0
-	Payments made for the purchase of non-current assets	-97,430.9	-133,095.8
+	Payments received in connection with non-refundable government grants	0.3	0.0
+	Payments received on the disposal of securities	10,000.0	0.0
	Net cash flow from investing activities	**-86,375.9**	**-126,710.9**
-	Dividend	-22,050.0	-21,000.0
+/-	Change in financial liabilities	-132,444.2	-102,850.6
	Net cash flow from financing activities	**-154,494.2**	**-123,850.6**
	Change in cash and cash equivalents	**-36,515.7**	**-70,891.0**
+	Cash and cash equivalents at the beginning of the period	40,439.0	111,330.0
	Cash and cash equivalents at the end of the period	**3,923.3**	**40,439.0**

Detailed explanation see note (33)

Consolidated Statement of Changes in Equity

for the period from 1 January to 31 December 2013

					Attributable to equity
in T€	Share capital	Capital reserves	Available-for-sale reserve	Hedging reserve	Revaluations from defined benefit plans
Balance on 1.1.2012	**152,670.0**	**117,657.3**	**-201.3**	**-180.4**	**-9,261.6**
Market valuation of securities			131.7		
Cash flow hedge				180.4	
Revaluations from defined benefit plans					-11,484.9
Other comprehensive income	0.0	0.0	131.7	180.4	-11,484.9
Net profit for the period					
Total comprehensive income	**0.0**	**0.0**	**131.7**	**180.4**	**-11,484.9**
Dividend					
Balance on 31.12.2012	**152,670.0**	**117,657.3**	**-69.6**	**0.0**	**-20,746.5**
Balance on 1.1.2013	**152,670.0**	**117,657.3**	**-69.6**	**0.0**	**-20,746.5**
Market valuation of securities			328.0		
Revaluations from defined benefit plans					2,779.5
Other comprehensive income	0.0	0.0	328.0	0.0	2,779.5
Net profit for the period					
Total comprehensive income	**0.0**	**0.0**	**328.0**	**0.0**	**2,779.5**
Dividend					
Balance on 31.12.2013	**152,670.0**	**117,657.3**	**258.4**	**0.0**	**-17,967.1**

holders of the parent

Currency translation reserve	Total other reserves	Retained earnings	Total	Non-controlling interests	Total
7,632.9	**-2,010.5**	**542,896.7**	**811,213.5**	**210.4**	**811,423.9**
	131.7		131.7		131.7
	180.4		180.4		180.4
	-11,484.9		-11,484.9		-11,484.9
0.0	-11,172.8	0.0	-11,172.8	0.0	-11,172.8
		71,889.8	71,889.8	437.5	72,327.3
0.0	**-11,172.8**	**71,889.8**	**60,717.0**	**437.5**	**61,154.5**
		-21,000.0	-21,000.0		-21,000.0
7,632.9	**-13,183.3**	**593,786.5**	**850,930.5**	**647.9**	**851,578.4**
7,632.9	**-13,183.3**	**593,786.5**	**850,930.5**	**647.9**	**851,578.4**
	328.0		328.0		328.0
	2,779.5		2,779.5		2,779.5
0.0	3,107.4	0.0	3,107.4	0.0	3,107.4
		73,291.3	73,291.3	-5.9	73,285.4
0.0	**3,107.4**	**73,291.3**	**76,398.8**	**-5.9**	**76,392.9**
		-22,050.0	-22,050.0		-22,050.0
7,632.9	**-10,075.9**	**645,027.9**	**905,279.3**	**641.9**	**905,921.3**

Notes to the Consolidated Financial Statements for the 2013 Financial Year

General Information and Methods

› Information on the company

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

› Operating permits

The major operating permits held by Flughafen Wien AG are as follows:

In accordance with § 7 of the Austrian Air Transportation Act dated 21 August 1936, the Federal Ministry for Transportation and State-Owned Entities issued a permit to Flughafen Wien Betriebsgesellschaft m.b.H. on 27 March 1955 for the creation and operation of Vienna Airport to serve general traffic purposes and for runway 11/29.

In accordance with § 78 (2) of the Austrian Air Transportation Act (Federal Gazette BGBl. Nr. 253/1957), the Federal Ministry for Transportation issued an operating permit for instrument runway 16/34, including taxiways and lighting systems, on 15 September 1977.

Vienna Airport was certified by the Federal Ministry for Transportation, Innovation and Technology in 2010. The certification document was issued on 31 December 2010 and confirms that the facilities used by Flughafen Wien AG to ensure safe and smooth operations comply with the applicable Austrian regulations. This certification is valid up to 31 December 2015 and/or as long as the respective requirements are met. The next certification is scheduled for 2015, but may be postponed by the authorities to 2017 to allow for coordination with the enactment of a new EU directive.

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Basis of preparation

The consolidated financial statements of Flughafen Wien AG as of 31 December 2013 were prepared in accordance with International Financial Reporting Standards (IFRS), as adopted by the European Union (EU), as well as the additional disclosures required for the notes by § 245a of the Austrian Commercial Code.

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

The consolidated financial statements are generally prepared at historical acquisition and production cost. In contrast to this procedure, derivative financial instruments and available-for-sale financial assets are stated at fair value.

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

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

Application of new and revised standards and interpretations

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

■ Amendment to IFRS 1 concerning fixed transition dates and hyperinflation	Applicable to financial years beginning on or after 1 January 2013
■ Amendments to IAS 12 concerning deferred taxes: recovery of underlying assets	Applicable to financial years beginning on or after 1 January 2013
■ IFRS 13 "Fair Value Measurement"	Applicable to financial years beginning on or after 1 January 2013
■ Amendments to IAS 19 "Employee Benefits"	Applicable to financial years beginning on or after 1 January 2013
■ Amendments to IAS 1 concerning the presentation of individual components of other comprehensive income	Applicable to financial years beginning on or after 1 July 2012

■ IFRIC 20 "Stripping Costs in the Production Phase of a Surface Mine"	Applicable to financial years beginning on or after 1 January 2013
■ Amendments to IFRS 7 concerning the net presentation of financial assets and financial liabilities	Applicable to financial years beginning on or after 1 January 2013
■ Amendments to IFRS 1 concerning “Government Loans”	Applicable to financial years beginning on or after 1 January 2013
■ Improvements to individual IFRS (Improvement Project 2009-2011) from May 2012	Applicable to financial years beginning on or after 1 January 2013

The amendments to IAS 19 “Employee Benefits“ require mandatory application beginning with the 2013 financial year. The revised standard includes fundamental changes as well as clarifications and changes in formulation. The most important amendment concerns the obligation to report actuarial gains and losses on post-employment benefits at the time they arise – without later recycling to the income statement – under other comprehensive income. The Flughafen Wien Group elected to use the option provided by IAS 19 (2004) and has already recorded these actuarial gains and losses under other comprehensive income in previous years. The Group did not use the corridor method, which is no longer permitted by IAS 19 (2011); consequently, there are no quantitative effects.

In addition, the income from plan assets is no longer measured on the basis of the expected return from these assets, but by applying the same interest rate used to discount the defined benefit obligation. This change has no effect on the consolidated financial statements because the Flughafen Wien Group currently holds no plan assets.

IAS 19 (2011) defines expanded disclosure requirements for defined benefits plans (e.g. sensitivity analyses), requires the recognition of subsequent service costs as incurred under profit or loss and calls for changes in the recognition of post-employment benefits.

Accordingly, supplementary payments at the end of employment (so-called “wage/salary equalisation”) in connection with part-time employment agreements with older employees are no longer classified as termination benefits, but as other long-term employee benefits. These supplementary payments must therefore be recognised successively based on the minimum length of service and not in the form of a provision at the start of this part-time work. These part-time employment agreements are, de facto, only concluded by employees who have been with the company for many years. Therefore, there is no material effect on the consolidated financial statements and no retroactive adjustment in agreement with the transition rules defined by IAS 19 (2011).

In accordance with the amendments to IAS 1, the Flughafen Wien Group changed the arrangement of other comprehensive income on the statement of comprehensive income to permit the separate presentation of the items that will be reclassified to the income statement and items that will never be reclassified. The prior year data were adjusted accordingly.

IFRS 13 “Fair Value Measurement“ defines fair measurement and provides application guidelines for the determination of fair value. IFRS 13 creates a uniform framework for determining fair value and presenting the related disclosures on fair value measurement, when this information is required or permitted by other IFRS (with the exception of IAS 17 >

and IFRS 2). This standard replaces and expands the required disclosures on fair value measurement in other IFRS (including IFRS 7).

IFRS 13 defines fair value as an "exit price", i.e. the price that would be received to sell an asset or paid to transfer a liability. Similar to the practice applied to the fair value measurement of financial assets, this standard also introduced a three-level hierarchy system based on observable market prices.

In agreement with the transition guidelines provided by IFRS 13, the Flughafen Wien Group applied the new rules for fair value measurement prospectively and did not provide comparable prior year information for the new disclosures. This change had no major effect on the valuation of the Group's assets or liabilities.

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

The following standards and interpretations had been announced by 31 December 2013, but did not require mandatory application during the reporting year:

■ IFRS 9 "Financial Instruments"	Initial application still open; not adopted by the EU into European law as of the balance sheet date
■ Amendments to IFRS 9 and IFRS 7 concerning the "Mandatory Effective Date" and "Transition Disclosures"	Initial application still open; not adopted by the EU into European law as of the balance sheet date
■ Hedge accounting and amendments to IFRS 9, IFRS 7 and IAS 39	Initial application still open; not adopted by the EU into European law as of the balance sheet date
■ Amendments to IAS 32 concerning "Offsetting Financial Assets and Financial Liabilities"	Applicable to financial years beginning on or after 1 January 2014
■ IFRS 10 "Consolidated Financial Statements"	Applicable to financial years beginning on or after 1 January 2014
■ IFRS 11 "Joint Arrangements"	Applicable to financial years beginning on or after 1 January 2014
■ IFRS 12 "Disclosures of Interests in Other Entities"	Applicable to financial years beginning on or after 1 January 2014
■ New version of IAS 27 "Separate Financial Statements"	Applicable to financial years beginning on or after 1 January 2014
■ New version of IAS 28 "Investments in Associates and Joint Ventures"	Applicable to financial years beginning on or after 1 January 2014
■ Amendments to IFRS 10, IFRS 11 and IFRS 12 concerning transition guidance from June 2012	Applicable to financial years beginning on or after 1 January 2014

■ Amendments to IFRS 10, IFRS 12 and IAS 27 concerning "Investment Entities" from October 2012	Applicable to financial years beginning on or after 1 January 2014
■ Amendments to IAS 39 "Novation of Derivatives and Continuation of Hedge Accounting"	Applicable to financial years beginning on or after 1 January 2014
■ Amendments to IAS 36 "Recoverable Amount Disclosures for Non-Financial Assets"	Applicable to financial years beginning on or after 1 January 2014
■ IFRIC 21 "Levies"	Applicable to financial years beginning on or after 1 January 2014; not adopted by the EU into European law as of the balance sheet date
■ Improvements to individual IFRS (Improvement Project 2010-2012)	Applicable to financial years beginning on or after 1 July 2014; not adopted by the EU into European law as of the balance sheet date
■ Improvements to individual IFRS (Improvement Project 2011-2013)	Applicable to financial years beginning on or after 1 July 2014; not adopted by the EU into European law as of the balance sheet date
■ Amendments to IAS 19 (2011) "Employee Benefits"	Applicable to financial years beginning on or after 1 July 2014; not adopted by the EU into European law as of balance sheet date
■ Amendments to IAS 19 (2011) "Employee Benefits"	Applicable to financial years beginning on or after 1 July 2014; not adopted by the EU into European law as of the balance sheet date

There are no plans for the voluntary premature application of the above-mentioned standards and interpretations. The effects of the changes are as follows:

IFRS 10

In accordance with IFRS 10, the Flughafen Wien Group will change its accounting method with the beginning of the 2014 financial year. IFRS 10 leads to the establishment of a uniform control model for determining whether a subsidiary should be consolidated. This control model focuses on whether the parent has power over the investee, is exposed to risks from or has rights to variable returns from its involvement with the investee and has the ability to use its power over the investee to affect the amount of its returns.

Flughafen Wien AG, as the parent company, will re-evaluate the existence of control over the companies in which it holds investments as of 1 January 2014. Preliminary analyses indicate that no effects are expected from the initial application of this standard.

IFRS 11

IFRS 11 regulates the accounting from joint arrangements and replaces IAS 31 "Financial Reporting of Interests in Joint Ventures". Under IFRS 11, the Flughafen Wien Group must classify its interests in joint arrangements as a joint operation (if the Group has rights to >

the assets and obligations for the liabilities relating to the arrangement) or a joint venture (if the Group has rights to the net assets of the arrangement).

In accordance with the transition guidance provided by IFRS 11, Flughafen Wien AG, as the parent company, must re-evaluate the classification of its joint ventures as of 1 January 2014. Preliminary analyses indicate that no material effects are expected from the initial application of this standard.

IFRS 12

IFRS 12 "Disclosure of Interests in Other Entities" summarises the disclosure requirements for subsidiaries, associates and joint ventures as well as unconsolidated structured entities. It replaces the respective rules in IAS 27, IAS 28 and IAS 31 and requires more extensive disclosures.

Other standards

The other standards and interpretations are not expected to have any effect on the consolidated financial statements.

IFRS 9

IFRS 9 (2009) introduces new requirements for classifying and measuring financial assets. In accordance with this standard, financial assets are classified and measures on the basis of the business model within which they is held and the characteristics of the contractual cash flows. IFRS 9 (2010) also introduces changes relating to financial liabilities. The effects of IFRS 9 on the asset, financial or earnings position Flughafen Wien Group were not yet evaluated.

› Consolidation range

The consolidated financial statements include all subsidiaries, joint ventures and associated companies of Flughafen Wien AG, with the exception of four subsidiaries (2012: four). Subsidiaries are companies under the direct or indirect control of the Flughafen Wien Group.

These four subsidiaries were not included in the consolidated financial statements for 2013 or 2012 because their economic significance and influence on the asset, financial and earnings position of the Group are immaterial. The consolidated revenues of these companies equalled less than 2.0% of Group revenue for the reporting year (2012: less than 2.0%). The internal materiality thresholds were defined to ensure that only individual immaterial subsidiaries are not included in the consolidation.

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

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

The 2013 consolidated financial statements include Flughafen Wien AG as well as 14 domestic (2012: 14) and 7 foreign (2012: 7) subsidiaries that are controlled by Flughafen Wien AG. In addition, 3 domestic (2012: 3) and 4 foreign companies (2012: 4) were included at equity.

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

City Air Terminal Betriebsgesellschaft m.b.H., Malta Mediterranean Link Consortium Ltd. and Letisko Košice – Airport Košice, a.s. are included in the consolidated financial statements using the equity method, even though Flughafen Wien AG directly or indirectly controls the majority of voting rights. These companies are considered to be under joint control because key decisions on corporate policies are made in cooperation with the co-shareholders. The 10.1% stake in Malta International Airport plc that is held directly is also classified as an associate because the total investment held through Malta Mediterranean Link Consortium Ltd. allows Flughafen Wien AG to exercise a significant influence on business and financial policies.

The investment in Flughafen Friedrichshafen GmbH, which is carried at equity and allocated to the Other Segments, was designated for sale as of 31 December 2013. This investment is not reported separately in accordance with IFRS 5 because it was fully impaired as of the balance sheet date and there were no effects on profit or loss.

› Changes in the consolidation range during 2013 and 2012

There were no initial consolidations or deconsolidations in 2013 or 2012.

Significant accounting policies

› Consolidation principles

In accordance with IFRS, acquired subsidiaries are accounted for using the acquisition method. The cost of the acquisition represents the fair value of the surrendered assets and issued equity instruments as well as any liabilities arising or assumed as of the transaction date. The acquisition cost also includes the fair value of recognised assets or liabilities resulting from a contingent consideration agreement. Acquisition-related costs are recognised as expenses. In connection with the initial consolidation, the identifiable assets, liabilities and contingent liabilities resulting from the business combination are measured at fair value as of the acquisition date.

As of the date of each business combination, the group decides whether to recognise non-controlling interests in the acquired company – which represent equity interests and give their owners a claim to a proportionate share of the acquiree's net assets in the event of liquidation – at fair value or based on the proportionate share of the acquiree's identifiable net assets. All other components of the non-controlling interests are recognised at the applicable acquisition-date fair value.

Goodwill represents the excess of the fair value of return compensation, the fair value of any non-controlling interest in the acquired company and the fair value of any previously held equity interests as of the acquisition date over Group's share of net assets measured at fair value. If an acquisition takes place below market value – i.e. the acquisition cost is lower than the net assets of the acquired company measured at fair value – this negative amount is again reviewed and subsequently recognised to profit or loss.

Non-controlling interests are reported separately on the consolidated balance sheet under equity.

All intercompany balances, business transactions, income and expenses are eliminated. Any gains or losses resulting from intercompany transactions that are included in the carrying amount of assets such as inventories or property, plant and equipment are also eliminated.

The accounting and valuation methods used by the subsidiaries were changed, where necessary, to ensure the application of uniform policies throughout the Group.

Changes in the investment that do not lead to a loss of control over the subsidiary are accounted for as transactions with shareholders of the parent company. If the acquisition of a non-controlling interest results in a difference between the return compensation and the respective share of the carrying amount of the net assets in the subsidiary, this difference is recognised directly in equity. Gains or losses on the sale of non-controlling interests are also recognised directly in equity.

Investments in associated companies and joint ventures that are included in the consolidated financial statements using the equity method are recognised at cost as of the acquisition date. This carrying amount is subsequently increased or decreased by the share of profit or loss attributable to the Flughafen Wien Group and by any distributions, capital contributions or capital withdrawals. Goodwill related to an associated company or joint venture is included in the carrying amount of the investment and is not amortised on a scheduled basis. In the periods following the initial recognition of a business combination, any realised differences between the carrying amount and the fair value of assets and liabilities are adjusted, amortised or reversed in accordance with the treatment of the corresponding items. If the application of IAS 39 indicates that an investment could be impaired, the full carrying amount is tested for impairment.

› Foreign currency translation

The reporting currency and functional currency of all Group companies is the euro.

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

› Intangible assets

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

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

Borrowing costs and development expenses are capitalised when the relevant criteria are met and subsequently amortised over their useful life.

Intangible assets with indefinite useful lives are valued at cost. These assets are not amortised on a systematic basis, but are tested for impairment each year and reduced to the recoverable amount if necessary. If the reasons for a previously recognised impairment loss cease to exist, the carrying amount of the relevant asset is increased accordingly; this procedure is not applied to goodwill.

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

The recoverable amount of a cash-generating unit is generally determined by calculating the value in use according to the discounted cash flow (DCF) method. These DCF calculations are based on financial plans covering several years, which were approved by management and are also used for internal reporting. The designated planning periods reflect the assumptions for market developments over the short- to mid-term. Cash flows after the detailed planning period are computed using the expected long-term >

growth rates. The risk-adjusted cost of capital represents the weighted average cost of capital for equity and debt (WACC).

› Property, plant and equipment

Property, plant and equipment are carried at acquisition or production cost, which is reduced by straight-line depreciation. The production cost for internally generated assets comprises direct costs and an appropriate share of material and production overheads as well as production-based administrative expenses. Acquisition and production cost includes the purchase price as well as any direct costs that are required to bring the asset to the intended location and operating condition. Borrowing costs that are directly related to the acquisition, construction or production of qualified assets are capitalised as part of acquisition or production cost. In cases where major components of property, plant or equipment must be replaced at regular intervals, the Group recognises these components as separate assets with a specific useful life and depreciates them accordingly. The cost of major inspections is recognised in the carrying amount of the item of property, plant and equipment if the recognition criteria are met. All other maintenance and service costs are expensed as incurred. The depreciation period reflects the expected useful life.

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

	Years
Operational buildings	33,3
Components of Check-in 3:	
Building shell	50
Facade	25
Interior furnishings	20
Technical equipment	25
Other buildings	10 – 50
Take-off and landing runways, taxiways, aprons	20 – 60
Technical noise protection	20
Other facilities	7 – 20
Technical equipment and machinery	5 – 20
Motor vehicles	2 – 10
Other equipment, furniture, fixtures and office equipment	2 – 15

The measures for technical noise protection were identified as an independent component of property, plant and equipment for the first time in 2012. This reflects general developments through the increasing focus by airports on noise protection programmes.

› Impairment of intangible assets and property, plant and equipment

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

The recoverable amount of a cash-generating unit (CGU) generally represents the higher of the value in use or the net selling price. The value in use is calculated according to the discounted cash flow (DCF) method, which involves the preparation of cash flow forecasts for the expected useful life of the asset or cash-generating unit. The discount rate used for the calculation reflects the risk associated with the asset or cash-generating unit.

The individual assets of the Flughafen Wien Group are aggregated together with other assets until a group is identified that generates cash inflows that are largely independent of the cash inflows from other assets or groups of assets. This type of group is designated as a cash-generating unit (CGU). The Flughafen Wien Group follows the concept of mutual (complementary) production or technical service relationships or legal dependence between individual assets to assess the independence of cash inflows.

Impairment charges were recognised to the following cash-generating units (CGU) of the Flughafen Wien Group in 2013 and 2012:

- **CGU Real Estate Cargo:** The cash-generating unit Real Estate Cargo covers the rental and management of cargo buildings at Vienna Airport.
- **CGU Real Estate Office:** The cash-generating unit Real Estate Office involves the rental and management of office buildings at Vienna Airport.
- **CGU Aviation:** The cash-generating unit Aviation covers all activities involved in the aviation process Aviation (passenger handling, security, aircraft take-off and landing).

The definition of the CGUs Real Estate Cargo, Real Estate Office and Real Estate Parking was changed in 2012 to better reflect the mutual dependence of the cash flows from the involved assets. This led to the aggregation of several assets (objects) in a single CGU.

› Investment property

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

or production cost. If prices on an active market are not available for the airport location in Schwechat, fair value is not based on market factors but is determined internally by applying the capitalised income method as of the balance sheet date. Additional information on the valuation methods and key parameters is provided under note (14).

› Leasing

A lease is an agreement under which a lessor conveys the right to use an asset for an agreed period of time to a lessee in exchange for a payment. The Flughafen Wien Group serves as both a lessor and lessee.

A lease that transfers the major opportunities and risks connected with the ownership of the leased asset to the lessee is classified as a finance lease in accordance with IAS 17. All other leases are classified as operating leases.

If economic ownership is attributable to the Flughafen Wien Group as the lessee (finance lease), the leased asset is recognised as a non-current asset at the present value of future minimum lease payments or at fair value (if this value is lower). The asset is subsequently depreciated over the economic useful life or over the term of the lease if this period is shorter. Any impairment losses are charged to the carrying amount of the leased asset. The future payment obligations resulting from finance leases are recorded under other financial liabilities.

If the economic ownership of the leased asset remains with the lessor, the lease payments are distributed over the term of the lease on a straight-line basis and recorded under other operating expenses (operating lease). In cases where the Flughafen Wien Group acts as the lessor, the leased assets are capitalised at acquisition or production cost and depreciated accordingly. Income from operating leases is recognised on a straight-line basis over the lease term.

› Inventories

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

› Provisions for severance compensation, pensions, semiretirement programmes for older employees and service anniversary bonuses

The provisions for severance compensation, pensions, semiretirement programmes for older employees and service anniversary bonuses are accounted for as obligations resulting from defined benefit plans, whereby the calculations are based on actuarial principles and the projected unit credit method. The recognised liabilities represent the defined benefit obligation. For the severance compensation and pension provisions, actuarial gains and losses arising from adjustments to reflect past history or changes in actuarial assumptions are recognised to other comprehensive income; the comparable changes in service anniversary bonuses and semiretirement programmes are expensed as incurred. All other changes, such as service cost or interest expense, are reported under personnel expenses.

The determination of the present value of future claims incorporates future wage and salary increases.

Employee turnover (for severance compensation and service anniversary bonuses) was included in the calculation in the form of annual turnover probabilities, which were based on actual employee turnover in the Group during the past ten years. No turnover probabilities were included for employees in semiretirement programmes. For the provisions for severance compensation, turnover probabilities (combined with pay-out probabilities) were calculated on a graduated basis from year 1 to 25 of employment in the Group, with separate indicators for wage employees (6.2% with 30.7% to 6.7% with 92.0%) and salaried employees (7.7% with 41.7% to 7.3% with 92.2%). The provisions for service anniversary bonuses include turnover probabilities ranging from year 1 to 25 of employment in the Group, also with separate indicators for wage employees (6.2% to 0.6%) and salaried employees (7.7% to 0.6%). In previous years, a branch-specific turnover discount was used. The effects of this change in estimates led to actuarial gains from demographic assumptions (see note (26)).

The discount rate was based on the investment yields applicable to the respective balance sheet dates.

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

The F.W. Pagler AVÖ 2008-P life expectancy tables (mixed stand) form the biometric basis for the calculation of the provisions, whereby the specifications for salaried employees apply to the provision for pensions.

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

	2013	2012
Discount rate (pensions, severance comp., service anniv. bonuses)	3,35	3,15
Discount rate (semiretirement programmes)	1,00	1,00
Wage and salary increases (severance comp., service anniv. bonuses)	3,69	3,69
Pension increases (only for pensions)	2,10	2,10
Discount for employee turnover*	n.a.	0,00 -12,00

*2013: turnover probabilities as described above

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

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› Other provisions

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

› Government grants

Government grants are recognised at fair value when it is reasonably certain that the Group will meet the relevant conditions attached to the grants and it is reasonably certain the grants will actually be received.

Government grants for costs are recognised as income over the periods required to match them with the costs they are intended to compensate.

Government grants for the purchase of property, plant and equipment ("investment subsidies") are recorded under current or non-current liabilities and recognised as income on a straight-line basis over the useful life of the related asset. The special investment allowances granted by the Republic of Austria are treated as investment subsidies.

› Financial instruments

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

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

The Flughafen Wien Group has not elected to use the option that permits, under certain conditions, the designation of financial assets and financial liabilities upon initial recognition as financial assets or financial liabilities at fair value through profit or loss (fair value option).

› Non-derivative financial assets (securities)

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

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

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

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

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

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

Purchases and sales are recognised as of the settlement date.

› Receivables

Trade receivables and other current receivables are measured at the initially recognised value less impairment losses. Individual valuation allowances are recorded to reflect the expected credit risk. The conclusion of bankruptcy proceedings leads to derecognition of the involved receivables, whereby previously recognised valuation adjustments are used when a receivable is derecognised. The creation of individual valuation allowances also involves the aggregation of potentially impaired receivables based on similar credit risk characteristics and the subsequent recognition of valuation allowances in accordance with past experience. Impairment losses on trade receivables are recorded to separate allowance accounts. Other non-current receivables are measured at amortised cost and, if material, payment at a later date is reflected through discounting.

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› Cash and cash equivalents

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

› Liabilities

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

› Income taxes

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

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

In accordance with the liability approach, deferred tax assets and deferred tax liabilities are recognised on temporary differences between the carrying amounts on the consolidated balance sheet and the balance sheet prepared for tax purposes as well as on tax loss carryforwards. Deferred tax assets are recognised when it is probable that sufficient taxable profit will be available to utilise a deductible temporary difference.

Deferred taxes are only recognised on temporary differences arising from shares in subsidiaries and companies recorded at equity if there is an intention to sell the investment and the gain on sale will be taxable. Deferred taxes are valued in accordance with the tax regulations that are valid or were enacted as of the balance sheet date for the financial statements. Therefore, the tax rates expected in the future are applied to the reversal of temporary differences.

› Realisation of income

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

Flughafen Wien levies charges for the use of airport infrastructure in the form of landing, parking, passenger and infrastructure fees. These fees are subject to the approval of the Austrian civil aviation authority. Flughafen Wien also charges various types of ground handling fees that are not subject to the approval of public authorities, e.g. for apron, cargo and traffic handling.

In addition, the Flughafen Wien Group realises revenue from the rental of parking space and other areas (which is based on fixed or variable (revenue-related) fees) as well as revenue from energy supply and waste disposal and security services. Rental income is recognised as revenue on a straight-line basis over the term of the respective rental agreement. Rental incentives granted to tenants are accounted for as a component of the total rental income over the term of the rental agreement. Variable rents are accrued in line with the related revenue. Rental income from other real estate is recorded under miscellaneous income.

› Income from investments

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

› Discretionary judgment and estimation uncertainty

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

The impairment testing of intangible assets (carrying amount: T€ 13,678.9, 2012: T€ 16,122.8) and goodwill (carrying amount: T€ 54.2, 2012: T€ 54.2), property, plant and equipment (carrying amount: T€ 1,622,159.0, 2012: T€ 1,677,534.4), investment property (carrying amount: T€ 119,561.1, 2012: T€ 118,863.6) and financial assets (carrying amount: T€ 102,156.1, 2012: T€ 99,138.3), including investments in companies accounted for at equity (carrying amount: T€ 97,865.9, 2012: T€ 94,718.9) involves estimates for the cause, timing and amount of impairment/revaluation. Impairment/revaluation can be caused by a number of factors, such as changes in the current competitive situation, expectations for the development of passenger volume, increases in the cost of capital, changes in the future availability of financing, technological obsolescence, the termination of services, current replacement costs, the purchase prices paid for comparable transactions or other changes in the operating environment. The recoverable amount generally represents the higher of the value in use or the net selling price. The value in use is determined in accordance with the discounted cash flow method, which also incorporates assumptions by management for future cash flows, risk-adjusted discount rates and appropriate useful lives. For this reason, the calculation of the present value of expected future cash flows and the classification of an asset as impaired depend on management's judgment and evaluation of future development opportunities.

The determination of the acquisition and production cost of property, plant and equip- >

ment and investment property is connected with uncertainty because of the on-going construction activity and related examination requirements. This uncertainty is connected, above all, with recently concluded or on-going projects (construction in progress).

Based on current estimates for the development of passenger traffic, Vienna Airport will reach its capacity limits after 2020. The parallel runway project is therefore being actively pursued to ensure the availability of sufficient capacity as required. After the legally binding ruling is received, Flughafen Wien AG will take a decision on the realisation of this project based on the expected growth in passenger traffic and flight movements and the economic feasibility. If the first-instance decision is reversed or the project is not realised, previously capitalised costs would have to be written off.

The Flughafen Wien Group created valuation allowances of T€ 7,841.9 (2012: T€ 8,115.0) for doubtful receivables to reflect expected losses arising from the unwillingness or inability of customers to meet their payment obligations. Management evaluates the appropriateness of these valuation allowances based on the term structure of receivable balances and past experience with the derecognition of receivables, also considering the credit standing of customers and changes in payment conditions. If the financial position of customers deteriorates, actual write-offs could exceed the scope of the expected derecognition.

The valuation of provisions for severance compensation, pensions and service anniversary bonuses with a combined carrying amount of T€ 102,738.1 (2012: T€ 105,247.9) and for semiretirement programmes with a carrying amount of T€ 20,262.0 (2012: T€ 19,487.0) is based on assumptions for the discount rate, retirement age, life expectancy and turnover probabilities as well as future increases in wages, salaries and pensions.

The provisions for pending legal proceedings and other outstanding claims arising from settlement, arbitration or government proceedings total T€ 4,004.2 (2012: T€ 5,084.7). The recognition and measurement of these provisions are connected to a significant degree with estimates made by management. The evaluation of the probability that pending legal proceedings will be successful and lead to a liability as well as the quantification of the possible amount of a related payment obligation are dependent to a significant degree on an assessment of the respective situation. As a result of the uncertainties connected with this assessment, actual losses may differ from the original estimates and the amount of the provision.

Income taxes are computed for every tax jurisdiction in which the Group operates. This involves the calculation of actual expected taxes for each tax subject as well as an evaluation of the temporary differences between the carrying amounts of certain balance sheet items in the consolidated financial statements and the financial statements prepared for tax purposes. Deferred tax assets of T€ 12,118.8 (2012: T€ 12,802.3) were recognised to the extent that is probable that the Group will be able to utilise them in the future. The use of deferred tax assets is dependent on the ability to generate sufficient income in the individual tax jurisdictions. Various factors are used to evaluate the probability of the future use of deferred tax assets, which may include past earnings, operating forecasts and/or tax planning strategies. If actual earnings differ from these estimates or the estimates must be adjusted in future periods, this may have a negative effect on the asset, financial and earnings position of the group. The impairment of a deferred tax asset leads to derecognition of the relevant item through profit or loss.

The external tax audit of the Austrian companies included in the consolidated financial statements, which covered the years from 2004 to 2007 (including, among others, corporate income tax and value added tax) as well as a review pursuant to § 144 of the Austrian Fiscal Code for 2008 and 2012 was concluded in 2013 and did not lead to any major objections. The resulting obligations are reflected in these consolidated financial statements. The tax authorities have already announced a continuation of the tax audit for the years from 2008 to 2011. Any resulting obligations are connected with uncertainty as of the balance sheet date on 31 December 2013, and future developments may lead to adjustments in subsequent periods.

Notes to the Consolidated Income Statement

› (1) Revenue and segment reporting

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

In accordance with IFRS 8, segment reporting is based on 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. 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, net profit for the period, planned investments and employee-related data for the individual subsidiaries.

In 2013 the following changes were made to segment reporting as defined in IFRS 8:

› Previously unallocated administrative costs are now assigned to the reporting segments to reflect the fact that the data used to evaluate the operating segments also includes a proportional share of overhead costs.
The previously unallocated administrative costs for the services provided by various corporate departments were analysed in detail and are now assigned to the four reporting segments – Airport, Handling, Retail & Properties and Other Segments – based on specific keys (e.g. volume, value etc.). The regular review and updating of these allocation keys ensures the correct representation of the service relationships between the operating segments and the administrative areas.
The reconciliation of reportable segment results to Group EBIT is no longer required due to the allocation of administrative income and expenses. The same applies to intangible assets and property, plant and equipment assigned to the central areas. Assets that are not monitored and reported by individual segments, but at the Group level are still shown as "other (non-allocated) assets". These assets include the following: other financial assets, current securities, receivables due from taxation authorities, other receivables and assets, accruals and cash and cash equivalents.

› The operation of the VIP & Business-Centers was transferred to the subsidiary Vienna Aircraft Handling Gesellschaft m.b.H. (VAH) as of 1 January 2013 in order to realise synergy effects. This business, which was previously allocated to the Airport Segment, is therefore now assigned to the Handling Segment to reflect the change in the internal organisational structure.

› Services related to the provision of personnel for subsidiaries are now allocated to the Other Segments (previously the Airport Segment).

The corresponding data and disclosures for the prior year were adjusted accordingly.

Airport

The “operations“ business unit of Flughafen Wien AG (previously: “aviation“ and “airport services“) and the subsidiaries that provide such services are combined under the reporting segment “Airport”. The operations business unit generally provides the traditional services performed by an airport operator. These services include the operation and maintenance of all aircraft movement areas and the terminals as well as the equipment and facilities involved in passenger and baggage handling. The fees for these services are, for the most part, subject to fee regulations. The operations business unit also provides a wide range of services to support airport operations, to deal with emergencies and disruptions and to ensure security.

Handling

The Handling Segment includes the “handling” business unit of Flughafen Wien AG as well as the subsidiaries that provide services in this segment. The segment supplies a variety of services for the handling of aircraft and passengers on scheduled and charter flights. It is also responsible for the handling of general aviation aircraft and passengers as well as the operation of the General Aviation Center as well as the VIP lounges and the VIP center. In addition, security controls for persons and hand luggage are performed by the Handling Segment.

Retail & Properties

The Retail & Properties Segment covers the real estate and centre management business units of Flughafen Wien AG as well as the subsidiaries that provide services under this segment.

This segment provides various services to support airport operations, including shopping, gastronomy and parking. Activities for the development and marketing of real estate are also included here.

Other Segments

The operating segments that are not independently reportable and cannot be aggregated with another reportable segment are combined into the reporting segment “Other Segments” in accordance with IFRS 8.16.

Included here are various services provided by individual business units of Flughafen Wien AG or other subsidiaries, e.g. 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.

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

› Explanations of the amounts shown

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

Other items such as financial results or tax expense attributable to the individual operating segments are not included under segment information because internal reporting only covers these positions down to and including EBIT and these other positions are monitored centrally.

Segment assets and liabilities comprise all assets and liabilities that can be allocated to the operating business. In particular, segment assets include intangible assets, property, plant and equipment, trade receivables and other receivables as well as inventories. The Flughafen Wien Group does not show segment liabilities for each reportable operating segment because these liabilities are monitored centrally. Segment assets do not include the assets shown under "Other (not allocated)" in the reconciliation of segment assets to Group assets. The Group assets designated as not allocated consist primarily of financial assets, current securities, receivables due from taxation authorities, other receivables and assets, prepaid expenses and deferred charges and cash and cash equivalents.

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

The information provided by geographic area also includes information on the revenue generated with external customers as well as the amounts recognised for non-current assets. The allocation of assets and income to the various geographical areas is based on the location of the unit (subsidiary) that recognised the income or owns the assets.

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

Companies consolidated at equity are reported under the Other Segments.

› Segment results for 2013

2013 in T€	Airport	Handling	Retail & Proper-ties	Other Segments	Group
External segment revenue	331,430.8	151,856.5	121,166.0	17,540.2	621,993.5
Internal segment revenue	34,067.1	71,468.0	17,143.3	100,183.7	
Segment revenue	365,497.8	223,324.5	138,309.3	117,723.9	
Segment results (EBIT)	**41,956.6**	**17,163.1**	**41,851.8**	**11,107.6**	**112,079.1**
Impairment charges	216.0	0.0	4,900.0	0.0	5.116.0
Scheduled depreciation and amortisation	90,607.5	5,413.8	14,850.0	13,428.8	124,300.1
Segment impairment, depreciation and amortisation	**90,823.5**	**5,413.8**	**19,750.0**	**13,428.8**	**129,416.1**
Segment investments*	55,203.1	4,351.9	9,478.1	3,809.1	72,842.1
Segment assets	1,406,569.2	33,014.4	261,589.6	191,500.6	1,892,673.9
Thereof carrying amount of companies recorded at equity				97,865.9	
Other (not allocated)					61,263.1
Group assets					**1,953,937.0**
Segment employees (average)	496	3,199	83	621	4,399

*including invoice corrections

› Segment results for 2012 (adjusted)

2012 in T€	Airport	Handling	Retail & Properties	Other Segments	Group
External segment revenue	315,330.1	155,871.7	119,527.8	16,642.1	607,371.7
Internal segment revenue	39,993.7	68,921.5	18,315.0	90,335.6	
Segment revenue	355,323.9	224,793.2	137,842.8	106,977.6	
Segment results (EBIT)	**55,639.0**	**12,926.2**	**38,096.3**	**1,364.8**	**108,026.3**
Impairment charges	3,365.4	0.0	11,883.2	0.0	15,248.6
Scheduled depreciation and amortisation	64,937.1	5,878.0	14,227.6	13,068.4	98,111.1
Segment impairment, depreciation and amortisation	**68,302.5**	**5,878.0**	**26,110.9**	**13,068.4**	**113,359.7**
Segment investments*	73,143.7	8,545.4	12,809.9	6,692.3	101,191.3
Segment assets	1,446,534.2	36,776.9	301,530.0	170,843.5	1,955,684.6
Thereof carrying amount of companies recorded at equity				94,718.9	
Other (not allocated)					106,118.8
Group assets					**2,061,803.4**
Segment employees (average)	492	3,281	83	620	4,475

*including invoice corrections

Reconciliation of segment assets to Group assets

in T€	31.12.2013	31.12.2012*
Assets by segment		
Airport	1,406,569.2	1,446,534.2
Handling	33,014.4	36,776.9
Retail & Properties	261,589.6	301,530.0
Other Segments	191,500.6	170,843.5
Total assets in reportable segments	**1,892,673.9**	**1,955,684.6**
Other (non-allocated) assets		
Other financial assets	3,810.6	3,940.1
Current securities	20,000.0	29,652.0
Receivables due from taxation authorities	14,778.9	21,398.5
Other receivables and assets	13,856.2	6,729.6
Prepaid expenses and deferred charges	4,894.1	3,959.7
Cash and cash equivalents	3,923.3	40,439.0
Total not allocated	**61,263.1**	**106,118.8**
Group assets	**1,953,937.0**	**2,061,803.4**

*adjusted

Disclosures for 2013 by region

in T€	Austria	Malta	Slovakia	Group
External revenue	621,068.1	925.4	0.0	621,993.5
Non-current assets	1,768,184.6	55,539.3	33,885.4	1,857,609.2

Disclosures for 2012 by region

in T€	Austria	Malta	Slovakia	Group
External revenue	606,637.2	734.5	0.0	607,371.7
Non-current assets	1,824,814.9	52,721.8	34,176.5	1,911,713.2

The assets allocated to Malta and Slovakia also include the investments in other companies owned by these fully consolidated subsidiaries. The investments in Malta Airport generated net profit of € 5.0 million in 2013 (2012: € 4.2 million), which is reported under income from investments recorded at equity. The investment in Košice Airport generated income of € 0.5 million (2012: € 0.9 million). The values of the investments in the airport corporations in Malta and Slovakia are not shown here.

Information on key customers

The Flughafen Wien Group recorded revenue of € 225.3 million with its major customer in 2013 (2012: € 222.4 million). This revenue was generated in all segments.

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(2) Other operating income

in T€	2013	2012
Own work capitalised	8,898.5	11,108.6
Income from the disposal of property, plant and equipment	4,440.9	3,421.5
Thereof income from compensation for damages/ arbitration judgment	4,000.0	2,500.0
Income from the reversal of provisions	6,307.5	4,890.0
Income from the reversal of investment subsidies (government grants)	223.8	278.2
Other rental income	844.4	788.6
Income from insurance	107.6	88.1
Miscellaneous	2,959.7	3,523.5
	23,782.3	**24,098.5**

(3) Consumables and services used

in T€	2013	2012
Consumables	23,449.4	19,742.8
Energy	19,859.9	20,588.4
Services	2,837.9	2,857.8
	46,147.2	**43,188.9**

(4) Personnel expenses

in T€	2013	2012
Wages	109,585.8	112,625.9
Salaries	70,283.3	70,786.7
Expenses for severance compensation	9,255.6	8,947.0
Thereof contributions to severance fund	1,690.5	1,659.0
Expenses for pensions	3,061.7	3,063.5
Thereof contributions to pension funds	2,549.3	2,399.7
Expenses for legally required duties and contributions	51,892.8	52,025.3
Other employee benefits	1,710.2	2,215.6
	245,789.5	**249,664.0**

(5) Other operating expenses

in T€	2013	2012
Other taxes (excluding income taxes)	680.6	595.1
Maintenance	33,097.2	24,976.4
Third party services	21,132.0	23,626.2
Consulting expenses	6,045.4	5,473.5
Marketing and market communication	19,359.3	17,952.6
Postage and telecommunications	1,191.1	1,371.1
Rental and lease payments	6,639.7	9,971.2
Insurance	3,348.6	3,351.9
Travel and training	2,057.5	1,572.6
Damages	352.8	4,398.5
Impending losses	488.3	1,731.9
Valuation allowances to and derecognition of receivables	-11.8	1,888.5
Losses on the disposal of property, plant and equipment	190.4	2,219.3
Exchange rate differences, bank charges	588.6	629.4
Miscellaneous operating expenses	17,184.4	17,473.1
	112,344.0	**117,231.4**

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

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

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

Impending losses comprise losses related to residual value risks arising from leases for real estate at the Vienna Airport location (also see note (26), Miscellaneous provisions).

The expenses for marketing and market communications were related chiefly to marketing measures, above all to strengthen Vienna's position as a hub, as well as traditional public relations activities.

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

in T€	2013	2012
Audit of the annual financial statements	253.6	232.2
Other auditing services	62.0	62.0
Other services	0.5	16.3
	316.1	**310.6**

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› (6) Depreciation, amortisation and impairment

in T€	2013	2012
Amortisation of intangible assets		
Scheduled amortisation	4,065.1	3,845.7
Impairment charges	0.0	4,340.2
Thereof goodwill CGU Real Estate Office	0.0	4,340.2
	4,065.1	**8,185.9**
Depreciation of property, plant and equipment		
Scheduled depreciation	116,280.3	90,581.7
Impairment charges	216.0	3,432.5
Thereof CGU Aviation	216.0	3,432.5
	116,496.3	**94,014.1**
Depreciation of investment property		
Scheduled depreciation	3,954.7	3,683.7
Impairment charges	4,900.0	7,476.0
Thereof CGU Real Estate Office	0.0	2,411.0
Thereof CGU Real Estate Cargo	4,900.0	5,065.0
	8,854.7	**11,159.7**
Total depreciation, amortisation and impairment	**129,416.1**	**113,359.7**

The impairment tests to intangible assets, property, plant and equipment, and investment property involve the determination of the recoverable amount for the respective cash-generating units based on the value in use. The future cash inflows and outflows of the individual cash-generating units are determined on the basis of the latest forecasts approved by the Management Board for the period from 2014 to 2018. The weighted average cost of capital (WACC) after-tax was used as the discount rate (2013: 6.1%; 2012: 6.1%). This WACC was based on a risk-free interest rate that was derived from the yield on 15-year federal bonds and subsequently adjusted to include a premium for market risk.

Impairment testing for the **2013 financial year** led to the recognition of the following impairment charges:

Impairment charges to real estate in the CGU Real Estate Cargo

Impairment testing in 2013 led to the recognition of a € 4.9 million impairment charge to a property in the cash-generating unit Real Estate Cargo. This impairment charge was based on the estimated medium-term development of the market and demand as defined by the forecast. The most important parameters for the calculation of the value in use were the discount rate (WACC) after tax and a growth rate of 1% after the detailed planning period (five years). The forecasted EBITDA is based on expectations for future results with an adjustment for past experience. The impairment charge was recognised in the Retail & Properties Segment.

Impairment charges in the CGU Aviation

Impairment charges of T€ 216.0 were recognised to other property, plant and equipment in 2013. These impairment charges were recorded in the Airport Segment.

Impairment testing for the **2012 financial year** led to the recognition of the following impairment charges:

Impairment charges to goodwill and to the CGU Real Estate Office

Impairment testing in 2012 led to the recognition of an impairment charge to an office building in the cash-generating unit Real Estate Office and to the recognition of an impairment charge to the related goodwill in this CGU.

The most important parameters for the calculation of the value in use were the discount rate (WACC) after tax and a growth rate of 1% after the detailed planning period (five years). The forecasted EBITDA is based on expectations for future results in line with past experience. A new estimate for future occupancy was also included in the cash flows. The results of the impairment test indicated a need for an impairment charge of € 6.7 million, which is reflected a reduction of € 4.3 million to the carrying amount of the allocated goodwill and a reduction of € 2.4 million in the carrying amount of a building. The impairment charges were recognised in the Retail & Properties Segment.

Impairment charges to properties in the CGU Real Estate Cargo

Impairment testing in 2012 led to the recognition of impairment charges totalling € 5.1 million to three properties in the cash-generating unit "Real Estate Cargo". These impairment charges resulted from changes in the forecast to include revised estimates for the medium-term development of the market and demand.

The most important parameters for the calculation of the value in use were the discount rate (WACC) after tax and a growth rate of 1% after the detailed planning period (five years). The forecasted EBITDA is based on expectations for future results in line with past experience. The impairment charges were recognised in the Retail & Properties Segment.

Impairment charges in the CGU Aviation

Additional impairment charges totalling € 3.4 million were also recognised during the reporting year, primarily to construction containers, fixtures and office equipment and technical equipment in the Airport and Retail & Properties Segments.

› (7) Income from investments recorded at equity

in T€	2013	2012
Proportional share of results for the period	6,155.9	5,625.3
	6,155.9	**5,625.3**

The cumulative total of unrecognised losses equals T€ 1,484.4 (2012: T€ 1,189.3). A pro rata share of losses totalling T€ 295.1 was not recognised in 2013 (2012: T€ 1,189.3) because the related shares were written off in an earlier accounting period.

A summary of financial information on associated companies and joint ventures (revenue, results for the period, assets and liabilities) is provided in the appendix "Investments" at the end of the notes.

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

in T€	2013	2012
Income from non-consolidated subsidiaries	2,268.0	789.2
Income from investments in other companies	70.0	70.0
Income from the disposal of non-consolidated subsidiaries	0.0	72.9
	2,338.0	**932.1**

› (9) Interest income/expense

in T€	2013	2012
Interest and similar income	2,160.9	4,170.9
Interest and similar expenses	-25,946.7	-25,199.9
	-23,785.9	**-21,029.0**

› (10) Other financial income/expense

in T€	2013	2012
Income from the write-up of financial assets	0.0	13.3
Income from the disposal of securities and similar rights	0.0	174.1
	0.0	**187.4**

› (11) Income taxes

in T€	2013	2012
Current tax expense	18,026.9	19,309.7
Current tax income related to prior periods	297.1	-1,379.5
Change in deferred income taxes	2,898.0	3,484.5
Deferred taxes related to prior periods	2,279.7	0.0
	23,501.7	**21,414.7**

Tax expense of T€ 23,501.7 for 2013 (2012: T€ 21,414.7) is T€ 695.1 (2012: T€ 2,020.8) lower (2012: lower) than calculated tax expense of T€ 24,196.8 (2012: T€ 23,435.5) that would result from the application of the Austrian corporate tax rate (25%) to profit before tax of T€ 96,787.1 (2012: T€ 93,742.0).

The difference between the calculated tax rate and the effective tax rate shown in the financial statements is explained by the following table:

› Tax reconciliation

in T€	2013	2012*
Profit before taxes	96,787.1	93,742.0
Calculated income tax	24,196.8	23,435.5
Adjustments for foreign tax rates	-183.8	-550.5
At-Equity valuations	-1,544.7	-1,196.4
Income from investments (tax free)	-578.8	-218.0
Current year losses for which deferred tax assets were not recognised	0.0	1.085.0
Derecognition of deferred tax assets on tax loss carryforwards	0.0	1,649.7
Other permanent differences	-964.6	-1,411.0
Income tax expense for the period	**20,924.9**	**22,794.3**
Tax income/expense from prior periods	2,576.8	-1,379.5
Income tax expense as reported on the income statement	**23,501.7**	**21,414.7**
Effective tax rate	24.3 %	22.8 %

*adjusted

The differences between the carrying amounts in the IFRS financial statements and the financial statements prepared for tax purposes as well as the loss carryforwards recognised as of the balance sheet date have an effect on deferred tax liabilities as shown on the balance sheet. Additional information is provided under note (29).

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Notes to the Consolidated Balance Sheet

Non-current assets

(12) Intangible assets

Development from 1.1. to 31.12.2013

in T€	Concessions and rights	Goodwill Real Estate Office	Goodwill Real Estate Parking	Total
Net carrying amount as of 1.1.2013	16,122.8	0.0	54.2	16,177.0
Additions	1,360.0	0.0	0.0	1,360.0
Transfers	283.4	0.0	0.0	283.4
Disposals	-22.2	0.0	0.0	-22.2
Amortisation	-4,065.1	0.0	0.0	-4,065.1
Net carrying amount as of 31.12.2013	**13,678.9**	**0.0**	**54.2**	**13,733.1**

Balance on 31.12.2013

Acquisition cost	42,660.1	4,340.2	54.2	47,054.4
Accumulated amortisation	-28,981.2	-4,340.2	0.0	-33,321.4
Net carrying amount	**13,678.9**	**0.0**	**54.2**	**13,733.1**

Development from 1.1. to 31.12.2012

in T€	Concessions and rights	Goodwill Real Estate Office	Goodwill Real Estate Parking	Total
Net carrying amount as of 1.1.2012	10,891.2	4,340.2	54.2	15,285.5
Additions	3,284.9	0.0	0.0	3,284.9
Transfers	5,919.6	0.0	0.0	5,919.6
Disposals	-127.2	0.0	0.0	-127.2
Amortisation	-3,845.7	0.0	0.0	-3,845.7
Impairment	0.0	-4,340.2	0.0	-4,340.2
Net carrying amount as of 31.12.2012	**16,122.8**	**0.0**	**54.2**	**16,177.0**

Balance on 31.12.2012

Acquisition cost	41,204.8	4,340.2	54.2	45,599.1
Accumulated amortisation	-25,082.0	-4,340.2	0.0	-29,422.2
Net carrying amount	**16,122.8**	**0.0**	**54.2**	**16,177.0**

The major additions and transfers for the reporting year represent purchased software. Expenditures of T€ 741.6 for the research and development of individual modules of an airport operations software programme were recognised as expenses in 2013 (2012: T€ 1,076.5).

Impairment testing in 2012 led to the recognition of an impairment charge of T€ 4,340.2 to goodwill allocated to the cash-generating unit Real Estate Office. Additional details are provided under note (6).

› (13) Property, plant and equipment

› Development from 1.1. to 31.12.2013

in T€	Land and buildings	Technical equipment and machinery	Other equipment, furniture, fixtures and office equipment	Prepayments and construction in progress	Total
Net carrying amount as of 1.1.2013	1,193,590.9	331,727.9	81,818.0	70,397.6	1,677,534.4
Additions*	-1,606.4	30,377.4	17,243.9	14,930.1	60,944.9
Transfers	11,623.6	10,724.6	844.5	-22,632.2	560.4
Disposals	-35.2	-13.3	-335.9	0.0	-384.4
Depreciation	-54,348.1	-39,580.7	-22,351.5	0.0	-116,280.3
Impairment	0.0	0.0	-216.0	0.0	-216.0
Net carrying amount as of 31.12.2013	**1,149,224.7**	**333,235.9**	**77,002.9**	**62,695.5**	**1,622,159.0**

› Balance on 31.12.2013

Acquisition cost	1,586,204.5	810,703.8	238,047.5	63,210.4	2,698,166.1
Accumulated depreciation	-436,979.8	-477,467.9	-161,044.6	-514.9	-1,076,007.2
Net carrying amount	**1,149,224.7**	**333,235.9**	**77,002.9**	**62,695.5**	**1,622,159.0**

* The additions include invoice corrections of € 13.5 million, which are accounted for as negative additions, as well as a reduction of € 8.2 million in acquisition costs to reflect an arbitration judgment.

› Development from 1.1. to 31.12.2012

in T€	Land and buildings	Technical equipment and machinery	Other equipment, furniture, fixtures and office equipment	Prepayments and construction in progress	Total
Net carrying amount as of 1.1.2012	469,317.7	214,425.8	47,600.1	961,197.6	1.692,541.2
Additions*	37,847.6	12,128.4	25,755.9	10,777.3	86,509.2
Transfers	728,931.2	136,831.0	29,954.6	-900,210.8	-4,494.0
Disposals	-960.3	-182.1	-498.9	-1,366.6	-3,007.9
Depreciation	-40,876.7	-31,346.3	-18,358.6	0.0	-90,581.7
Impairment	-668.5	-128.9	-2,635.0	0.0	-3,432.5
Net carrying amount as of 31.12.2012	**1,193,590.9**	**331,727.9**	**81,818.0**	**70,397.6**	**1,677,534.4**

› Balance on 31.12.2012

Acquisition cost	1,577,160.9	789,861.2	230,912.6	70,912.5	2,668,847.3
Accumulated depreciation	-383,570.0	-458,133.4	-149,094.6	-514.9	-991,312.9
Net carrying amount	**1,193,590.9**	**331,727.9**	**81,818.0**	**70,397.6**	**1,677,534.4**

* The additions include invoice corrections of € 7.3 million, which are accounted for as negative additions, as well as a reduction of € 8.6 million in acquisition costs to reflect insurance compensation.

Borrowing costs of T€ 88.4 were capitalised in 2013 (2012: T€ 5,909.5). The average interest rate on financing for the reporting year was 3.30% (2012: 3.45%).

One building and one piece of technical equipment were accounted for as finance leases in 2013:

› Development from 1.1. to 31.12.2013

in T€	Land and buildings	Technical equipment and machinery	Total
Net carrying amount as of 1.1.2013	7,603.1	0.0	7,603.1
Additions	0.0	170.8	170.8
Depreciation	-912.4	-25.6	-938.0
Net carrying amount as of 31.12.2013	**6,690.7**	**145.1**	**6,835.8**

› Balance on 31.12.2013

Acquisition cost	9,427.8	170.8	9,598.6
Accumulated depreciation	-2,737.1	-25.6	-2,762.7
Net carrying amount	**6,690.7**	**145.1**	**6,835.8**
Useful life (in years)	**11**	**5**	

› Development from 1.1. to 31.12.2012

in T€	Land and buildings	Total
Net carrying amount as of 1.1.2012	8,515.4	8,515.4
Depreciation	-912.4	-912.4
Net carrying amount as of 31.12.2012	**7,603.1**	**7,603.1**

› Balance on 31.12.2012

Acquisition cost	9,427.8	9,427.8
Accumulated depreciation	-1,824.7	-1,824.7
Net carrying amount	**7,603.1**	**7,603.1**
Useful life (in years)	**11**	

The following table shows the major additions to property, plant and equipment and intangible assets in 2013 and 2012, including capitalised borrowing costs:

2013 Financial Year:

Airport Segment in T€	2013
Runway 16/34	25,801.9
Third runway	8,564.2
Hangar 7	6,066.3
Jet sweepers	4,479.3
Railway station building	4,241.5
Existing building, south-corridor	3,164.7
Special vehicles	2,249.3
Fire brigade vehicles	1,382.1
Adaptations to Check-in 3	1,265.4
Airport fencing	1,025.4

Handling Segment in T€	2013
Towing vehicles	1,518.7
Lifting and loading vehicles	760.9
Ground equipment for apron handling	702.2
Automobiles, busses, vans, delivery trucks	385.3
Special vehicles	277.5
X-ray equipment	220.0
Transport and baggage carts	205.6

Retail & Properties Segment in T€	2013
Forwarding agent building	7,790.3
Advertising space in Check-in 3	901.0
Fixtures and operating equipment, incl. software, tools	847.3
Work on buildings	192.8

Other Segments in T€	2013
IT hardware	2,025.7
Software	991.4
Fixtures and operating equipment	749.2
Automobiles, busses, vans, delivery trucks	277.2
Machinery, tools	80.9

› 2012 Financial Year:

Airport Segment in T€	2012
Check-in 3	32,935.2
Security systems	9,740.9
Third runway	9,729.5
Baggage sorting equipment for Check-in 3	5,589.4
Revitalisation of Terminal 2	4,167.9
Fixtures and operating equipment, incl. software	3,658.7
Guidance system for Check-in 3	3,524.8
Revitalisation of Terminal 1	3,147.9
Furniture for Check-in 3	3,070.2
Conveyor bridge	1,280.6
Airport fencing	1,216.5
Runway 16/34	1,078.2
Motor vehicles	714.3
Quick boarding gates	532.5

Handling Segment in T€	2012
Special vehicles	5,444.0
Towing vehicles	760.8
Automobiles, busses, vans, delivery trucks	553.5
Ground equipment for apron handling	353.3
Transport and baggage carts	325.8
Lifting and loading vehicles	143.4

Retail & Properties Segment in T€	2012
Forwarding agent building	9,276.4
Retail expansion Check-in 3	2,202.2
Car rental areas in car park 4	794.0
Roads and parking areas	572.5
Advertising space in Check-in 3	443.2
Fixtures and operating equipment, incl. software and tools	412.5
Skidata equipment for parking areas and car parks	369.9

Other Segments in T€	2012
IT hardware	1,928.6
Replacement of host software	1,661.0
Fixtures and operating equipment	1,444.1
Software	1,409.1
Buildings	539.1
Machinery, tools	383.0

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The transfers from prepayments and construction in progress to the other asset categories in 2012 were related, above all, to the following positions: the terminal extension (Check-in 3) at € 658.6 million (including impairment charges of € 31.6 million), capitalised borrowing costs (€ 57.5 million), baggage sorting equipment (€ 46.3 million), and interface projects (€ 85.5 million). In addition, technical noise protection measures totalling € 34.6 million were recognised as part of the costs for the third runway and will be depreciated over their useful life.

(14) Investment property

Development from 1.1. to 31.12.2013

in T€	Investment property	Prepayments and construction in progress	Total
Net carrying amount as of 1.1.2013	113,322.4	5,541.2	118,863.6
Additions	3,034.9	7,502.3	10,537.2
Transfers	4,674.4	-5,518.2	-843.8
Disposals	-141.2	0.0	-141.2
Depreciation	-3,954.7	0.0	-3,954.7
Impairment	-4,900.0	0.0	-4,900.0
Net carrying amount as of 31.12.2013	**112,035.7**	**7,525.3**	**119,561.1**

Balance on 31.12.2013

Acquisition cost	190,435.0	7,525.3	197,960.3
Accumulated depreciation	-78,399.2	0.0	-78,399.2
Net carrying amount	**112,035.7**	**7,525.3**	**119,561.1**

Development from 1.1. to 31.12.2012

in T€	Investment property	Prepayments and construction in progress	Total
Net carrying amount as of 1.1.2012	119,187.4	748.0	119,935.4
Additions	5,994.9	5,541.2	11,536.1
Transfers	-677.7	-748.0	-1,425.7
Disposals	-22.6	0.0	-22.6
Depreciation	-3,683.7	0.0	-3,683.7
Impairment	-7,476.0	0.0	-7,476.0
Net carrying amount as of 31.12.2012	**113,322.4**	**5,541.2**	**118,863.6**

Balance on 31.12.2012

Acquisition cost	186,829.4	5,541.2	192,370.6
Accumulated depreciation	-73,507.0	0.0	-73,507.0
Net carrying amount	**113,322.4**	**5,541.2**	**118,863.6**

in T€	2013	2012
Rental income	15,007.7	14,687.8
Operating expenses for rented properties	6,191.3	5,759.2
Operating expenses for vacant properties	710.2	924.8

Investment property consists of buildings that are held to generate rental income.

Fair value

The fair value of investment properties is determined on the basis of earnings values that are not based on observable market data (Level 3). As of 31 December 2013, the fair value of the investment properties amounted to T€ 130,824.2 (2012: T€ 129,799.3).

Valuation method and input factors

The internal valuation model used to calculate fair value is based on the present value of the net cash flows generated by the properties and includes the expected increase in rents, relocations, occupancy rates and all other costs attributable to these assets. The expected net cash flows are discounted with the WACC applicable to the Flughafen Wien Group. With only a few exceptions, the calculation covers a detailed planning period of five years that is followed by a perpetual yield. The net cash flows reflect the amounts in the 2014 budget and long-term corporate planning.

Key, non-observable input factors:

- Increase of 2.0% in rents
- Occupancy rates of 15.94% - 100% (weighted average: 95.17%)
- Growth rate of 1.0% for perpetual yield
- Tax rate of 25%
- After-tax WACC of 6.1%

The following changes in the non-observable input factors would lead to a material increase (decrease) in fair value:

- Increasing (decreasing) rental income per square metre
- Higher (lower) occupancy rate
- Decrease (increase) in the discount rate (WACC)
- Higher (lower) growth rate for the perpetual yield

(15) Investments accounted for using the equity method

Development from 1.1. to 31.12.

in T€	2013	2012
Net carrying amount as of 1.1.	94,718.8	90,968.2
Share of profit for the period	6,178.8	5,637.5
Share of loss for the period	-22.8	-12.3
Dividends	-3,008.9	-1,874.6
Net carrying amount as of 31.12.	**97,865.9**	**94,718.8**

(16) Other financial assets

in T€	31.12.2013	31.12.2012
Originated loans and receivables (LaR)	595.1	813.5
Thereof loans granted to employees	90.6	93.1
Thereof other loans and receivables	504.5	720.3
Available-for-sale assets (AfS)	3,695.2	3,606.0
Thereof investments in non-consolidated subsidiaries	157.3	157.3
Thereof long-term investment funds and securities	3,537.9	3,448.6
	4,290.3	**4,419.4**

Definition of valuation categories: LaR – loans and receivables, AfS – financial instruments available for sale

Originated loans and receivables include the following: a loan of T€ 188.6 (2012: T€ 153.9) to Société Internationale Télécommunications Aéronautiques SC, a loan of T€ 0.0 (2012: T€ 96.8) to AIRPORT JET SET SERVICE, Christian Hirmann Gesellschaft m.b.H., loans of

T€ 90.6 (2012: T€ 93.1) to employees, a receivable of T€ 109.6 (2012: T€ 116.3) related to the granting of an investment subsidy by the Austrian Environmental Fund and a loan of T€ 206.2 (2012: T€ 353.5) for the pre-financing of a bicycle path for the surrounding communities.

The valuation allowances recognised to the above items totalled T€ 332.0 (2012: T€ 332.0).

Available-for-sale financial assets consist chiefly of T€ 3,537.8 (2012: T€ 3,448.6) in investment fund shares and similar rights that have been held for a longer period of time as well as shares in non-consolidated companies totalling T€ 157.3 (2012: T€ 157.3), which were not included in the consolidated financial statements because the related amounts are currently immaterial.

Shares in non-consolidated subsidiaries (2013):

GetService Dienstleistungsgesellschaft m.b.H.
„GetService"-Flughafen-Sicherheits- und Servicedienst GmbH
Salzburger Flughafen Sicherheitsgesellschaft m.b.H.
VIE Shops Entwicklungs- und Betriebsges.m.b.H.

Current assets

(17) Inventories

in T€	31.12.2013	31.12.2012
Consumables and supplies	4,360.8	4,356.0
	4,360.8	**4,356.0**

Consumables and supplies consist mainly of de-icing materials, fuel, spare parts and other materials used in airport operations. As of 31 December 2013 and 31 December 2012, no inventories were valued at the net selling price.

(18) Securities

in T€	31.12.2013	31.12.2012
Fixed-interest securities	20,000.0	29,652.0
Thereof AfS	0.0	9,652.0
Thereof LaR	20,000.0	20,000.0
	20,000.0	**29,652.0**

Definition of valuation categories: LaR – loans and receivables, AfS – financial instruments available for sale

(19) Receivables and other assets

in T€	31.12.2013	31.12.2012
Gross trade receivables	42,105.9	50,801.9
Less valuation allowances	-7,841.9	-8,115.0
Net trade receivables (LaR)	**34,264.0**	**42,686.9**
Receivables due from non-consolidated subsidiaries	188.6	403.5
Subtotal (LaR)	**34,452.6**	**43,090.4**
Receivables due from investments recorded at equity (LaR)	61.8	465.0
Receivables due from taxation authorities	14,778.9	21,398.5
Other receivables and assets (excl. financial instruments)	53.3	68.9
Other receivables and assets (LaR)	13,802.9	6,660.7
Prepaid expenses and deferred charges	4,894.1	3,959.7
	68,043.7	**75,643.2**

Definition of valuation categories: LaR – loans and receivables

The payment terms for trade receivables generally range from 8 to 30 days. Individual valuation allowances were recognised to reflect possible bad debt losses. The carrying amount of trade receivables approximates the fair value of these items. The receivables due from taxation authorities represent advance payments on corporate income taxes as well as VAT tax credits that were offset against liabilities arising from payroll-related taxes.

(20) Cash and cash equivalents

in T€	31.12.2013	31.12.2012
Cash	127.2	131.6
Deposits with financial institutions	3,796.0	7,010.4
Short-term deposits (time deposits)	0.0	33,297.0
	3,923.3	**40,439.0**

All short-term investments had a maximum commitment period of three months at the time the investment was made. The average interest rate on deposits with financial institutions equalled 0.2% as of 31 December 2013 (2012: 1.07%). The carrying amount of cash and cash equivalents approximates fair value.

No fixed-term deposits were pledged to domestic financial institutions as of the balance sheet date.

Equity

› (21) Share capital

The share capital of Flughafen Wien AG is fully paid in and totals T€ 152,670.0. It is divided into 21,000,000 shares of bearer stock, which are securitised in a collective instrument that is deposited with Österreichische Kontrollbank. All shares carry the same rights and obligations ("one share – one vote"). There were 21,000,000 shares outstanding as of 31 December 2013, which represents the same number as in the prior year.

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

The recommended dividend is dependent on the approval of the annual general meeting, and was therefore not recognised as a liability in the consolidated financial statements. The recommended dividend for the 2013 financial year equals € 1.30 (2012: € 1.05) per share.

› (22) Capital reserves

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

› (23) Other reserves

The component items of other reserves are described below. The development of these reserves is shown on the statement of changes in equity:

a) Available-for-sale reserve: This reserve comprises the accumulated gains or losses on the market valuation of available-for-sale financial assets. These amounts are recognised in other comprehensive income after the addition or deduction of any transfers to profit or loss in connection with a sale or an impairment charge.

b) Hedging reserve: This reserve includes gains and losses on the effective portion of cash flow hedges. The gains and/or losses accumulated in the reserve are only transferred to profit or loss if the hedged transaction also influences earnings or is terminated.

c) Revaluations from defined benefit plans: Actuarial gains and losses on the provisions for severance compensation and pensions, which result from experience-based adjustments or changes in actuarial assumptions, are recognised directly in other comprehensive income during the period incurred.

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d) Currency translation reserve: This reserve covers all differences resulting from the translation of foreign subsidiary financial statements from the functional currency to the Group's reporting currency.

› (24) Retained earnings

Retained earnings comprise the profits generated by the Group after the deduction of dividends. The maximum amount available for distribution to the shareholders of the parent company equals the amount shown as "total profit" on the individual financial statements of Flughafen Wien AG as of 31 December 2013, which were prepared in accordance with Austrian generally accepted accounting principles.

Income and expenses related to the employee foundation

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

This share-based payment to employees of the Flughafen Wien Group was granted prior to the enactment of IFRS 2 "Share-based Payment". The effects of these distributions to employees in 2000 and 2001 as well as the corporate income tax payments made on behalf of the employee foundation total T€ 14,012.4 and were recognised directly in equity under retained earnings. There were no such effects in 2013 or 2012.

› (25) Non-controlling interests

Non-controlling interests represent shares held by third parties in the equity of consolidated subsidiaries. As of the balance sheet date, non-controlling interests reflected the stake in the Slovakian subsidiary BTS Holding a.s. "v likvidacii" (in liquidation) held by the co-shareholder RZB Holding GmbH, which was merged into Raiffeisen-Invest-Gesellschaft m.b.H. retroactively as of 31 December 2012.

The development of non-controlling interests is shown on the statement of changes in equity.

Non-current liabilities

› (26) Non-current provisions

in T€	31.12.2013	31.12.2012
Severance compensation	71,995.8	71,460.5
Pensions	15,060.2	16,658.6
Service anniversary bonuses	15,682.1	17,128.8
Semiretirement programmes for older employees	20,262.0	19,487.0
Miscellaneous provisions	9,460.3	8,972.0
	132,460.4	**133,707.0**

Defined benefit severance compensation plans

Legal regulations and collective bargaining agreements grant employees who joined the company before 1 January 2003 a lump-sum payment on termination or retirement. The amount of this severance compensation is based on the length of service with the company and compensation at the end of employment.

Employees who joined the company after 31 December 2002 no longer have a direct claim to legal severance compensation from their employer. For these employment contracts, severance compensation obligations are met through regular payments to an employee benefit fund. This severance compensation model only requires the employer to make regular contributions. Collective bargaining agreements also entitle these employees to severance compensation payments; provisions were created to cover the relevant amounts.

This defined benefit plan exposes the Flughafen Wien Group to actuarial risks, e.g. longevity or interest rate risks.

Actuarial assumptions

Information on the actuarial assumptions is provided under the section on significant accounting policies.

› Development of the provision for severance compensation

in T€	2013	2012
Provision recognised as of 1.1. = present value (DBO) of obligations	71,460.5	58,513.3
Net expense recognised to profit or loss	7,014.1	6,350.4
Actuarial gains(-)/losses(+) recognised under other comprehensive income	-2,699.3	13,345.6
Thereof from financial assumptions	-972.5	13,345.6
Thereof from demographic assumptions	-1,726.9	0.0
Severance compensation payments	-3,779.6	-6,748.8
Provision recognised as of 31.12. = present value (DBO) of obligations	**71,995.8**	**71,460.5**

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The cumulative actuarial differences on the provisions for severance compensation that were recognised in other comprehensive income amounted to T€ -17,781.3 as of 31 December 2013 (2012: T€ -19,805.8).

Personnel expenses include the following:

in T€	2013	2012
Service cost	4,796.3	3,828.5
Interest cost	2,217.8	2,522.0
Severance compensation expense recorded under personnel expenses	**7,014.1**	**6,350.4**

The expected payments for severance compensation obligations in the coming year total T€ 4,578.6 (2012: T€ 1,266.8).

Maturity profile of commitments

As of 31 December 2013 the weighted average remaining term of the defined benefit obligations was 11.9 years (2012: 12.4 years).

Sensitivity analyses

The following actuarial assumptions used to calculate the defined benefit obligation are considered material. Changes in these assumptions would have the following effect on the obligation:

› Change in the defined benefit obligation (DBO) from severance compensation

in T€	Increase (+1%)	Decrease (-1%)
Discount rate	-6,486.1	7,583.1
Future wage and salary increases	7,641.6	-5,678.5

Defined benefit pension plans

Flughafen Wien AG has concluded individual agreements for the payment of supplementary defined pension benefits to certain active and retired key employees. Similar to the prior year, these commitments were not covered by plan assets as of the balance sheet date.

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

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

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

This defined benefit plan exposes the Flughafen Wien Group to actuarial risks, e.g. longevity or interest rate risks.

Actuarial assumptions

Information on the actuarial assumptions is provided under the section on significant accounting policies.

❯ Development of the provision for pensions

in T€	2013	2012
Provision recognised as of 1.1. = present value (DBO) of obligations	16,658.6	15,188.2
Net expense recognised to profit or loss	512.4	663.9
Actuarial gains(-)/losses(+) recognised under other comprehensive income	-1,006.6	1,951.1
Thereof from financial assumptions	-1,006.6	1,951.1
Thereof from demographic assumptions	0.0	0.0
Pension payments	-1,104.2	-1,144.5
Provision recognised as of 31.12. = present value (DBO) of obligations	**15,060.2**	**16,658.6**

The cumulative actuarial differences on the provisions for pensions that were recognised in other comprehensive income amounted to T€ -185.8 as of 31 December 2013 (2012: T€ -940.7).

Personnel expenses include the following:

in T€	2013	2012
Service cost	8.5	9.6
Interest cost	503.9	654.3
Pension expenses recorded under personnel expenses	**512.4**	**663.9**

The expected payments for pension obligations in the coming year total T€ 1,276.2 (2012: T€ 1,321.2).

Maturity profile of commitments
As of 31 December 2013 the weighted average remaining term of the defined benefit obligations was 11.8 years (2012: 12.8 years).

Sensitivity analyses
The following actuarial assumptions used to calculate the defined benefit obligation are considered material. Changes in these assumptions would have the following effect on the obligation:

› Change in the defined benefit obligation (DBO) from pensions

in T€	Increase (+1%)	Decrease (-1%)
Discount rate	-1,201.7	1,396.8
Increase in compensation during entitlement period	20.3	-18.8
Increase in pensions during payment phase	1,379.8	-1,212.5

Provision for service anniversary bonuses

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

› Development of the provision for service anniversary bonuses

in T€	2013	2012
Provision recognised as of 1.1. = present value (DBO) of obligations	17,128.8	14,199.0
Income/expense recognised to profit or loss	-873.5	3,392.9
Service anniversary payments	-573.2	-463.1
Provision recognised as of 31.12. = present value (DBO) of obligations	**15,682.1**	**17,128.8**

Personnel expenses include the following:

in T€	2013	2012
Service cost	1,162.8	960.5
Interest cost	509.3	594.6
Actuarial gains (-) / losses (+) recognised to profit or loss	-2,545.6	1,837.8
Service anniversary bonuses recorded under personnel expenses	**-873.5**	**3,392.9**

Provisions for semiretirement programmes for older employees

Provisions were recognised for the expenses arising from the obligation to make supplementary payments (so-called "wage/salary equalisation") to employees working under semiretirement programmes and the costs for additional work in excess of the agreed part-time employment. In accordance with the changes to IAS 19 (2011), these supplementary payments were no longer classified as termination benefits but as other long-term employee benefits beginning in 2013. These supplementary payments are not recognised as a lump-sum provision at the start of the part-time employment, but recorded successively over the active working phase based on an average employment of 24 years for salaried employees and 15 years for wage employees. The application of this change in accounting policy in the previous year would not have led to any material effects. Consequently, the comparable prior period data were not adjusted.

› Development of the provision for semiretirement programmes

in T€	2013	2012
Provision recognised as of 1.1. = present value (DBO) of obligations	19,487.0	20,054.6
Net expense recognised to profit or loss	4,273.8	3,988.7
Payments for semiretirement programmes	-3,498.8	-4,556.3
Provision recognised as of 31.12. = present value (DBO) of obligations	**20,262.0**	**19,487.0**

Personnel expenses include the following:

in T€	2013	2012
Service cost	3,878.9	4,532.7
Interest cost	172.7	802.2
Actuarial gains (-) / losses (+) recognised to profit or loss	222.2	-1,346.2
Semiretirement payments recorded under personnel expenses	**4,273.8**	**3,988.7**

Miscellaneous provisions

in T€	1,1,2013	Use	Addition	31.12.2013
Miscellaneous provisions	8,972.0	0.0	488.3	9,460.3

in T€	1,1,2012	Use	Addition	31.12.2012
Miscellaneous provisions	7,240.1	0.0	1,731.9	8,972.0

This position includes a provision for impending losses related to residual value risks arising from leases for real estate at the Vienna Airport location.

The effect from the compounding of this provision amounted to T€ 496.2 (2012: T€ 400.4). >

(27) Non-current and current financial liabilities

in T€	31.12.2013	31.12.2012
Current financial liabilities	105,646.0	151,006.5
Long-term bank loans	551,646.4	638,730.2
Financial liabilities	**657,292.5**	**789,736.7**

Current financial liabilities include short-term advances of € 15.8 million (2012: € 20.0 million).

The remaining terms of the bank loans are as follows:

in T€	31.12.2013	31.12.2012
Up to one year	105,646.0	151,006.5
More than one year and up to five years	226,646.4	283,596.4
More than five years	325,000.0	355,133.7
	657,292.5	**789,736.7**

All financial liabilities were concluded in euros. The average interest rate on financial liabilities equalled 3.55% for the reporting year (2012: 3.57%).

(28) Other non-current liabilities

in T€	31.12.2013	31.12.2012
Waste water association	2,700.0	2,700.0
Finance lease liabilities	6,655.1	7,372.9
Liabilities to investments accounted for at equity	0.0	764.8
Subtotal financial liabilities (FLAC)*	**9,355.1**	**10,837.6**
Accruals	23,958.4	26,164.4
Investment subsidies from public funds	1,226.6	1,427.6
	34,540.1	**38,429.7**

*FLAC: financial liabilities at amortised cost

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

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

Other non-current liabilities also include a finance lease liability, which reflects the rental of a maintenance and winter services hall and the rental of telephone equipment. The current portion of the lease liability is reported under other current liabilities (see note (32)).

› The term structure of the lease liabilities is shown in the following table:

in T€	31.12.2013	31.12.2012
Up to one year	811.5	735.1
Over one year and up to five years	3,873.3	3,535.3
Over five years	2,781.8	3,837.5
	7,466.6	**8,108.0**

The remaining term of the minimum lease payments and the transition to the present value as of the balance sheet date are as follows:

	Remaining term			Total
in T€	**Up to 1 year**	**1-5 years**	**Over 5 years**	**31.12.2013**
Lease payments	1,322.6	5,273.5	3,032.5	9,628.6
- Discounts	511.1	1,400.2	250.7	2,162.0
Present value	**811.5**	**3,873.3**	**2,781.8**	**7,466.6**

	Remaining term			Total
in T€	**Up to 1 year**	**1-5 years**	**Over 5 years**	**31.12.2012**
Lease payments	1,299.6	5,198.6	4,332.1	10,830.4
- Discounts	564.5	1,663.3	494.6	2,722.4
Present value	**735.1**	**3,535.3**	**3,837.5**	**8,108.0**

The basic lease term equals 11 years for the real estate and five years for the technical equipment. This represents the useful life of the respective leased asset for the calculation of depreciation. If Flughafen Wien AG does not terminate the real estate lease in accordance with the respective provisions, it will automatically be extended for a further three years.

› (29) Deferred taxes

in T€	2013	2012
Deferred tax assets		
Intangible assets and property, plant and equipment	29.6	13.8
Financial assets	199.3	238.9
Provisions for severance compensation	7,922.5	8,007.3
Provisions for pensions	1,145.7	1,340.9
Provisions for service anniversary bonuses	1,422.4	1,929.6
Other provisions	1,399.3	1,209.6
Tax loss carryforwards	0.0	62.1
	12,118.8	**12,802.3**
Deferred tax liabilities		
Intangible assets and property, plant and equipment	39,354.3	33,709.3
Securities	15.6	202.9
Other assets and liabilities	13.5	93.1
Tax provisions from consolidation entries	2,316.1	2,164.0
	41,699.5	**36,169.4**
Total net deferred taxes	**-29,580.7**	**-23,367.1**

The following tables show the development and allocation of the total change in the provision for deferred taxes into the components recognised to profit or loss and the components recognised to other comprehensive income:

› Development of deferred tax assets

in T€	2013	2012
Balance on 1.1.	**12,802.3**	**10,354.6**
Changes recognised to profit or loss:	243.0	-1,380.6
Changes recognised to other comprehensive income:		
Revaluations from defined benefit plans	-926.5	3,828.3
Balance on 31.12.	**12,118.8**	**12,802.3**

› Development of deferred tax liabilities

in T€	2013	2012
Balance on 1.1.	**36,169.4**	**33,961.5**
Changes recognised to profit or loss:	5,420.8	2,103.9
Changes recognised to other comprehensive income:		
Non-current securities	22.3	14.6
Current securities	87.0	29.3
Hedging reserve	0.0	60.1
Other changes recognised to other comprehensive income	109.3	104.0
Balance on 31.12.	**41,699.5**	**36,169.4**

The calculation of deferred tax assets for the Austrian companies is based on the applicable corporate income rate (25%). The deferred tax assets and deferred tax liabilities held by the Austrian companies were netted out. The calculation of taxes in foreign countries is based on the applicable tax rates (32.5%/35% for Malta and 19% for Slovakia).

The change recorded without recognition through profit or loss involves gains and losses on available-for-sale financial instruments and cash flow hedges as well as the revaluation of defined benefit plans.

Deferred taxes were not recognised for investments recorded at equity or shares in subsidiaries and joint ventures. Temporary differences of T€ 551.0 (2012: T€ 2,596.0) are related to investments and joint ventures recorded at equity, which would have led to deferred tax liabilities of T€ 137.8 (2012: deferred tax assets of T€ 649.0).

Deferred tax assets of T€ 1,998.4 had not been recognised as of 31 December 2013 (2012: T€ 2,599.5). These amounts are related primarily to deferred tax assets on loss carryforwards. Also included here are deferred tax assets on loss carryforwards from the write-off of investments, which must be distributed over seven years.

Current liabilities

(30) Current provisions

in T€	31.12.2013	31.12.2012
Unused vacation	8,513.3	9,675.8
Other claims by employees	9,147.2	9,100.6
Income taxes	10,429.3	9,258.6
Foundation expenses	906.3	906.3
Goods and services not yet invoiced	28,339.9	43,557.5
Outstanding discounts	8,549.3	11,223.9
Miscellaneous provisions	18,179.1	12,808.7
	84,064.5	**96,531.5**

Development from 1.1. to 31.12.2013

in T€	1.1.2013	Use	Reversal	Addition	31.12.2013
Unused vacation	9,675.8	-1,166.3	-96.0	99.8	8,513.3
Other claims by employees	9,100.6	-5,360.6	-2,046.1	7,453.3	9,147.2
Income taxes	9,258.6	-6,736.3	-1.8	7,908.8	10,429.3
Foundation expenses	906.3	0.0	0.0	0.0	906.3
Goods and services not yet invoiced	43,557.5	-23,934.7	-2,497.2	11,214.3	28,339.9
Outstanding discounts	11,223.9	-10,152.8	-486.7	7,965.0	8,549.3
Miscellaneous provisions	12,808.7	-5,066.7	-3,301.9	13,739.0	18,179.1
	96,531.5	**-52,417.3**	**-8,429.8**	**48,380.1**	**84,064.5**

The provisions for other claims by employees consist primarily of accrued overtime pay, other remuneration and performance bonuses.

The provision for foundation expenses represents the current portion of the obligation to cover the tax expenses of Flughafen Wien Mitarbeiter-Beteiligung-Privatstiftung (the employee foundation). Changes to this provision are recorded under other comprehensive income without recognition through profit or loss.

The provisions for outstanding discounts represent discounts to which the airlines are entitled and cover the period up to the balance sheet date.

Miscellaneous current provisions consist chiefly of provisions for damages and legal proceedings as well as other accruals.

› (31) Trade payables

in T€	31.12.2013	31.12.2012
To third parties	46,843.4	62,383.5
To non-consolidated subsidiaries	2,843.4	7,168.9
To companies recorded at equity	30.8	31.3
	49,717.6	**69,583.7**

› (32) Other current liabilities

in T€	31.12.2013	31.12.2012
Amounts due to companies recorded at equity	7,938.3	5,891.0
Customers with credit balances	1,597.7	1,094.6
Environmental fund	29,535.6	26,101.3
Finance lease liabilities (current portion)	811.5	735.1
Miscellaneous liabilities	2,595.1	6,770.7
Accrued wages	6,815.9	7,182.8
Subtotal financial liabilities (FLAC)*	**49,294.1**	**47,775.5**
Other tax liabilities	2,295.4	2,024.2
Other accruals	1,405.0	1,521.1
Other social security liabilities	7,164.1	7,324.6
Investment subsidies (government grants)	201.2	223.8
	60,359.9	**58,869.3**

* FLAC: financial liabilities at amortised cost

The liabilities to the environmental fund represent obligations arising from the mediation process. Of the outstanding liability, T€ 29,535.6 were classified to miscellaneous current liabilities as of 31 December 2013 to reflect the assumption that the conditions for payment will be met in 2014.

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

Other Disclosures

› (33) Cash flow statement

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

Interest payments and dividends received are included under cash flow from operating activities. Of this amount, T€ 2,571.3 (2012: T€ 3,454.1) represent interest income and T€ 22,718.2 (2012: T€ 26,817.9) interest expense. Dividends received (excluding companies recorded at equity) totalled T€ 2,358.2 (2012: T€ 880.1). The dividend paid by Flughafen Wien AG is included under cash flow from financing activities.

Purchases of property, plant and equipment in prior years that led to cash outflows in 2013 resulted in the addition of T€ 24,544.5 (2012: T€ 31,440.6) to payments made for the purchase of non-current assets. In addition, non-cash income of € 4.0 million was deducted from payments received on the disposal of non-current assets in 2013.

› (34) Additional disclosures on financial instruments

Receivables, originated loans and other financial asset

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

			Thereof not adjusted but overdue during the following periods				
2013 in T€	Carrying amount after valuation allowance 31.12.2013	Thereof neither adjusted nor overdue	Up to 30 days	From 31 to 90 days	From 91 to 180 days	From 181 to 360 days	Over 360 days
Remaining term up to 1 year	68,317.3	62,465.8	1,747.1	166.2	-1.7	359.1	2,780.9
Remaining term over 1 year	595.1	595.1	0.0	0.0	0.0	0.0	0.0
Total	**68,912.4**	**63,060.9**	**1,747.1**	**166.2**	**-1.7**	**359.1**	**2,780.9**

			Thereof not adjusted but overdue during the following periods				
2012 in T€	Carrying amount after valuation allowance 31.12.2012	Thereof neither adjusted nor overdue	Up to 30 days	From 31 to 90 days	From 91 to 180 days	From 181 to 360 days	Over 360 days
Remaining term up to 1 year	70,216.2	63,455.2	1,351.0	307.7	966.8	396.5	2,764.6
Remaining term over 1 year	720.3	720.3	0.0	0.0	0.0	0.0	0.0
Total	**70,936.5**	**64,175.5**	**1,351.0**	**307.7**	**966.8**	**396.5**	**2,764.6**

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

The valuation allowances relate primarily to trade and other receivables, and developed as follows in 2013 and 2012:

2013 in T€	Valuation allowances 1.1.2013	Use	Reversal	Addition	Valuation allowances 31.12.2013
Individual valuation allowances	8,375.5	-191.8	-1,226.0	1,194.1	8,151.8
Collective valuation allowances	14.0		-5.8		8.2
Total	**8,389.4**	**-191.8**	**-1,231.7**	**1,194.1**	**8,160.0**

2012 in T€	Valuation allowances 1.1.2012	Use	Reversal	Addition	Valuation allowances 31.12.2012
Individual valuation allowances	6,769.9	-217.3	-3,166.4	4,989.3	8,375.5
Collective valuation allowances	19.9		-5.9		14.0
Total	**6,789.7**	**-217.3**	**-3,172.3**	**4,989.3**	**8,389.4**

Expenses for the derecognition of receivables (primarily trade receivables) totalled T€ 25.8 in 2013 (2012: T€ 71.5).

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

2013 in T€	Carrying amount before valuation allowance 31.12.2013	Individual valuation allowance 31.12.2013	Collective valuation allowance 31.12.2013	Carrying amount after valuation allowance 31.12.2013
Overdue < 1 year	1,225.9	1,110.5	1.1	114.3
Overdue > 1 year	7,734.1	7,041.3	7.1	685.7
Total	**8,960.0**	**8,151.8**	**8.2**	**800.0**

2012* in T€	Carrying amount before valuation allowance 31.12.2012	Individual valuation allowance 31.12.2012	Collective valuation allowance 31.12.2012	Carrying amount after valuation allowance 31.12.2012
Overdue < 1 year	5,988.3	5,275.2	8.9	704.3
Overdue > 1 year	3,375.4	3,100.3	5.1	270.0
Total	**9,363.7**	**8,375.5**	**14.0**	**974.3**

*adjusted

› Financial liabilities – term structure

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

2013 in T€	Carrying amount 31.12.13	Gross cash flows Total as of 31.12.2013	Cash flows < 1 year	Cash flows 1 - 5 years	Cash flows > 5 years	Interest rate*
Fixed-interest bank loans	461,983.8	664,289.3	24,624.7	211,266.6	428,398.0	4.78%
Variable interest bank loans	195,308.7	198,174.7	104,711.3	93,463.4	0.0	0.94%
Trade payables	49,717.6	49,717.6	49,717.6			n.a.
Other liabilities	51,182.6	51,182.5	48,482.5	2,700.0		n.a.
Finance lease liabilities	7,466.6	9,628.6	1,322.6	5,273.5	3,032.5	7.51%
Total	**765,659.2**	**972,992.8**	**228,858.7**	**312,703.5**	**431,430.5**	

* Weighted average as of the balance sheet date, including any guarantee fees

2012 in T€	Carrying amount 31.12.12	Gross cash flows Total as of 31.12.2012	Cash flows < 1 year	Cash flows 1 - 5 years	Cash flows > 5 years	Interest rate*
Fixed-interest bank loans	467,817.5	694,018.4	27,583.5	189,936.6	476,498.3	4.49%
Variable interest bank loans	321,919.2	331,187.7	150,227.0	180,960.7	0.0	1.90%
Trade payables	69,583.7	69,583.7	69,583.7			n.a.
Other liabilities	50,505.1	50,505.1	47,040.3	3,464.8		n.a.
Finance lease liabilities	8,108.0	10,830.4	1,299.6	5,198.6	4,332.1	7.51%
Total	**917,933.5**	**1,156,125.3**	**295,734.2**	**379,560.6**	**480,830.4**	

* Weighted average as of the balance sheet date, including any guarantee fees

Of the total bank loans, T€ 505,429.6 (prior year adjusted: T€ 729,906.2) are secured by guarantees in accordance with the respective contracts. These guarantors receive a fee for these commitments.

This listing includes all instruments held by the Group as of 31 December 2013 for which payments have been contractually agreed. The variable interest payments on financial instruments were based on the interest rates on 31 December 2013. Financial liabilities that can be repaid at any time are always allocated to the earliest repayment period.

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Carrying amounts, amounts recognised and fair values by valuation category

2013 in T€	Valuation category	Carrying amount 31.12.2013	Nominal value = fair value
ASSETS			
Cash and cash equivalents	**Cash reserve**	**3,923.3**	**3,923.3**
Trade receivables	LaR	34,452.6	
Originated loans and other receivables	LaR	34,459.8	
Thereof fixed-interest securities	LaR	20,000.0	
Thereof receivables due from associated companies	LaR	61.8	
Thereof other receivables	LaR	13,802.9	
Thereof originated loans	LaR	595.1	
Total	**LaR**	**68,912.4**	
Other non-derivative financial assets			
Investments in other companies (not consolidated)*	AfS	157.3	
Available-for-sale securities	AfS	3,537.9	
Thereof long-term investment funds, securities and rights*	AfS	3,537.9	
Total	**AfS**	**3,695.2**	
LIABILITIES			
Trade payables	FLAC	49,717.6	
Financial liabilities	FLAC	657,292.5	
Thereof non-current financial liabilities	FLAC	551,646.4	
Thereof current financial liabilities	FLAC	105,646.0	
Other non-current liabilities	FLAC	9,355.1	
Thereof non-current lease liabilities	FLAC	6,655.1	
Thereof miscellaneous non-current liabilities	FLAC	2,700.0	
Other current liabilities	FLAC	49,294.1	
Thereof current lease liabilities	FLAC	811.5	
Thereof miscellaneous current liabilities	FLAC	48,482.6	
Total	**FLAC**	**765,659.2**	

* Fair value could not be reliably determined due to the lack of market values; selected items are therefore carried at amortised cost.

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

Carrying amount as per IAS 39

Amortised cost	Cost	Fair value not recognised in profit or loss	Fair value recognised in profit or loss	Fair value 31.12.2013	Notes
				3,923.3	**(20)**
34,452.6				34,452.6	(19)
34,459.8				35,967.0	
20,000.0				21,507.2	(18)
61.8				61.8	(19)
13,802.9				13,802.9	(19)
595.1				595.1	(16)
68,912.4				**70,419.6**	
0.0	157.3			157.3	(16)
	632.7	2,905.1		3,537.9	
	632.7	2,905.1		3,537.9	(16)
0.0	**790.1**	**2,905.1**		**3,695.2**	
49,717.6				49,717.6	(31)
657,292.5				666,736.3	(27)
551,646.4				561,090.3	(27)
105,646.0				105,646.0	(27)
9,355.1				10,387.6	(28)
6,655.1				7,687.6	(28)
2,700.0				2,700.0	(28)
49,294.1				49,420.0	(32)
811.5				937.5	(32)
48,482.6				48,482.6	(32)
765,659.2				**776,261.5**	

Abbreviations:
LaR - Loans and receivables
AfS - Available-for-sale financial instruments
FLAC - Financial liabilities measured at amortised cost

2012[1] in T€	Valuation category	Carrying amount 31.12.2012	Nominal value = fair value
ASSETS			
Cash and cash equivalents	**Barreserve**	**40,439.0**	**40,439.0**
Trade receivables	LaR	43,090.4	
Originated loans and other receivables	LaR	27,846.1	
Thereof fixed-interest securities	LaR	20,000.0	
Thereof receivables due from associated companies	LaR	465.0	
Thereof other receivables	LaR	6,660.7	
Thereof originated loans	LaR	720.3	
Total	**LaR**	**70,936.5**	
Other non-derivative financial assets			
Investments in other companies (not consolidated)[2]	AfS	157.3	
Available-for-sale securities	AfS	13,100.6	
Thereof long-term investment funds, securities and right[2]	AfS	3,448.6	
Thereof fixed-interest securities	AfS	9,652.0	
Total	**AfS**	**13,258.0**	
LIABILITIES			
Trade payables	FLAC	69,583.7	
Financial liabilities	FLAC	789,736.7	
Thereof non-current financial liabilities	FLAC	638,730.2	
Thereof current financial liabilities	FLAC	151,006.5	
Other non-current liabilities	FLAC	10,837.6	
Thereof non-current lease liabilities	FLAC	7,372.9	
Thereof miscellaneous non-current liabilities	FLAC	3,464.8	
Other current liabilities	FLAC	47,775.5	
Thereof current lease liabilities	FLAC	735.1	
Thereof miscellaneous current liabilities	FLAC	47,040.3	
Total	**FLAC**	**917,933.5**	

1) adjusted
2) Fair value could not be reliably determined due to the lack of market values; selected items are therefore carried at amortised cost.

Carrying amount as per IAS 39

Amortised cost	Cost	Fair value not recognised in profit or loss	Fair value recognised in profit or loss	Fair value 31.12.2012	Notes
				40,439.0	**(20)**
43,090.4				43,090.4	(19)
27,846.1				30,215.7	
20,000.0				22,369.6	(18)
465.0				465.0	(19)
6,660.7				6,660.7	(19)
720.3				720.3	(16)
70,936.5				**73,306.1**	
	157.3			157.3	(16)
	632.8	12,467.8		13,100.6	
	632.8	2,815.8		3,448.6	(16)
		9,652.0		9,652.0	(18)
	790.2	**12,467.8**		**13,258.0**	
69,583.7				69,583.7	(31)
789,736.7				799,851.0	(27)
638,730.2				648,844.5	(27)
151,006.5				151,006.5	(27)
10,837.6				11,984.0	(28)
7,372.9				8,519.2	(28)
3,464.8				3,464.8	(28)
47,775.5				47,889.8	(32)
735.1				849.4	(32)
47,040.3				47,040.3	(32)
917,933.5				**929,308.5**	

Abbreviations:
LaR - Loans and receivables
AfS - Available-for-sale financial instruments
FLAC - Financial liabilities measured at amortised cost

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The trade receivables, originated loans and other receivables generally have short remaining terms and therefore basically approximate fair value.

The fair value of the fixed-interest securities allocated to the category "loans and receivables" (LaR) represents the market price (Level 1).

The non-consolidated investments in other companies that are allocated to the category "available-for-sale financial assets (AfS)" represent equity instruments that are not listed on a regulated market and whose fair value could not be reliably determined. These investments are therefore carried at cost or amortised cost.

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

The fair values of financial liabilities due to financial institutions (bank loans) and other financial liabilities (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).

The following section presents an overview of the financial instruments measured or recognised at fair value (available-for-sale securities recognised at fair value through profit or loss) based on the valuation categories defined in IFRS 13. The individual levels are defined as follows.

› Valuation methods and assumptions for the determination of fair value

Level 1

The market price (stock exchange price) represents the fair value for financial assets and financial liabilities that are traded on active liquid markets at standardised terms and conditions. This method is also applied to listed redeemable obligations, promissory notes and perpetual bonds

Level 2

The fair value of the financial assets and financial liabilities in this category, which are not traded on an active market, is derived directly (i.e. similar to market price) or indirectly (i.e. similar to prices or quoted prices) from market prices.

Level 3

This category includes financial assets and financial liabilities (excluding derivatives) whose fair value is determined by applying recognised valuation models and valuation parameters that are not based on observable market data.

› Analysis of financial instruments carried at fair value

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

ASSETS in T€	Level 1 Market prices	Level 2 Derived prices	Level 3 Non-derived prices	31.12.2013 Total
Financial assets carried at fair value				
Available-for-sale securities	389.1	2,516.0	0.0	2,905.1
Available-for-sale financial assets – total	**389.1**	**2,516.0**	**0.0**	**2,905.1**

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

No items were reclassiefied between Levels 1 and 2 during the reportig year.

ASSETS in T€	Level 1 Market prices	Level 2 Derived prices	Level 3 Non-derived prices	31.12.2012 Total
Financial assets carried at fair value				
Available-for-sale securities	10,038.2	2,429.6	0.0	12,467.8
Available-for-sale financial assets – total	**10,038.2**	**2,429.6**	**0.0**	**12,467.8**

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Net results by valuation category

2013 in T€	From interest income / dividends	From interest expense
Cash reserve	87.3	0.0
Loans and receivables (LaR)	1,790.6	-30.0
Available-for-sale financial assets (AfS)	2,621.0	
Financial liabilities at amortised cost (FLAC)		-25,916.7
Total	**4,498.9**	**-25,946.7**

2012 in T€	From interest income / dividends	From interest expense
Cash reserve	2,103.9	
Loans and receivables (LaR)	1,432.1	-18.9
Available-for-sale financial assets (AfS)	1,494.1	
Financial liabilities at amortised cost (FLAC)		-24,888.1
Hedging		-292.8
Total	**5,030.1**	**-25,199.7**

*Less deferred taxes

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

Net financing costs of T€ 25,916.7 (2012: T€ 24,888.1) for financial liabilities measured at amortised cost consist primarily of interest expense on bank loans. This item also includes the interest added to and discounted from other financial liabilities.

In connection with the recording of changes in the fair value of available-for-sale financial assets without recognition to profit or loss, valuation gains of T€ 67.0 (less deferred taxes) were recognised in other comprehensive income (2012: net valuation gain of T€ 171.2).

From subsequent measurement					
At fair value through profit or loss	A fair value not through profit or loss*	Foreign currency translation	Impairment	From derecognition*	Net results 2013
		3.9			3.9
		-2.4	11.8		9.4
0.0	67.0			261.0	328.0
					0.0
0.0	**67.0**	**1.5**	**11.8**	**261.0**	**341.3**

From subsequent measurement					
At fair value through profit or loss	A fair value not through profit or loss*	Foreign currency translation	Impairment	From derecognition*	Net results 2012
		1.9			1.9
		0.0	-1,875.2		-1,875.2
0.0	171.2			112.3	283.5
					0.0
				180.4	180.4
0.0	**171.2**	**1.9**	**-1,875.2**	**292.7**	**-1,409.5**

› (36) Risk management

Financial risks

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

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

Liquidity risk

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

Additional quantitative information is provided under note (34).

Credit risk

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

The carrying amount of financial assets (including derivative financial instruments with a positive market value) represents the maximum default and credit risk, since there were no major agreements (e.g. settlement agreements) as of 31 December 2013 that would reduce the maximum risk of default.

Additional quantitative information is provided under note (34). Information on other financial obligations and risks is included in note (38).

Interest rate risk

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

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

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

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

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

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

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

If market interest rates had been 100 basis points higher/lower as of 31 December 2013, earnings would have been T€ 1,389.4 lower or T€ 1,310.7 higher (2012: T€ 1,489.8 higher/lower). The theoretical impact on earnings results from the potential effect of variable interest securities and financial liabilities. If market interest rates had been 100 basis points higher/lower as of 31 December 2013, equity – including tax effects – would have been T€ 1,042.0 lower or T€ 983.0 higher (2012: T€ 1,117.4 higher/lower).

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Foreign exchange risk

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

The Flughafen Wien Group is exposed to foreign exchange risks in connection with investments, financing measures and operating activities. Foreign exchange risks in the investment area arise primarily in connection with the purchase and sale of stakes in foreign companies. As of the balance sheet date for the 2013 financial statements, the Group was not exposed to any material risks from transactions denominated in a foreign currency.

Foreign exchange risks in the financing area are related to financial liabilities that are denominated in foreign currencies as well as foreign currency loans that were concluded as financing for Group companies. The Flughafen Wien Group was not exposed to any material foreign exchange risks in the financing area as of 31 December 2013.

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

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

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

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

In summary, the risks to the Flughafen Wien Group arising from changes in foreign exchange rates were considered to be immaterial as of the closing date for the 2013 financial statements.

Other price risks

In connection with the analysis of market risks, IFRS 7 also requires the disclosure of information on the effects of hypothetical changes in risk variables on the price of financial instruments. The relevant risk variables include, above all, stock market prices or indexes. As of 31 December 2013 and 2012, the Flughafen Wien Group held no investments that would be categorised as available for sale – with the exception of shares in subsidiaries not included in the consolidation.

Capital management

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

Gearing represents the most important indicator for financial management. It is defined as the ratio of net financial liabilities (non-current and current financial liabilities less liquid funds and current securities) to equity as shown on the consolidated balance sheet. The main instruments used for managing gearing are an increase or decrease in financial liabilities as well as the strengthening of the equity base through the retention of earnings or the adjustment of dividend payments. Management has not defined a specific target for gearing, but has set a limit of 60% (2012: 60%) for the debt ratio over the medium-term. This goal remains unchanged from the previous year. The following table shows the development of gearing:

in T€	2013	2012
Financial liabilities	657,292.5	789,736.7
- Liquid funds	-3,923.3	-40,439.0
- Current securities	-20,000.0	-29,652.0
= Net financial liabilities	**633,369.2**	**719,645.7**
./. Carrying amount of equity	905,921.3	851,578.4
= Gearing	**69.9 %**	**84.5 %**

Gearing declined year-on-year, above all due to the repayment of borrowings. The reduction in borrowings was accompanied by a decrease of € 46.2 million in cash and cash equivalents.

The ratio of net debt to EBITDA is also used to manage the Group's financial structure. The medium-term goal is to reduce this indicator to roughly 2.5. In 2013 net debt to EBITDA equalled 2.62 (2012: 3.25).

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

› (37) Operating leases

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

in T€	2013	2012
Lease payments recognised as income of the reporting period	133,589.6	131,937.2
Thereof conditional payments from revenue-based rents	5,023.3	7,899.0

Future minimum lease payments:		
Up to one year	69,129.8	53,332.7
Over one and up to five years	165,802.4	137,215.6
Over five years	104,040.9	71,726.9

Flughafen Wien as the lessee:
Major non-cancellable leases in which the Flughafen Wien Group serves as the lessee have been concluded with HERMIONE Raiffeisen-Immobilien-Leasing GmbH for the rental of operating buildings at Vienna International Airport and, up to and including 2012, with SITA Information Networking Computing Inc., USA, for the rental of operating equipment and furnishings, including operating software, for the check-in counters in the terminals. The following table shows the lease payments arising from these contracts:

in T€	2013	2012
Lease payments recognised as expenses of the reporting period	6,246.5	9,527.2
Thereof conditional payments from expense-based rents	860.2	1,855.3

Future minimum lease payments:		
Up to one year	6,175.1	8,733.4
Over one and up to five years	22,773.0	33,139.6
Over five years	34,063.0	39,301.3

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

› (38) Other obligations and risks

Flughafen Wien AG is required to assume the costs of the "Flughafen Wien Mitarbeiter-Beteiligung-Privatstiftung" (the employee foundation), which consist primarily of corporate income tax and administrative costs, in the form of subsequent contributions.

In accordance with § 7 (4) of the charter of the Schwechat Waste Water Association dated 10 December 2003, Flughafen Wien AG is liable as a member of this organisation for T€ 2,977.5 (2012: T€ 3,435.7) of loans related to the construction and expansion of sewage treatment facilities.

The Malta Mediterranean Link Consortium Group (MMLC) entered into a loan with a term ending in mid-2018 and an outstanding balance of € 9.0 million as of 31 December 2013 (2012: € 11.1 million). Flughafen Wien AG has agreed not to sell its investment in MMLC during the term of this loan. Furthermore, Flughafen Wien AG has confirmed the following to the lending institution: all necessary steps will be undertaken to ensure that the group's investments maintain a healthy financial position at all times; the corporate policies of Flughafen Wien AG include the fulfilment of financial obligations by MMLC at all times; and MMLC will be equipped with a financial basis that enables the company to meet its obligations at any time.

Information on commitments for pension and pension subsidy payments is provided under note (26).

As of 31 December 2013, obligations for the purchase of intangible assets amounted to € 1.0 million (2012: € 1.2 million) and obligations for the purchase of property, plant and equipment to € 20.2 million (2012: € 68.9 million).

› (39) Information on business associations with related companies and persons

Related companies include subsidiaries, non-consolidated subsidiaries of the Flughafen Wien Group, associated companies, the shareholders of Flughafen Wien AG (the province of Lower Austria and the city of Vienna each hold 20% of the shares) and their major subsidiaries as well as the members of management in key positions. The Flughafen Wien Group maintains business relations with companies in which the province of Lower Austria and/or the city of Vienna hold direct or indirect investments; these entities are also classified as related companies in the sense of IAS 24. Transactions with these companies are carried out at arm's length. The transactions carried out in the sense of IAS 24 involve everyday transactions related to the operating business and were not material in total. Purchases are made at ordinary market prices less standard volume rebates or other rebates granted on the basis of the business relationship.

The business relationships between Flughafen Wien AG and non-consolidated subsidiaries are immaterial. Information on the receivables and liabilities due from/to related companies and persons is provided under the relevant position in the notes. The services provided by non-consolidated subsidiaries led to expenses of T€ 8,937.2 (2012: T€ 7,408.4).

In 2013 the Flughafen Wien Group recorded revenue of T€ 985.1 (2012: T€ 962.9) from transactions with the joint venture City Air Terminal Betriebsgesellschaft m.b.H., T€ 643.4 (2012: T€ 643.4) with the associated company Schedule Coordination Austria GmbH and T€ 925.4 (2012: T€ 734.5) with the joint venture Malta International Airport plc. The revenue recorded from transactions with City Air Terminal Betriebsgesellschaft.m.b.H consists chiefly of services provided by Flughafen Wien AG and its subsidiaries for railway operations (baggage >

handling, station operations, IT services etc.). The revenue generated by the associated company Schedule Coordination Austria GmbH represents charges by Flughafen Wien AG for the provision of personnel as well as IT and other services. The revenue recorded with the joint venture Malta International Airport plc. is generated primarily by consulting services.

As of 31 December 2013, receivables and originated loans due from joint ventures recorded at equity amounted to T€ 37.3 (2012: T€ 27.9). The comparable amount for associated companies recorded at equity was T€ 27.5 (2012: T€ 33.3).

As of 31 December 2013, liabilities to joint ventures recorded at equity totalled T€ 7,938.3 (2012: T€ 6,655.8) and liabilities to associated companies recorded at equity equalled T€ 30.8 (2012: T€ 31.3).

Natural related parties:
No material transactions were conducted between the Flughafen Wien Group and persons in key management positions or their close family members. Relations with bodies of the company are described under note (40).

› (40) Information on corporate bodies and employees

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

› Employees (excluding Management Board and managing directors)

	2013	2012
Workers	3,213	3,301
Staff	1,186	1,174
	4,399	**4,475**

The members of the Management Board of Flughafen Wien AG received the following remuneration for the 2013 and 2012 financial years:

› Management Board remuneration in 2013 (payments)

in T€	Fixed compensation	Performance based compensation for 2012	Non-cash remuneration	Total remuneration
Günther Ofner	253.7	183.2	7.2	444.2
Julian Jäger	253.7	183.2	7.2	444.2
	507.5	**366.5**	**14.4**	**888.4**

› Management Board remuneration in 2012 (payments)

in T€	Fixed compensation	Performance based compensation for 2011	Non-cash remuneration	Total remuneration
Günther Ofner	252.7	80.8	7.2	340.8
Julian Jäger	252.7	80.8	7.1	340.7
	505.5	**161.6**	**14.3**	**681.5**

The remuneration system for the members of the Management Board and first level of management is comprised of fixed and performance-based components. The performance-based remuneration represents bonuses for the 2012 financial year that were paid out during 2013. There are no stock option plans for management.

On behalf of Julian Jäger and Günther Ofner, the company makes payments equalling 15% of the respective salary to a pension fund. The contribution for each board member amounted to T€ 70.8 in 2013 (2012: T€ 44.6).

For other employees, exceptional performance and the realisation of targeted goals are rewarded in the form of bonuses.

Remuneration paid to former members of the Management Board amounted to T€ 606.8 in 2013 (2012: T€ 1,169.4).

Expenses for persons in key management positions

Key management includes the members of the Management Board, the authorised officers of Flughafen Wien AG and the members of the Supervisory Board of Flughafen Wien AG. The following table shows the remuneration paid to these persons in 2013 and 2012, including the changes in provisions:

› Expenses in 2013

in T€	Supervisory Board	Management Board	Key employees
Current payments	115.9	1,027.4	2,645.7
Post-employment benefits (contributions to pension funds)	0.0	141.6	44.9
Other long-term benefits	0.0	0.0	20.6
Termination benefits	0.0	0.0	110.2
Total	**115.9**	**1,169.0**	**2,821.5**

› Expenses in 2012

in T€	Supervisory Board	Management Board	Key employees
Current payments	121.0	1,025.3	2,294.7
Post-employment benefits (contributions to pension funds)	0.0	89.2	33.2
Other long-term benefits	0.0	0.0	18.9
Termination benefits	0.0	0.0	82.9
Total	**121.0**	**1,114.6**	**2,429.6**

Payments of T€ 115.9 were made to the members of the Supervisory Board in 2013 (2012: T€ 107.8).

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› (41) Significant events occurring after the balance sheet date

All events occurring after the balance sheet date that are important for valuation and measurement as of 31 December 2013 – such as outstanding legal proceedings or claims for damages and other obligations or impending losses that must be recognised or disclosed in accordance with IAS 10 – are included in these consolidated financial statements or are not known.

Schwechat, 7 March 2014

The Management Board:

Günther Ofner
Member, CFO

Julian Jäger
Member, COO

Subsidiaries of Flughafen Wien AG

Company	Abbre-viation	Parent company	Country	Share owned by the Group	Type of con-solidation
Flughafen Wien AG	VIE		Austria		VK
Flughafen Wien Immobilienverwer-tungsgesellschaft m.b.H.	IVW	VIE	Austria	100.0%	VK
Flugplatz Vöslau BetriebsGmbH	LOAV	VAH	Austria	100.0%	VK
Mazur Parkplatz GmbH	MAZU	VIEL	Austria	100.0%	VK
VIE International Beteiligungsma-nagement Gesellschaft m.b.H.	VINT	VIAB	Austria	100.0%	VK
VIE Liegenschaftsbeteiligungsgesell-schaft m.b.H.	VIEL	VIE	Austria	100.0%	VK
VIE Office Park Errichtungs- und Betriebsgesellschaft m.b.H.	VOPE	VIEL	Austria	100.0%	VK
Vienna Aircraft Handling Gesellschaft m.b.H.	VAH	VIE	Austria	100.0%	VK
Vienna Airport Business Park Immo-bilienbesitzgesellschaft m.b.H.	BPIB	VIEL	Austria	100.0%	VK
Vienna Airport Infrastruktur Mainte-nance GmbH	VAI	VIE	Austria	100.0%	VK
Vienna International Airport Beteili-gungsholding GmbH	VIAB	VIE	Austria	100.0%	VK
Vienna International Airport Security Services Ges.m.b.H.	VIAS	VIE	Austria	100.0%	VK
VIE Office Park 3 BetriebsGmbH	VWTC	VIEL	Austria	100.0%	VK
BTS Holding, a.s. "v likvidacii"	BTSH	VIE	Slovakia	80.95%	VK
KSC Holding, a.s.	KSCH	VIE	Slovakia	100.0%	VK
VIE (Malta) Limited	VIE Malta	VINT	Malta	100.0%	VK
VIE Malta Finance Holding Ltd.	VIE MFH	VIE	Malta	100.0%	VK
VIE Malta Finance Ltd.	VIE MF	VIE MFH	Malta	100.0%	VK
VIE Operations Holding Limited	VIE OPH	VINT	Malta	100.0%	VK
VIE Operations Limited	VIE OP	VIE OPH	Malta	100.0%	VK

Company	Abbre-viation	Parent company	Country	Share owned by the Group	Type of con-solidation
VIE ÖBA GmbH	OEBA	VIE	Austria	100.0%	VK
Vienna Auslands Projektentwicklung und Beteiligung GmbH	VAPB	VIE	Austria	100.0%	VK
City Air Terminal Betriebsgesellschaft m.b.H.	CAT	VIE	Austria	50.1%	EQ
SCA Schedule Coordination Austria GmbH	SCA	VIE	Austria	49.0%	EQ
Flughafen Friedrichshafen GmbH	FDH	VINT	Germany	25.15%	EQ
Letisko Košice – Airport Košice. a.s.	KSC	KSCH	Slovakia	66.0%	EQ
Malta International Airport p.l.c.	MIA	VIE Malta	Malta	33.0%	EQ
Malta Mediterranean Link Consortium Limited (Teilkonzern mit Malta International Airport p.l.c.)	MMLC	VIE Malta	Malta	57.1%	EQ
Columinis Holding GmbH in Liquidation	CMIS	VAPB	Austria	50.0%	EQ
GetService Dienstleistungsgesellschaft m.b.H.	GETS	VIAS	Austria	100.0%	NK
"GetService"-Flughafen-Sicherheits- und Servicedienst GmbH	GET2	VIAS	Austria	51.0%	NK
Salzburger Flughafen Sicherheitsgesellschaft m.b.H.	SFS	VIAS	Austria	100.0%	NK
VIE Shops Entwicklungs- und Betriebsges.m.b.H.	SHOP	VIE	Austria	100.0%	NK

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

Investments of Flughafen Wien AG

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

1. Subsidiaries included in the Group financial statements through full consolidation

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

Headquarters:	Schwechat
Share owned:	100 % VIE

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

IFRS values in T€	2013	2012
Assets	103,017.7	107,647.8
Liabilities	16,624.5	18,148.2
Equity	86,393.1	89,499.6
Revenue	17,042.1	16,661.0
Net profit for the period	8,417.6	10,639.1

Flugplatz Vöslau BetriebsGmbH (LOAV)

Headquarters:	Bad Vöslau
Share owned:	100 % VAH

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

IFRS values in T€	2013	2012
Assets	1,594.1	1,652.0
Liabilities	397.9	548.2
Equity	1,196.2	1,103.8
Revenue	921.0	889.4
Net profit/loss for the period	92.4	-78.3

› Mazur Parkplatz GmbH (MAZU)

Headquarters:	Schwechat
Share owned:	100 % VIEL

Operation of the Mazur car park and parking facilities.

IFRS values in T€	2013	2012
Assets	5,951.9	6,103.8
Liabilities	223.7	377.3
Equity	5,728.2	5,726.5
Revenue	2,442.1	2,434.6
Net profit for the period	1,367.7	1,369.4

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

Headquarters:	Schwechat
Share owned:	100 % VIAB

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

IFRS values in T€	2013	2012
Assets	44,874.8	44,925.3
Liabilities	4,643.2	6,806.2
Equity	40,231.6	38,119.1
Revenue	937.9	776.1
Net profit for the period	2,112.5	489.7

› VIE Liegenschaftsbeteiligungsgesellschaft m.b.H. (VIEL)

Headquarters:	Schwechat
Share owned:	100 % VIE

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

IFRS values in T€	2013	2012
Assets	33,575.1	31,267.4
Liabilities	5,910.0	6,304.0
Equity	27,665.1	24,963.4
Revenue	0.0	0.0
Net profit/loss for the period	2,701.7	-24,990.2

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

Headquarters:	Schwechat
Share owned:	100 % VIEL

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

IFRS values in T€	2013	2012
Assets	41,479.7	42,837.8
Liabilities	22,132.6	23,511.6
Equity	19,347.1	19,326.2
Revenue	3,212.8	3,367.8
Net profit for the period	1,386.9	1,303.0

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

Headquarters:	Schwechat
Share owned:	100 % VIE

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

IFRS values in T€	2013	2012
Assets	7,447.3	7,287.7
Liabilities	1,301.2	1,128.3
Equity	6,146.1	6,159.5
Revenue	12,180.5	12,133.0
Net profit for the period	2,232.1	1,582.8

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

Headquarters:	Schwechat
Share owned:	99 % VIEL 1 % IVW

Purchase and marketing of property

IFRS values in T€	2013	2012
Assets	14,147.7	11,719.0
Liabilities	9,838.9	9,370.6
Equity	4,308.8	2,348.4
Revenue	9,162.4	9,035.1
Net profit for the period	1,960.4	602.1

› Vienna Airport Infrastruktur Maintenance GmbH (VAI)

Headquarters:	Schwechat
Share owned:	100 % VIE

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

IFRS values in T€	**2013**	**2012**
Assets	6,084.5	5,961.2
Liabilities	3,452.1	3,291.2
Equity	2,632.4	2,670.0
Revenue	19,024.5	15,218.4
Net profit for the period	1,143.6	1,258.7

› Vienna International Airport Beteiligungsholding GmbH (VIAB)

Headquarters:	Schwechat
Share owned:	100 % VIE

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

IFRS values in T€	**2013**	**2012**
Assets	59,885.4	59,791.8
Liabilities	2,216.4	2,157.4
Equity	57,669.0	57,634.4
Revenue	0.0	0.0
Net profit for the period	34.7	37.8

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

Headquarters:	Schwechat
Share owned:	100 % VIE

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

IFRS values in T€	2013	2012
Assets	32,876.5	25,405.5
Liabilities	14,479.6	12,926.9
Equity	18,397.0	12,478.6
Revenue	51,441.5	47,200.6
Net profit for the period	9,591.6	4,786.8

› VIE Office Park 3 BetriebsGmbH (VWTC)

Headquarters:	Schwechat
Share owned:	99% VIEL 1% BPIB

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

IFRS values in T€	2013	2012
Assets	8,625.2	9,057.9
Liabilities	5,915.8	7,300.4
Equity	2,709.4	1,757.5
Revenue	2,329.9	2,352.0
Net profit/loss for the period	951.9	-3,243.2

› BTS Holding a.s. "v likvidacii" (BTSH)

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

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

IFRS values in T€	2013	2012
Assets	3,672.8	3,709.0
Liabilities	303.4	308.5
Equity	3,369.4	3,400.5
Revenue	0.0	0.0
Loss/net profit for the period	-31.1	2,296.4

KSC Holding a.s. (KSCH)

Headquarters:	Bratislava, Slovakia
Share owned:	47.7% VIE 52.30% VINT

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

IFRS values in T€	2013	2012
Assets	33,724.7	34,030.2
Liabilities	3,182.7	3,977.5
Equity	30,542.0	30,052.7
Revenue	0.0	0.0
Net profit for the period	489.3	901.7

VIE (Malta) Limited (VIE Malta)

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

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

IFRS values in T€	2013	2012
Assets	56,439.6	53,357.5
Liabilities	11,940.7	13,701.2
Equity	44,498.9	39,656.4
Revenue	0.0	0.0
Net profit for the period	4,842.6	3,748.1

VIE Malta Finance Holding Ltd. (VIE MFH)

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

Holding company for the subsidiary VIE Malta Finance Ltd.

IFRS values in T€	2013	2012
Assets	14,157.6	7,975.1
Liabilities	14.7	16.3
Equity	14,142.9	7,958.9
Revenue	0.0	0.0
Net profit for the period	6,184.1	7,008.6

› VIE Malta Finance Ltd. (VIE MF)

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

Purchase and sale, investment and trading in financial instruments.

IFRS values in T€	2013	2012
Assets	173,129.4	294,640.0
Liabilities	172,461.8	288,736.7
Equity	667.6	5,903.4
Revenue	0.0	0.0
Net profit for the period	665.6	5,901.4

› VIE ÖBA GmbH (OEBA)

Headquarters:	Schwechat
Share owned:	100% VIE

Provision of all types of construction and construction-related services, among others for construction projects realised by Flughafen Wien AG or other companies.

IFRS values in T€	2013	2012
Assets	906.2	3,362.9
Liabilities	440.2	2,642.4
Equity	466.0	720.5
Revenue	3,793.8	6,250.1
Net profit for the period	398.4	310.9

› Vienna Auslands Projektentwicklung und Beteiligung GmbH (VAPB)

Headquarters:	Schwechat
Share owned:	100% VIE

Acquisition of international subsidiaries and investments in other companies.

IFRS values in T€	2013	2012
Assets	214.9	224.4
Liabilities	200.9	200.9
Equity	14.0	23.5
Revenue	0.0	0.0
Loss for the period	-9.5	-25.9

› VIE Operations Holding Limited (VIE OPH)

Headquarters:	Luqa, Malta
Share owned:	99.95% VINT 0.05% VIAB

Holding company for VIE Operations Limited.

IFRS values in T€	2013	2012
Assets	156.4	256.3
Liabilities	33.3	29.0
Equity	123.1	227.3
Revenue	0.0	0.0
Net profit for the period	1,070.8	546.1

› VIE Operations Limited (VIE OP)

Headquarters:	Luqa, Malta
Share owned:	99.95% VIE OPH 0.05% VINT

Provision of support, services and consultancy for international airports.

IFRS values in T€	2013	2012
Assets	552.9	895.2
Liabilities	203.4	368.9
Equity	349.5	526.3
Revenue	925.4	734.5
Net profit for the period	597.5	461.3

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

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

Type of holding:	Joint venture
Headquarters:	Schwechat
Share owned:	50.1% VIE

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

IFRS values in T€	2013	2012
Non-current assets	8,979.4	10,056.3
Current assets	8,467.6	7,224.6
Non-current liabilities	338.7	371.8
Current liabilities	839.3	1,949.8
Equity	16,269.0	14,959.2
Revenue	10,844.8	10,364.7
Net profit for the period	1,309.8	1,091.7

SCA Schedule Coordination Austria GmbH (SCA)

Type of holding:	Associated company
Headquarters:	Schwechat
Share owned:	49% VIE

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

Values in acc. with the Austrian Commercial Code in T€	2013*	2012
Assets	661.5	744.2
Liabilities	104.3	114.5
Equity	557.3	629.8
Revenue	813.1	845.6
Loss for the period	-46.5	-18.8

* Preliminary values

› Flughafen Friedrichshafen GmbH (FDH)

Type of holding:	Associated company
Headquarters:	Friedrichshafen, Germany
Share owned:	25.15% VINT
Operation of Friedrichshafen Airport	

IFRS values in T€	**2013**	**2012**
Assets	39,907.7	40,740.5
Liabilities	33,101.2	32,762.9
Equity	6,806.6	7,977.6
Revenue	10,678.4	10,436.2
Loss for the period	-1,173.4	-4,728.6

› Letisko Košice - Airport Košice, a.s. (KSC)

Type of holding:	Joint venture
Headquarters:	Košice, Slovakia
Share owned:	66% KSCH
Operation of Košice Airport.	

Local law in T€	**2013**	**2012**
Non-current assets	35,469.7	38,191.2
Current assets	16,792.4	14,345.7
Non-current liabilities	342.8	416.0
Current liabilities	1,111.1	854.3
Equity	50,808.1	51,266.7
Revenue	7,301.2	7,292.7
Net profit for the period	780.0	1,408.9

› Malta International Airport plc. (MIA)

Type of holding:	Joint venture
Headquarters:	Luqa, Malta
Share owned:	10.1% VIE Malta 40% MMLC

Operation of Malta International Airport.

IFRS values in T€	2013*	2012**
Non-current assets	120,147.0	119,129.1
Current assets	41,960.2	35,114.5
Non-current liabilities	70,262.0	71,999.0
Current liabilities	24,861.5	19,899.3
Equity	66,983.8	62,345.2
Revenue	58,788.5	52,812.0
Net profit for the period	14,587.7	12,459.9

* Preliminary values
** Adjusted to reflect final values

This company is listed on the Malta Stock Exchange. The market price per share equalled € 2.16 as of the balance sheet date (2012: € 1.80) and the market value of the 10.1% directly owned stake was T€ 29,517.1 (2012: T€ 24,597.5).

› Malta Mediterranean Link Consortium Ltd. (MMLC) Group

Type of holding:	Joint venture
Headquarters:	La Valetta, Malta
Share owned:	57.1% VIE Malta

Holding company for the investment in Malta International Airport.

IFRS values in T€	2013*	2012**
Non-current assets	146,961.8	145,943.8
Current assets	41,999.2	35,656.6
Non-current liabilities	77,172.0	81,009.0
Current liabilities	26,858.8	21,825.0
Equity	84,930.3	78,766.4
Revenue	58,788.5	52,812.0
Net profit for the period	14,484.7	12,269.4

* Preliminary values
** Adjusted to reflect final values

Columinis Holding GmbH in Liquidation (CMIS)

Type of holding:	Joint venture
Headquarters:	Vienna
Share owned:	50% VAPB

Joint venture to acquire investments in other companies.

IFRS values in T€	2013*	2012
Non-current assets	0.0	0.0
Current assets	14.3	14.7
Non-current liabilities	0.0	0.0
Current liabilities	1.5	1.5
Equity	12.8	13.2
Revenue	0.0	0.0
Loss for the period	-0.4	-6.1

* Preliminary values

3. Investments not included in the consolidated financial statements

GetService Dienstleistungsgesellschaft m.b.H. (GETS)

Headquarters:	Schwechat
Share owned:	100% VIAS

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

Values in acc. with Austrian Commercial Code in T€	2013	2012
Assets	708.0	829.2
Liabilities	177.6	242.2
Equity	530.4	586.9
Revenue	1,488.6	2,162.1
Net profit for the period	69.3	125.9

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

Headquarters:	Schwechat
Share owned:	51% VIAS

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

Values in acc. with Austrian Commercial Code in T€	2013	2012
Assets	3,387.1	6,845.7
Liabilities	2,169.1	2,490.3
Equity	1,217.9	4,355.4
Revenue	8,756.8	7,977.7
Net profit for the period	1,060.7	828.4

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

Headquarters:	Schwechat
Share owned:	100% VIAS

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

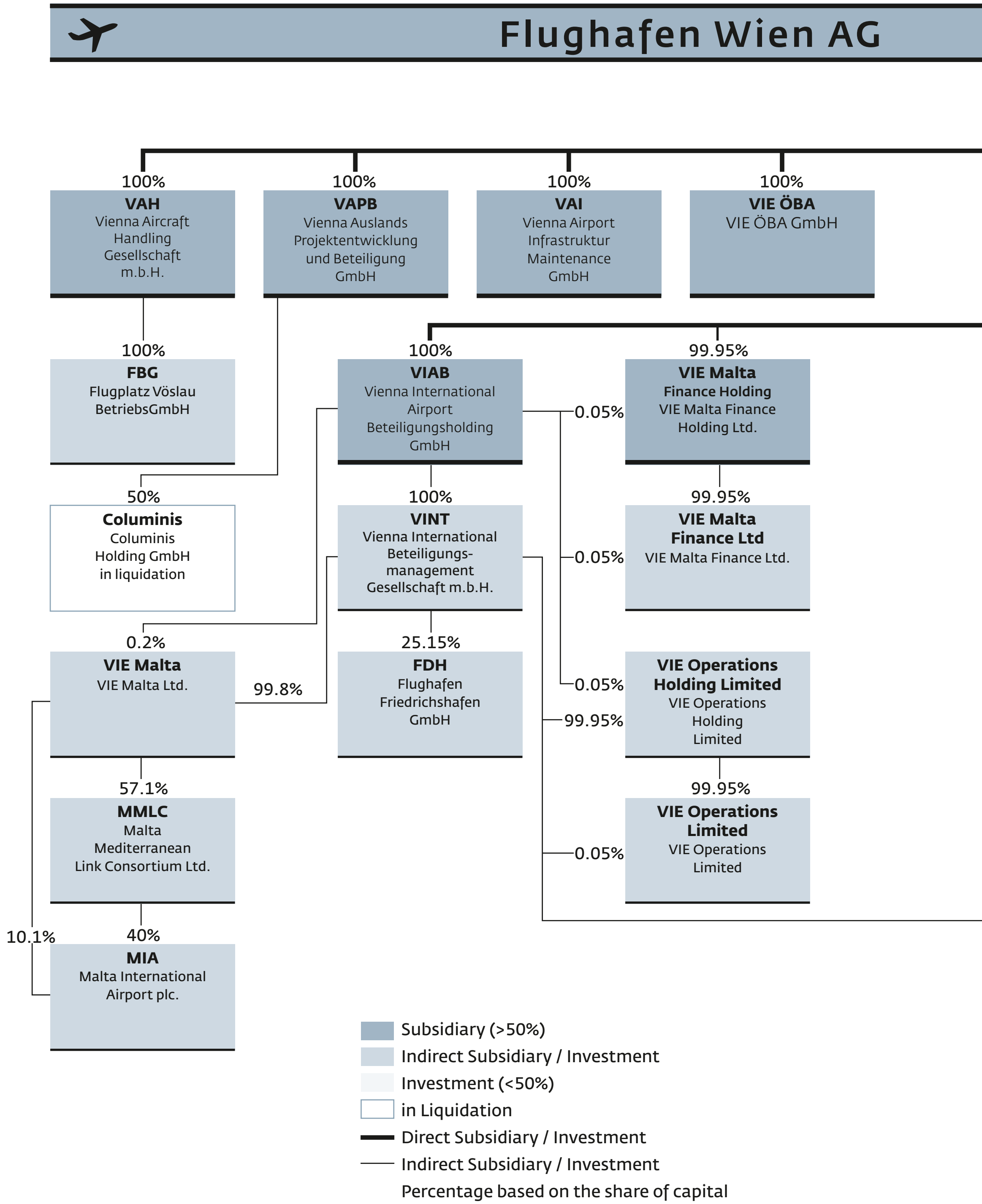
Values in acc. with Austrian Commercial Code in T€	2013	2012
Assets	49.4	51.1
Liabilities	0.1	0.0
Equity	49.4	51.1
Revenue	0.0	0.0
Loss for the period	-1.7	-2.8

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

Headquarters:	Schwechat
Share owned:	100% VIE

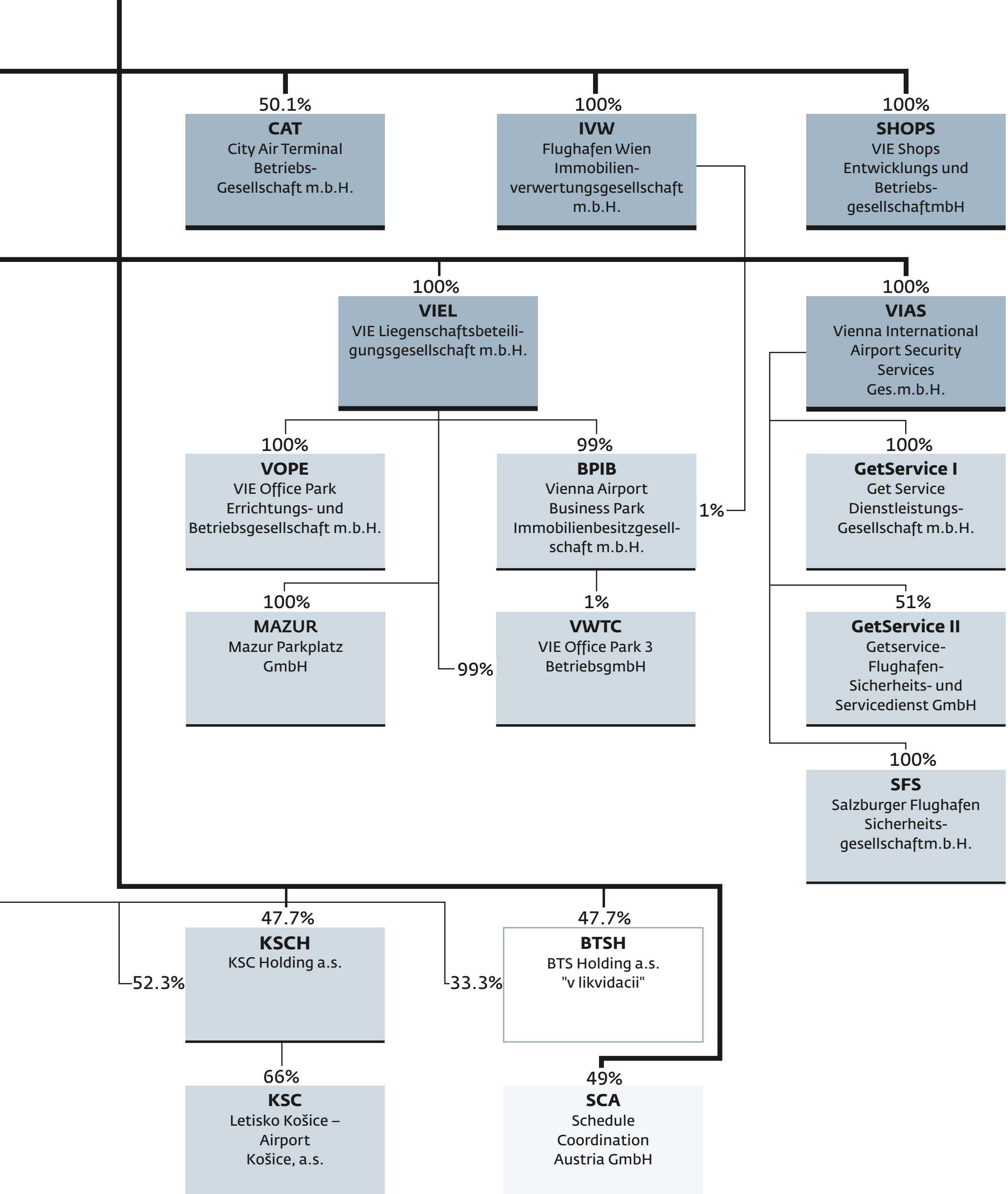
Planning, development, marketing and operation of shops at airports in Austria and other countries.

Values in acc. with Austrian Commercial Code in T€	2013	2012
Assets	1.6	4.5
Liabilities	0.0	0.0
Equity	1.6	4.5
Revenue	0.0	0.0
Loss for the period	-2.9	-3.6


Flughafen Wien AG
100%
VAH
Vienna Aircraft Handling Gesellschaft m.b.H.
100%
VAPB
Vienna Auslands Projektentwicklung und Beteiligung GmbH
100%
VAI
Vienna Airport Infrastruktur Maintenance GmbH
100%
VIE ÖBA
VIE ÖBA GmbH
100%
FBG
Flugplatz Vöslau BetriebsGmbH
100%
VIAB
Vienna International Airport Beteiligungsholding GmbH
99.95%
VIE Malta Finance Holding
VIE Malta Finance Holding Ltd.
0.05%
50%
Columinis
Columinis Holding GmbH in liquidation
100%
VINT
Vienna International Beteiligungs-management Gesellschaft m.b.H.
99.95%
VIE Malta Finance Ltd
VIE Malta Finance Ltd.
0.05%
0.2%
VIE Malta
VIE Malta Ltd.
99.8%
25.15%
FDH
Flughafen Friedrichshafen GmbH
0.05%
99.95%
VIE Operations Holding Limited
VIE Operations Holding Limited
57.1%
MMLC
Malta Mediterranean Link Consortium Ltd.
99.95%
VIE Operations Limited
VIE Operations Limited
0.05%
10.1%
40%
MIA
Malta International Airport plc.
Subsidiary (>50%)
Indirect Subsidiary / Investment
Investment (<50%)
in Liquidation
Direct Subsidiary / Investment
Indirect Subsidiary / Investment
Percentage based on the share of capital

Subsidiaries and Investments

as of 1.2.2014



Statement by the Members of the Management Board

In accordance with § 82 of the Austrian Stock Corporation Act

› Consolidated Financial Statements

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

Schwechat, 7 March 2014
The Mangement Board:

Günther Ofner
Member, CFO

Julian Jäger
Member, COO

Auditor's Report

Report on the Consolidated Financial Statements

We have audited the accompanying consolidated financial statements of

**Flughafen Wien Aktiengesellschaft,
Schwechat,**

for the **year from 1 January 2013 to 31 December 2013**. These consolidated financial statements comprise the consolidated balance sheet/consolidated statement of financial position as of 31 December 2013, the consolidated income statement, the consolidated statement of comprehensive income, the consolidated statement of cash flows and the consolidated statement of changes in equity for the fiscal year 2013 and a summary of significant accounting policies and other explanatory notes.

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

The Company's management is responsible for the group accounting system and for the preparation and fair presentation of these consolidated financial statements in accordance with International Financial Reporting Standards (IFRSs) as adopted by the EU, and the additional requirements pursuant to § 245a UGB (Austrian Commercial Code). This responsibility includes: designing, implementing and maintaining internal control relevant to the preparation and fair presentation of the consolidated financial statements that are free from material misstatement, whether due to fraud or error; selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

› Auditor's Responsibility and Description of Type and Scope of the Statutory Audit

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

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

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

› Opinion

Our audit did not give rise to any objections. In our opinion, which is based on the results of our audit, the consolidated financial statements comply with legal requirements and give a true and fair view of the financial position of the Group as of 31 December 2013 and of its financial performance and its cash flows for the year from 1 January to 31 December 2013 in accordance with International Financial Reporting Standards (IFRSs) as adopted by the EU.

› Report on the Management Report for the Group

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

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

Vienna, 10 March 2014

KPMG Austria AG
Wirtschaftsprüfungs- und Steuerberatungsgesellschaft

signed by:

Heidi Schachinger
Wirtschaftsprüferin

Michael Schlenk
Wirtschaftsprüfer

(Austrian Chartered Accountants)

Glossary

- **Austro Control:** Agency responsible for safe and economical air traffic operations in Austrian air space
- **Catchment Area:** Geographical region where passengers can reach Vienna International Airport within a two-hour drive, or where the travelling time to Vienna is shorter than to any other comparable airport
- **Flight Movements:** Take-offs and landings Handling: Various services required by aircraft before and after flights Home Carrier: Domestic airline
- **Hub:** Transfer airport
- **Incentive**: Promotional measure that uses tariffs to encourage airlines to add new flight connections and increase frequencies
- **Issuer Compliance Guideline:** Directive that establishes principles for the distribution of information in a company and related organisational measures to prevent the misuse of insider information; effective as of 1 November 2007
- **Maximum Take-off Weight (MTOW):** Maximum allowable take-off weight determined by manufacturer for each type of aircraft
- **Minimum Connecting Time:** The minimum amount of time needed for passengers and their baggage to make their connecting flights without difficulty
- **Noise Protection Programme:** Agreement reached as part of the mediation contract; under certain conditions, the installation of special windows to protect the health and living quality of neighbouring residents is financed at least in part by Flughafen Wien
- **Noise Charge:** A charge based on the amount of noise produced by aircraft; part of this fee has been charged since July 2010
- **Noise Zone:** Sector in which a specific noise level is exceeded
- **One-Roof Concept:** Inclusion of all building functions under a single roof Ramp Handling: Services related to the loading/unloading of aircraft, baggage handling, catering transport, cabin cleaning and sanitary services, passenger transport, push-back etc.
- **Trucking:** Air cargo transported by lorries (substitute means of transportation)
- **Check-in 3:** An extension of the existing terminal constructed in stages and connected with the existing Check-in 2 on the northeast side
- **VISITAIR Center:** Exhibition and information centre on Vienna Airport that opened in 2007.

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Calculation of Financial Indicators

- **Asset Coverage:** Fixed assets / total assets
- **Asset Coverage 2:** (Equity + long-term borrowings) / fixed assets
- **Capital Employed:** Property, plant and equipment + intangible assets + noncurrent receivables + working capital
- **EBITDA Margin:** (EBIT + amortisation and depreciation) / revenue
- **EBIT Margin:** EBIT / revenue
- **Equity Ratio:** Equity / balance sheet total
- **Gearing:** Net debt / equity
- **Net Debt:** (Current and non-current financial liabilities) – cash and cash equivalents – current securities
- **ROCE (Return on Capital Employed after Tax):** EBIT after taxes / average capital employed
- **ROE (Return on Equity after Tax):** Net profit for the period / average equity
- **ROS (Return on Sales):** EBIT / turnover Weighted Average Cost of Capital
- **(WACC):** Weighted average cost of equity and debt
- **Working Capital:** Inventories + current receivables and other assets – current tax provisions – other current provisions – trade payables – other current liabilities

Abbreviations

- **ACI:** Airports Council International
- **BMVIT:** Austrian Federal Ministry for Transport, Innovation and Technology
- **CO_2:** Carbon dioxide
- **ECAC:** European Civil Aviation Conference
- **IATA:** International Air Transport Association (umbrella organisation of the airlines)
- **ICAO:** International Civil Aviation Organization
- **NOx:** Nitrogen oxide
- **OAG:** Official Airline Guide
- **PAX:** Passenger
- **TSA:** Transportation Security Administration (agency of the US Department of Homeland Security)
- **VIAS:** Vienna International Airport Security Services GesmbH

www.viennaairport.com