

Environmental Report Austrian Airlines

Reporting Year 2024

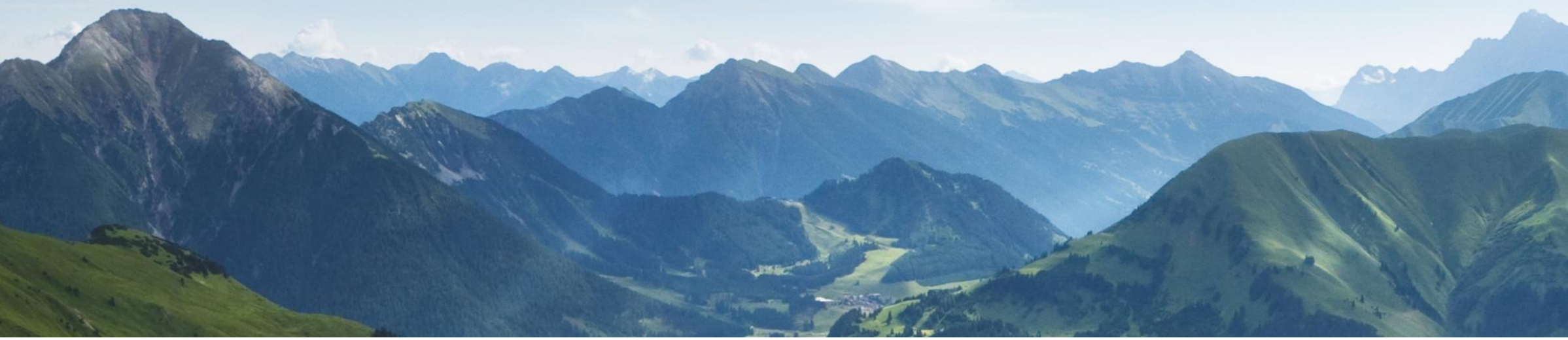


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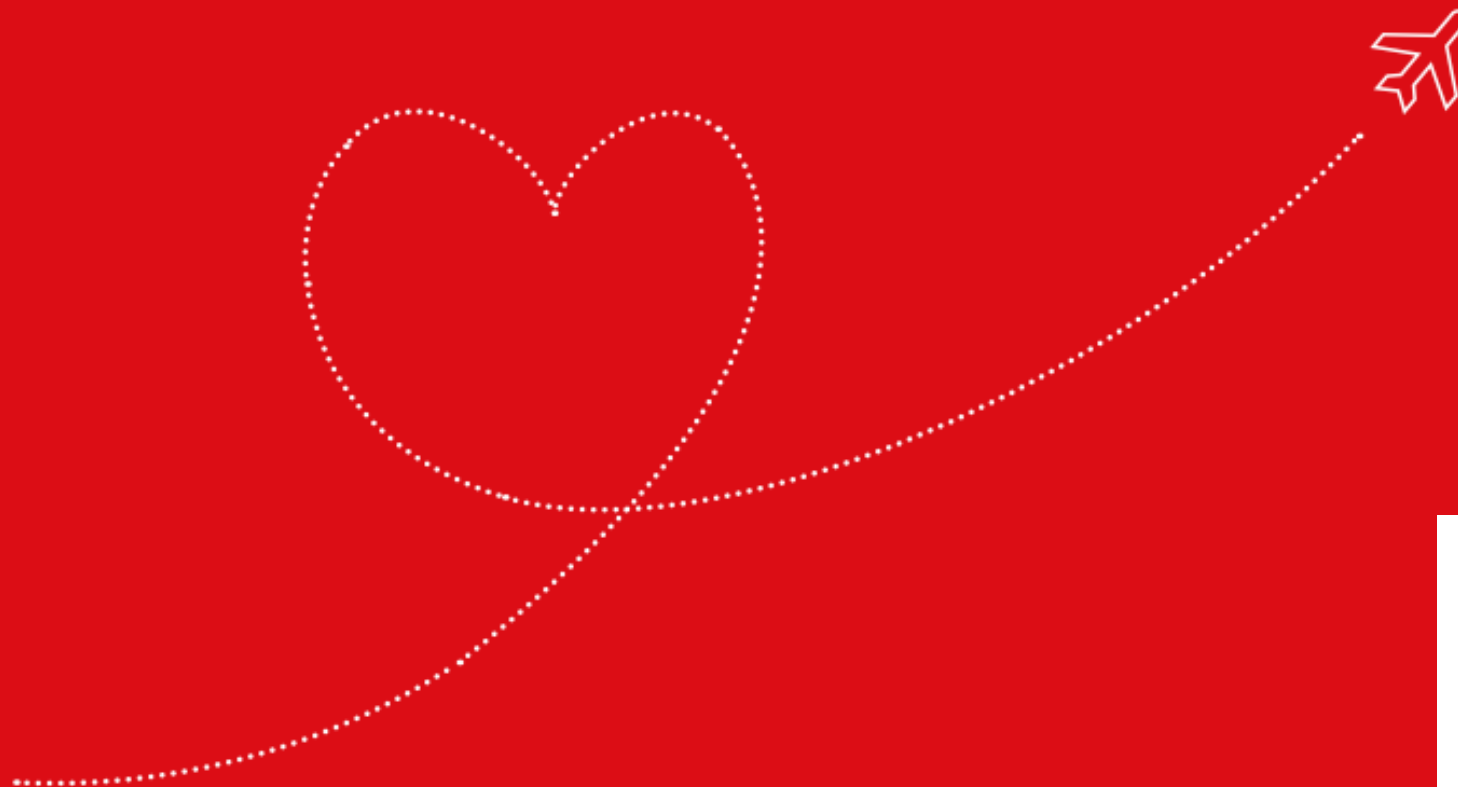
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01

**Our
Company**

Foreword

Dear Reader,

as Austria's home carrier, we are proud of not only transporting passengers but also in fostering connections between people, cultures, and economies, in a sustainable way.

Over the past year, we have further embedded sustainable practices into our daily operations, reinforced our internal culture of environmental responsibility, and enhanced our collaboration with partners both within and outside the aviation industry. Despite facing complex challenges, including geopolitical uncertainties and evolving regulations, we remain committed to progress through innovation, collaboration, and reliability.

We are pleased to share that for the third consecutive year, Austrian Airlines has successfully maintained its EMAS (Eco-Management and Audit Scheme) certification. This esteemed European accreditation provides us with a structured and transparent framework for enhancing our environmental performance and ensuring continuous improvement.

In 2024, we continued our commitment to modernising our fleet with the introduction of two Boeing 787 Dreamliner aircraft, renowned for their fuel efficiency. Additionally, we have implemented innovative technologies, such as AeroSHARK, a fuel-saving aerodynamic film, on four of our Boeing 777-200ER aircraft, marking another significant step on our journey toward CO₂ reduction.

We also expanded our offerings for more sustainable travel options for our guests. In 2024, we were delighted that our Green Fares for more sustainable flying were booked more than 142,000 times.

These initiatives represent just a glimpse of our ongoing commitment to environmental responsibility. In this report, you will find a detailed overview of our key sustainability topics and performance figures for 2024, alongside the values that continue to guide us, embodying the warmth and hospitality that define Austrian Airlines.

Thank you for being a part of this journey with us, and we hope you enjoy reading this report!



COO
Austrian Airlines
Francesco Sciortino

CEO & CFO
Austrian Airlines
Annette Mann

About Austrian Airlines

Austrian Airlines is the national carrier of Austria, connecting Austria with Europe and the world via Vienna airport.

We are a full-service carrier, serving over 120 destinations worldwide and operating our hub Vienna in the centre of Europe.





Our technical division, Austrian Technik, is responsible for maintenance and repair of a significant amount of our fleet directly in Vienna.

In total, a dedicated team of more than 6,000 employees ensures that Austrian hospitality takes off safely on board our flights – around 330 times each day.

Austrian is part of Lufthansa Group and a member of the Star Alliance.

 <p>120 DESTINATIONS</p>	 <p>119,127 FLIGHTS</p>	 <p>1,025 PILOTS</p>
 <p>823 EMPLOYEES AT THE TECHNICS</p>	 <p>1,187 ADMINISTRATIVE EMPLOYEES</p>	 <p>50 APPRENTICES AND DUAL STUDENTS</p>

CORPORATE KEY FIGURES (01.01.2024 – 31.12.2024)

 <p>2,342 FLIGHT ATTENDANTS</p>	 <p>678 EMPLOYEES GROUND HANDLING</p>
 <p>6,105 EMPLOYEES</p>	 <p>14,58 PASSENGERS (MIO.)</p>

FLEET OVERVIEW

29



AIRBUS A320

5



AIRBUS A320neo

6



AIRBUS A321

17



EMBRAER 195

6



BOEING 777

3



BOEING 767

2



BOEING 787

68
TOTAL

Our values



Employees' voice



MARIO ROSSMANN
Cockpit

“With the Ops Sustainability Pilots, we have created multipliers and contacts for more sustainable flight operations – practical, well-founded and directly in the cockpit. In doing so, we promote awareness for more environmental protection in daily flight operations, without neglecting safety or punctuality. For me, sustainability starts with attitude, and with the willingness to take responsibility.”

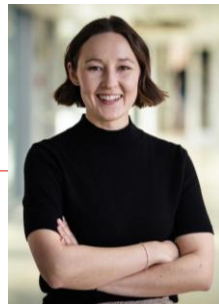


“Customer insights show varying levels of awareness about our sustainable products. One of our solutions is “SAFt”, a microdrink product that combines useful information with a meaningful experience. While enjoying this onboard beverage, guests are introduced to SAF in an engaging way. SAFt sparks curiosity and encourages our guests to add SAF to future bookings.”



AGNES RENZ
Customer Experience

FRANZISKA BOSE
Strategy



“Sustainability is a core part of our corporate strategy. By embedding ESG topics within the Strategy department, we align our environmental approach with business priorities. We are setting clear targets and sharpening our focus, our EMAS certification reflects this continued commitment.”



“Applying the AeroSHARK technology to our Boeing 777 fleet was an exciting challenge for Austrian Technik! Ensuring that the riblet film was installed smoothly and precisely, without any wrinkles or bubbles, required meticulous planning and teamwork. We are proud to have completed the project on schedule and to our high-quality standards, while also contributing directly to lowering CO₂ emissions through innovative solutions.”

DANIEL DVORAK
Technics



Driving sustainability together

ENVIRONMENTAL COORDINATORS

Effective environmental management thrives on active employee engagement. Over 40 Environmental Coordinators bridge their departments with the environmental team, dedicating their time, expertise, and passion to enhance Austrian Airlines' environmental performance and foster sustainable thinking throughout the company.



ENVIRONMENTAL TEAM

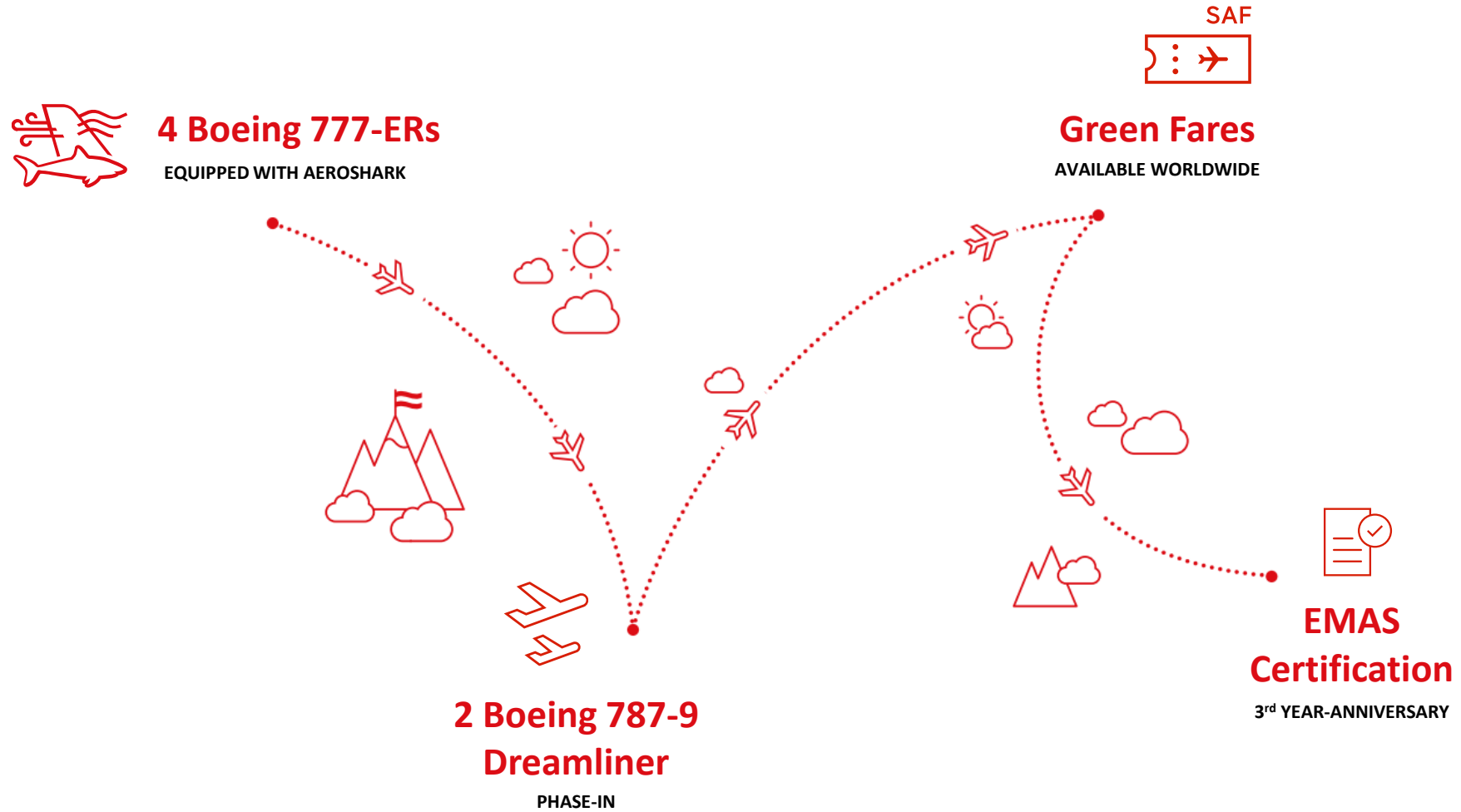
The environmental team supports departments with project implementation, fostering open communication, and networking among relevant individuals. They integrate environmental aspects across the company, driving the achievement of environmental goals. By ensuring access to essential information and resources, they enhance environmental performance. Additionally, they oversee quality assurance and manage external reporting to maintain transparency and accountability.



02

**Our
Responsibilities**

2024 Milestones



Key environmental aspect: CO₂ emissions

Carbon dioxide (CO₂) is among the most pressing and manageable environmental aspects facing both society and the aviation industry.

In line with the goals of the Paris Climate Agreement, our top priority is to decarbonize our flight operations. While CO₂ emissions per passenger kilometre have already been reduced by over 40% since the 1990s, further absolute reductions are essential. Elevated CO₂ levels in the atmosphere trap heat, accelerating global warming, melting glaciers and polar ice, and contributing to rising sea levels.

CO₂ REDUCTION DESPITE COMPLEX CHALLENGES

Austrian Airlines is actively taking steps to reduce emissions; however, the path forward is complex.

The delivery of next-generation, fuel-efficient aircraft has been slowed by global supply-chain challenges. Recent geopolitical tensions, such as the war in Ukraine, have impeded the utilization of Russian airspace for a period of nearly three years. This has had a substantial impact on the efficiency of long-haul routes to Asia, leading to an increase in flight times and a rise in fuel consumption. At the same time, Sustainable Aviation Fuel (SAF) remains both costly and

limited in supply. Environmental compliance costs linked to expanding European climate regulations are also increasing steadily. Despite these headwinds, we continue, together with our employees, to take concrete action every day and we are committed to accelerating efforts to reduce our CO₂ emissions across all areas of our operations.

AMBITIOUS LUFTHANSA GROUP CLIMATE ACTION GOALS

The Lufthansa Group, including Austrian Airlines, has defined a specific CO₂ reduction target by 2030 in line with the goals of the Paris Climate Agreement, which was also validated in August 2022 by the independent Science Based Targets initiative (SBTi). It aims to halve its net carbon emissions from flight operations by 2030 compared to 2019 and achieve carbon neutrality by 2050.

To reduce our CO₂ emissions, we are focusing on modernizing our fleet, using Sustainable Aviation Fuel (SAF) and increasing operational efficiency. We supplement these CO₂ reduction measures with intermodal partnerships and contributions to climate protection projects.





EFFICIENT FLYING (FLIGHT OPERATIONS) - AEROSHARK

A LITTLE MORE EFFICIENT EVERY DAY

Optimized approach routes, weight reduction and digitalization processes help to make our flight operations more and more efficient in terms of fuel consumption.



AUSTRIAN AIRLINES REDUCES CO₂ WITH SHARKSKIN TECHNOLOGY



In 2024, Austrian Airlines began equipping its Boeing 777-200ER fleet with AeroSHARK technology. This innovative surface technology is based on the structure of sharkskin: a micro-textured riblet film that is applied to the aircraft's fuselage and engine nacelles. These riblets reduce aerodynamic drag by optimizing the airflow during flight, resulting in greater fuel efficiency, up to one percent less fuel consumption per flight. Applied to four Boeing 777-200ER aircraft, the technology has the potential to reduce fuel consumption by approximately 2,600 tonnes and cut CO₂ emissions by more than 8,300 tonnes over the 2.5 years during which the aircraft are planned to be in operation. That is roughly equivalent to 46 flights from Vienna to New York.

Especially on long-haul routes, where flight frequency and distances are high, such efficiency gains make a meaningful contribution to reducing emissions.

AeroSHARK was developed by Lufthansa Technik and BASF and is certified for commercial use. Unlike major structural modifications, it is a lightweight, retrofittable solution that does not affect aircraft safety, handling, or maintenance procedures. While it is already in use across several carriers within the Lufthansa Group, Austrian Airlines is the first airline worldwide to equip the Boeing 777-200ER with AeroSHARK, with its first equipped aircraft having taken off in January 2025.

This technology complements other sustainability efforts within the company, including the progressive use of Sustainable Aviation Fuel (SAF), continuous fleet renewal with more fuel-efficient aircraft, and digital tools like the Flight Profile Optimizer for operational efficiency. AeroSHARK exemplifies how nature-inspired innovations can help make aviation more sustainable, contributing to the airline's ongoing efforts to lower its environmental footprint, while maintaining the highest operational standards.



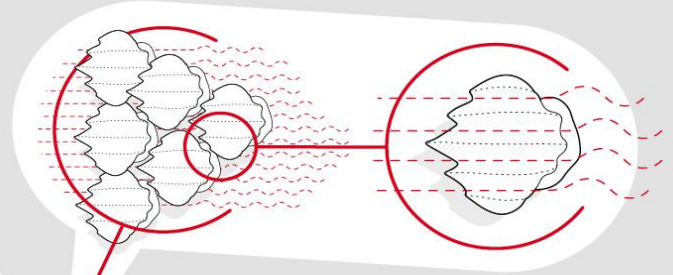
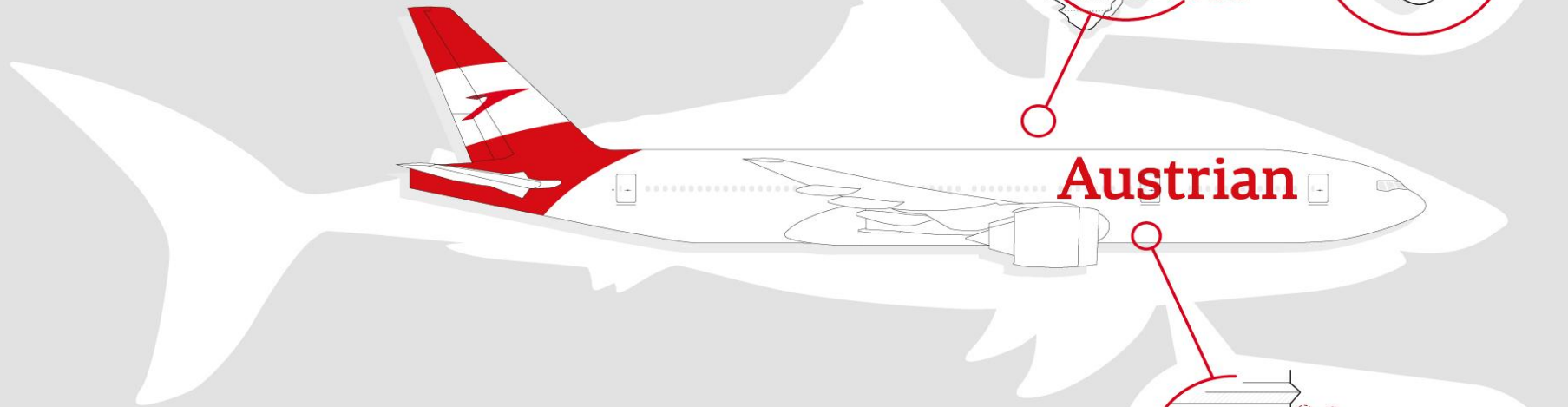
EFFICIENT FLYING (FLIGHT OPERATIONS) - AEROSHARK

4 x

Austrian Boeing 777-200ER

2.650 t

Fuel savings

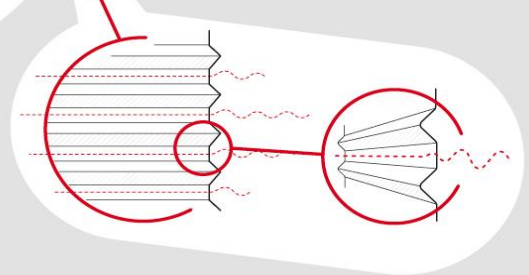


8.300 t

CO₂ reduction =
46 flights from Vienna to New-York

830 m²

Film = larger than
a football penalty area





EFFICIENT FLYING (FLIGHT OPERATIONS) – HOW WE ARE SHAPING THE PILOT MINDSET

SUSTAINABLE FLYING STARTS IN TRAININGS

We are continuously working to strengthen the role of sustainability within pilot training. In 2024, several steps were taken to better embed efficiency and environmental awareness into both theoretical and practical training formats.

A key initiative was the enhancement of our web-based recurrent training, where pilots were shown detailed performance data on the application of more sustainable operating procedures. In addition to quantitative figures, the training featured best-practice benchmarks, enabling pilots to assess whether a particular procedure is situationally appropriate and how their own application compares.

To broaden awareness further, the training also covered topics such as Sustainable Aviation Fuels (SAFs) and selected fleet-specific procedures with sustainability relevance. These topics were additionally incorporated into simulator briefing materials across most of our fleets, laying the foundation for a more structured integration of sustainability into simulator training.

Another significant step was Austrian's entry into the Lufthansa Group OPS Sustainability Pilots Project. As the fourth airline to join the program, we committed to training a dedicated group of pilots as sustainability multipliers – advocates who will help promote sustainable thinking and action throughout the pilot community.



SETI GREEN PROCEDURES

Single Engine Taxi-In (SETI) involves taxiing an aircraft using only one engine after landing, aimed at saving fuel and reducing emissions.

In 2024, Austrian Airlines' fleet effectively utilized SETI, saving 672.9 tonnes of fuel and cutting CO₂ emissions by 2,126 tonnes.

2024 HIGHLIGHT



2,126 tonnes

OF CO₂ EMISSIONS AVOIDED WITH THE IMPLEMENTATION OF SETI PROCEDURES



FLEET MODERNISATION

Fleet renewal is one of the most effective strategies we have to reduce emissions.

WELCOMING THE DREAMLINER

In 2024, we proudly reached a significant milestone by welcoming the first two Boeing 787-9 Dreamliners into our long-haul fleet. The remarkable efficiency of this type translates into significantly reduced CO₂ emissions per seat. Thanks to lightweight materials, advanced aerodynamics, and fuel-

efficient engines, we are opting for one of the most innovative long-haul models on the market. At around 2.5 litres of fuel per passenger per 100 kilometres of flight distance, fuel consumption is up to 20% lower compared to a Boeing 767, thus enabling a reduced CO₂ impact.

In the coming years, Austrian Airlines plans to gradually transition its entire widebody fleet to Boeing 787-9 aircraft.



SUSTAINABLE AVIATION FUEL (SAF)

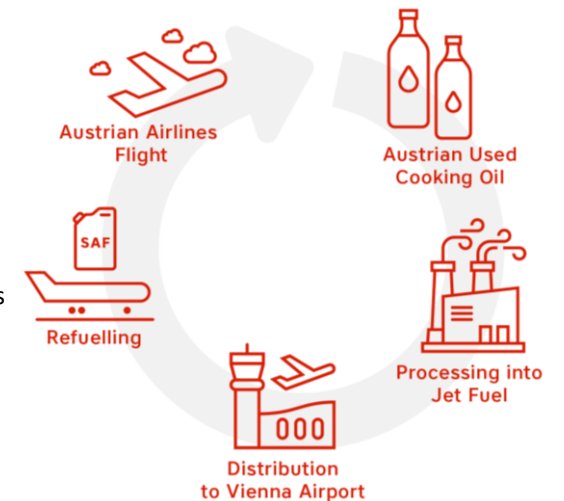
Sustainable Aviation Fuel (SAF) is vital for reducing carbon emissions from aviation. SAF is produced from renewable resources, like used cooking oil, and offers the potential to cut lifecycle CO₂ emissions by up to 80% compared to traditional fossil-based kerosene. As a “drop-in” fuel, SAF can seamlessly integrate with existing aircraft engines and airport infrastructure, eliminating the need for technical modifications.

In collaboration with the Lufthansa Group, Austrian Airlines has been a strong advocate for the use and advancement of SAF for several years. In 2024, we utilized approximately 1,900 tonnes of SAF. Despite current limitations in availability, SAF represents only a small portion of our total fuel consumption. However, Austrian Airlines aims to gradually increase the use of SAF and to use more than the legally required amounts starting in 2025.

HOW DOES SAF WORKS?

The SAF currently available and used by the Lufthansa Group is produced from biogenic residues, such as used cooking oils.

As a so-called “drop-in” fuel, SAF is chemically identical to fossil fuel and can be mixed with it without any problems. Although the combustion of SAF also releases CO₂, the production of SAF causes far fewer CO₂ emissions than the production of fossil fuel, as SAF is produced from renewable raw materials and not from crude oil. This production reduces the emissions of SAF by around 80% over its entire life cycle compared to fossil fuel.



2024 HIGHLIGHT



2 BOEING

787-9 DREAMLINER
PHASE-IN





GROUND OPERATIONS

Ground Operations play a crucial role in Austrian Airlines' efforts to reduce CO₂ emissions beyond the flight deck.

TOWARDS CLEANER OPERATIONS WITH HYDROGEN TECHNOLOGY

Since October 2024, we have embarked on an exciting journey to explore hydrogen as an energy source for ground handling at Vienna Airport. Through a pilot project, we are proud to introduce the innovative "H2Genset" hydrogen generator developed by TEST-FUCHS into a real-world environment for the very first time. This cutting-edge system, when paired with a highly efficient frequency converter from Dynell, enables the emission-free power supply of an Airbus A320 during maintenance activities on the apron.

This initiative presents Austrian Airlines and our partners with invaluable opportunities to gain hands-on experience with hydrogen technologies, assess infrastructure requirements, and pave the way for more widespread applications of hydrogen in airport operations.



INTERMODALITY

Under the motto "From train to flight", we are continuously expanding multimodal travel for our guests by combining train and flight travels to make our guests' journey as comfortable and environmentally friendly as possible.

FROM TRAIN TO FLIGHT

Through our ongoing AIRail cooperation with ÖBB, we offer now more than 60 daily connections from the city centres of Linz, Salzburg, and Graz to Vienna Airport, connecting travellers to our global network. Since December 2024, the city of Innsbruck has joined the AIRail network, adding another major connection in Western Austria. This year, we also celebrate a special milestone with the 10th anniversary of our AIRail service, ten years of linking cities to the world more sustainably.



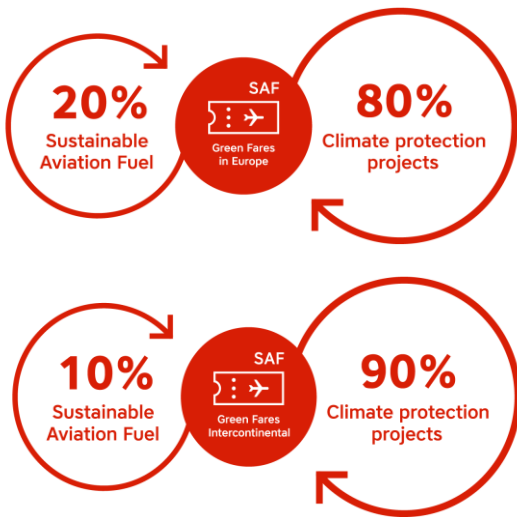
PASSENGER GREEN PRODUCTS

GREEN FARES WORLDWIDE

As part of our commitment to more sustainable travel, Austrian Airlines, together with the Lufthansa Group, offers Green Fares, a fare that includes the full offset of individual, flight-related CO₂ emissions through the use of Sustainable Aviation Fuel (SAF) as well as a contribution to high-quality climate protection projects. On continental routes, a reduction of 20 percent of CO₂ emissions is achieved through SAF, while the remaining 80 percent is offset through climate protection projects.

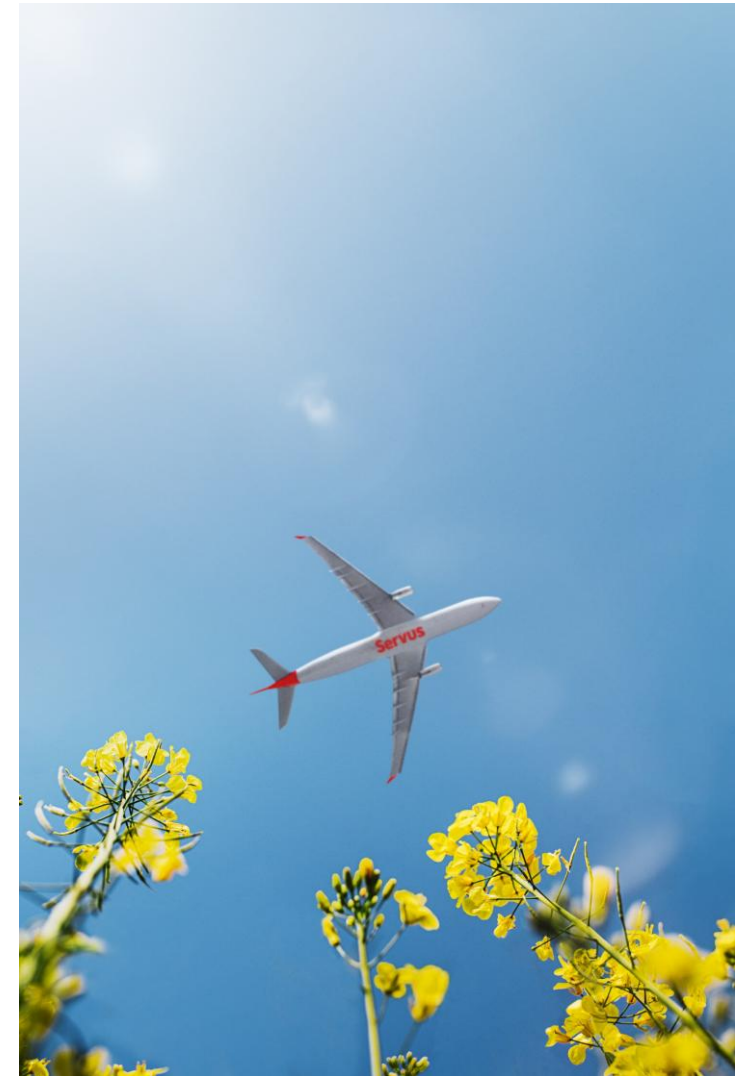
Since December 2024, we have significantly broadened our Green Fares offerings, making them available on long-haul flights across the Lufthansa Group network, in which 10% of flight-related CO₂ emissions are reduced by using SAF and 90% are compensated via a contribution to high-quality climate protection projects. In total, Green Fares can now be booked on more than 850,000 flights per year across all travel classes within the Lufthansa Group.

In 2024, over 142,000 passengers purchased a Green Fare at Austrian Airlines, and 1.3 million customers with Green Fares were welcomed on board across the whole Lufthansa Group.



2024 HIGHLIGHT LUFTHANSA GROUP

143,000 tonnes
OF FOSSIL CO₂ REDUCED / COMPENSATED BY THE USE OF SAF OR OFFSETTING





PASSENGER GREEN PRODUCTS

CONTRIBUTION TO CLIMATE PROJECTS

Our passengers can actively contribute to offsetting the CO₂ emissions of their flights by supporting our climate protection projects in Austria and worldwide.

Since 2008, we have collaborated with our national partner Climate Austria, which was launched as a joint initiative together with the Vienna International Airport, Kommunalkredit and the Ministry of the Environment. The Lufthansa Group aims to promote the development of the CO₂ offset market toward new technologies and the removal of CO₂ from the atmosphere. With the portfolio expansion, we began collaborating with

providers such as myclimate, SQUAKE, and ClimatePartner in addition to Climate Austria in 2024.

All projects in the Lufthansa Group's climate project portfolio are certified according to the highest available standards, such as the Gold Standard. In 2024, 606,000 tonnes CO₂ volume were offset through climate projects with high standards across the Lufthansa Group, thereof 581,000 tonnes by customers and 75,000 tonnes by the Lufthansa Group for own business trips ⁽¹⁾

(1) Excluding contracted leases



SAFt

Developed exclusively in collaboration with the renowned Viennese company waterdrop®, Austrian Airlines is proud to present SAFt, a unique microdrink and part of our Melangerie summer range.

More than just a refreshing drink, SAFt raises awareness about Sustainable Aviation Fuel (SAF) and gives passengers the chance to contribute to flying more sustainably.

With every onboard purchase of SAFt, passengers fund one litre of SAF, which will be used on future flights. Compared to conventional fossil fuels, SAF can reduce CO₂ emissions by around 80 per cent over its lifecycle, making it one of the most effective ways to make aviation more sustainable.

Non-CO₂ emissions

UNDERSTANDING NON-CO₂

Aviation's climate impact goes beyond CO₂ emissions. Other emissions, such as water vapor (H₂O), nitrogen oxides (NO_x), and soot particles, can contribute to long-lasting contrails and cirrus clouds at high altitudes. They are formed when exhaust particles and water vapour emissions from engines freeze into ice crystals in sufficiently cold and humid layers of air and fan out over a longer period of time. Depending on the geographical location and time of day, these contrails can have a cooling or warming effect. However, many of these effects are still not fully understood, and calculating their exact contribution remains complex.

100 FLIGHTS PROGRAM

To address this, the Lufthansa Group is participating in the "100 Flights Program" in collaboration with partners such as TUIfly, Condor, DHL, German Air Traffic Control (DFS) and Eurocontrol. As part of this program, which has been coordinated with the German Federal Ministries BMWK and BMDV, 100 scheduled flights will fly around climate-sensitive areas using newly developed forecasting tools and analysed weather data. The German Aerospace Center (DLR) and the German Meteorological Service are evaluating the test flights.



Waste



Efficient waste management is integral to Austrian Airlines environmental approach, focusing on waste from offices, lounges, technical facilities, and aircraft, providing both unique opportunities and challenges for effective processing and disposal.

DIVERSITY AND COMPLEXITY OF THE WASTE LANDSCAPE

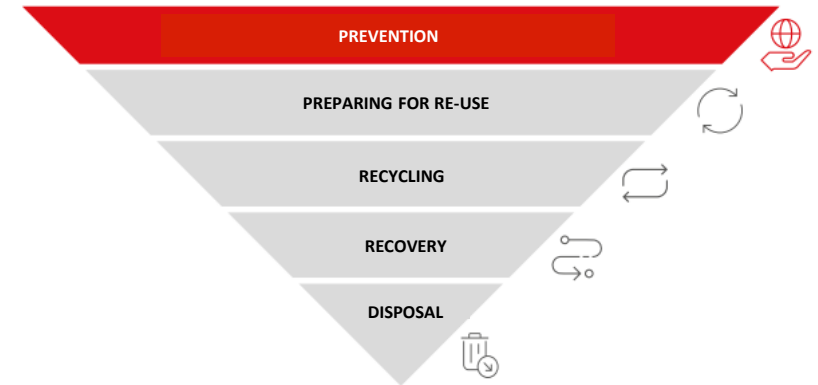
For waste generated from our office premises and technical facilities, we have gathered comprehensive data on quantities and types, empowering us to make informed, data-driven improvements. Due to these effective waste management initiatives, we have achieved a 61.5% reduction in non-hazardous waste since 2019, as well as a reduction of approximately 9% in hazardous waste.

In contrast, managing waste from flight operations presents significantly greater complexities. Our extensive global route network requires adherence to the waste regulations of each individual country, making diligent material and waste management challenging. Data-supported decisions for waste reduction are complex due to limited records maintained by our international catering partners, compounded by numerous

legal regulations. For instance, some waste cannot be recycled if it has come into contact with food waste on international flights. Recognizing the importance of managing waste generated onboard our flights, we have prioritized our initiatives as follows:

- Enhancing data capabilities through collaboration with stakeholders like manufacturers, catering partners, and waste treatment partners.
- Aligning with the Austrian Waste Management Act and the European Union's waste hierarchy, prioritizing waste prevention, followed by reuse, recycling, energy recovery, and disposal.
- Working with the Lufthansa Group and IATA to ensure sustainable development aligns with political frameworks, reflecting our commitment to environmental responsibility and progress.

WASTE HIERARCHY



We have successfully reduced the number of single-use plastic items used onboard from 73 to 37. While a few packaging items, such as those for cocktail napkins and cups with seals, remain to be addressed, we are unwavering in our dedication to finding innovative solutions that support the circular economy. This commitment particularly focuses on reusable items that have reached the end of their operational life in flight services.

Over the past six years, we have been diligently collecting passengers' plastic cups onboard our aircraft. As a result of these efforts, more than 21 tonnes of plastic waste were recycled in a meaningful way throughout 2024.

Waste



NEW AMENITY KITS

In 2024, Austrian Airlines introduced new amenity kits for our Premium Economy passengers. Thoughtfully designed to enhance comfort and accessibility, each kit features braille script for ease of use and includes essentials such as a comforting eye mask, cozy knitted socks, a dental kit, and handy earplugs for a restful journey. The bag and packaging are crafted using environmentally friendly materials, including bamboo, recycled plastic bottles, and renewable kraft paper, all meticulously chosen for their ability to be recycled after use.

SUPPORTING LOCAL COMMUNITIES

In the spirit of giving and community support, our Cabin Crew Members at Austrian Airlines embarked on a heartwarming initiative during late autumn. They diligently collected unused items from our amenity kits, including socks, toothbrushes, lip balm, and more, with the aim of

making a meaningful contribution to those in need. These items were carefully sorted and entrusted to the Red Cross, where they were thoughtfully repackaged as Christmas gifts for people in vulnerable situations.



Aircraft noise

NOISE IS A SIGNIFICANT LOCAL EMISSION

Despite their central importance to the national and global economy, flight operations can also be a burden. For example, they can generate noise in the immediate vicinity of an airport. This occurs during flight, both from the engines and from the vortices of the airflow around the aircraft. The altitude of the aircraft relative to the ground plays a crucial role. While aircraft noise at cruising altitude is generally not perceptible, it increases at low altitudes during take-off and landing.

Factors such as size, weight, approach or departure procedures, flight routes and the technical equipment of an aircraft can influence noise emissions. Noise pollution can be reduced through active and passive noise protection measures. Our primary goal is to implement active noise protection measures to reduce aircraft noise at the source in a sustainable way.

We are pursuing measures along the following four lines of action:



**INVESTMENT IN MORE
QUIET AIRCRAFT**



**IMPLEMENTATION OF NOISE-
REDUCING TECHNOLOGY FOR
THE EXISTING FLEET**



**DEVELOPMENT OF OPTIMIZED
FLIGHT PROCEDURES AND FLIGHT
ROUTES**



**DIALOGUE WITH AIRPORT
ADJACENT COMMUNITIES AND
OTHER STAKEHOLDERS**

Aircraft noise

QUIET HEROES: THESE NOISE-REDUCING MEASURES ARE ALREADY IN USE

Modern aircraft models, such as the Airbus 320neo, are valuable contributors to noise reduction. An Airbus A320neo is approximately half as loud as its predecessor.

- The existing fleet is continuously being retrofitted with noise-reduction technologies. Since 2024, all aircraft in our Airbus A320 fleet are fitted with "vortex generators", which suppress whistling noises during take-off and landing.
- Austrian Airlines has developed and approved an innovative, noise-reducing approach procedure for further evaluation at Vienna Airport.
- To consider local interests, Austrian Airlines maintains an open dialogue with affected parties and interested individuals. 2025 marks the 20th anniversary of Austrian Airlines' participation in the Dialogue Forum at Vienna Airport, making significant contributions to the sustainable reduction of noise levels in the airport region.

Fleet modernization remains a top priority for reducing aircraft noise at its source. In 2024, 99.6% of the operational Lufthansa Group fleet meets the aircraft noise standards set by ICAO in Chapter 4 of the Chicago Convention.



WITH OR WITHOUT VORTEX GENERATOR?

The links below will take you to audio samples of an Airbus A320 approaching Frankfurt Airport, first with a vortex generator installed and then without one. Can you hear the difference?

 [WITHOUT VORTEX GENERATOR](#)

 [WITH VORTEX GENERATOR](#)



Environmental awareness

To enhance our environmental performance, we engage all employees in our sustainability journey by raising awareness about achievements, goals, and the challenges of environmentally friendly transformation. A conscious change in employee behaviour is pivotal for improved sustainability. We measure progress and foster it through effective communication and interactive voluntary initiatives, maintaining our commitment to continuous improvement.

COMMUNICATION

- Regular dialogue with management
- Intranet for employees
- External communication through website and social-media

CONTINUITY

- Communication topics integrated through PDCA EMAS circle

MEASURABLE RESULTS

- Tracking of all environmental-related topics

INTERACTIVITY

- Welcome Day for new employees
- Clean-Up Week
- Aeropolitical breakfast
- Sustainability pilot trainings



2024 MINDFUL TRAVELING CAMPAIGN

In 2024, we proudly launched the "Mindful Travelling Campaign," addressing our CO₂ reduction efforts with engaging video content. Our "Expectations vs. Reality" series featured colleagues sharing specific steps to enhance sustainability, covering

topics like Sustainable Aviation Fuel (SAF), Operational Efficiency, Aircraft Maintenance, Fleet Renewal, and Food Waste reduction. This campaign aims to deepen awareness and understanding of our sustainability initiatives informatively.



[▶ LINK TO OUR OPERATIONAL EFFICIENCY MINDFUL TRAVELING CAMPAIGN VIDEO](#)

Environmental awareness

CREW CUP DISTRIBUTION CAMPAIGN

In January, Austrian Airlines distributed eco-friendly “Zerocups” to our crew. Crafted from sustainable materials such as sugarcane, potatoes, and corn, these reusable cups provide a durable and recyclable option for hot beverages.



AUSTRIAN CLEAN-UP WEEK



Austrian Airlines proudly participated in World Clean-Up Day, joining the global effort to reduce plastic waste. As part of the Lufthansa Group, we launched Austrian Clean-Up Week in September 2024, organizing impactful events like waste collection in Vienna’s Prater Park, a Remote Clean-Up, and a Clean-Up in the Skies.

Together, we gathered and recycled 1,551 bags of waste. To amplify our impact, we pledged 5 Euros per bag to the Balingho Training Centre in Gambia, in collaboration with Help Alliance.



WELCOME DAY

At Austrian Airlines, we foster a supportive and inclusive environment, emphasizing a smooth onboarding experience. Our monthly Welcome Day introduces new team members to our identity, values, and cultural heritage. Department representatives engage with newcomers through interactive presentations, highlighting roles and responsibilities. Sustainability is featured, showcasing initiatives and addressing industry-related questions. This ensures new colleagues feel informed, inspired, and fully integrated into the Austrian Airlines family.





03
Our
Corporate Context

Regulatory context

Austrian Airlines adheres to all applicable legal requirements and undergoes regular compliance checks to ensure environmental laws are being met.

The aviation industry, like many economic sectors, is undergoing a profound transformation as it responds to the growing urgency of climate action. While facing structural and operational challenges, including limited SAF supply, delayed fleet renewals and increased compliance costs, Austrian Airlines and the Lufthansa Group support the sector's progress toward decarbonization and we are committed to advancing these efforts, while upholding the highest standards of safety and connectivity.

FIT FOR 55 & REFUEL EU AVIATION

The European Union's "Fit for 55" legislative package forms the backbone of European climate policy. As part of this, the ReFuelEU regulation entered into force on January 1, 2024 and introduced binding minimum quotas for SAF, starting at 2% in 2025 and increasing progressively to 70% by 2050. Austrian Airlines, along with the Lufthansa Group, fully supports these climate targets. However, we also recognize the potential challenges posed by uneven global regulatory frameworks. These disparities may create competitive disadvantage for European carriers, necessitating a balanced approach to ensuring fair competition while advancing environmental objectives.

COUNTEMISSIONS EU

As part of its efforts to make transport more sustainable, the European Commission proposed CountEmissionsEU in July 2023. This initiative aims to create a unified EU-wide framework for calculating Greenhouse Gas emissions (GHG) from transport services. The goal is to enable a consistent and transparent method for measuring emissions across all modes of transport, allowing for fair comparison and better decision-making. The airline association Airlines for Europe (A4E) supports the proposal and sees it as a positive step toward greater transparency. At the same time, A4E is calling for adjustments to ensure alignment with existing EU regulations and to take the full emissions lifecycle into account.

EU GREEN CLAIMS DIRECTIVE

The EU is introducing new rules to make environmental claims more trustworthy. The goal is to enhance consumer protection through greater transparency and reliability. Companies will be required to have environmental claims in their product information scientifically verified by independent entities. This initiative will support our efforts to provide clear information to Austrian Airlines and Lufthansa Group passengers. The EU Parliament adopted the draft directive in March 2024, which now enters the trilogue phase. The Green Claims Directive is expected to come into force in 2027.



EMAS

WHAT IS EMAS

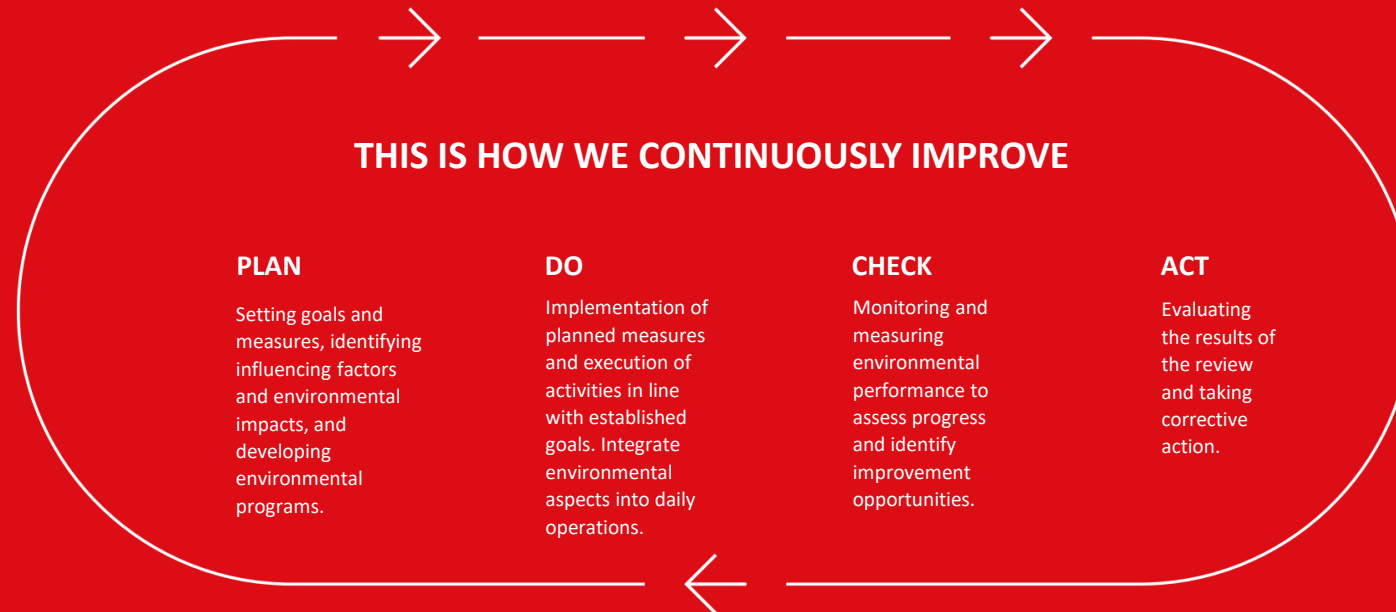


To ensure that our environmental initiatives are both measurable and transparent, Austrian Airlines has committed to the European Union's Eco-Management and Audit Scheme (EMAS), recognized as the most rigorous environmental management system in Europe.

EMAS provides a structured framework for monitoring, reporting, and enhancing our environmental performance.

Since 2022, EMAS principles have aligned perfectly with our values, viewing environmental improvement as a continuous journey. We view environmental improvement as a continuous journey rather than a singular effort. Across all departments, we strive to integrate ecological thinking into our everyday decision-making processes. Our Environmental Coordinators are actively

involved in implementing effective measures, while our Executive Board ensures that the requisite resources, support, and awareness are always in place. Through external audits conducted by accredited environmental auditors, we gain an objective assessment of our progress, allowing us to uphold high standards and uncover new opportunities for further improvement.



EMAS

COLLABORATION & STRUCTURE

Environmental expertise and responsibility at Austrian Airlines extend beyond the environmental department, affecting everyone, much like operational safety. This requires cross-departmental collaboration, communication, an open error culture, and collective learning.

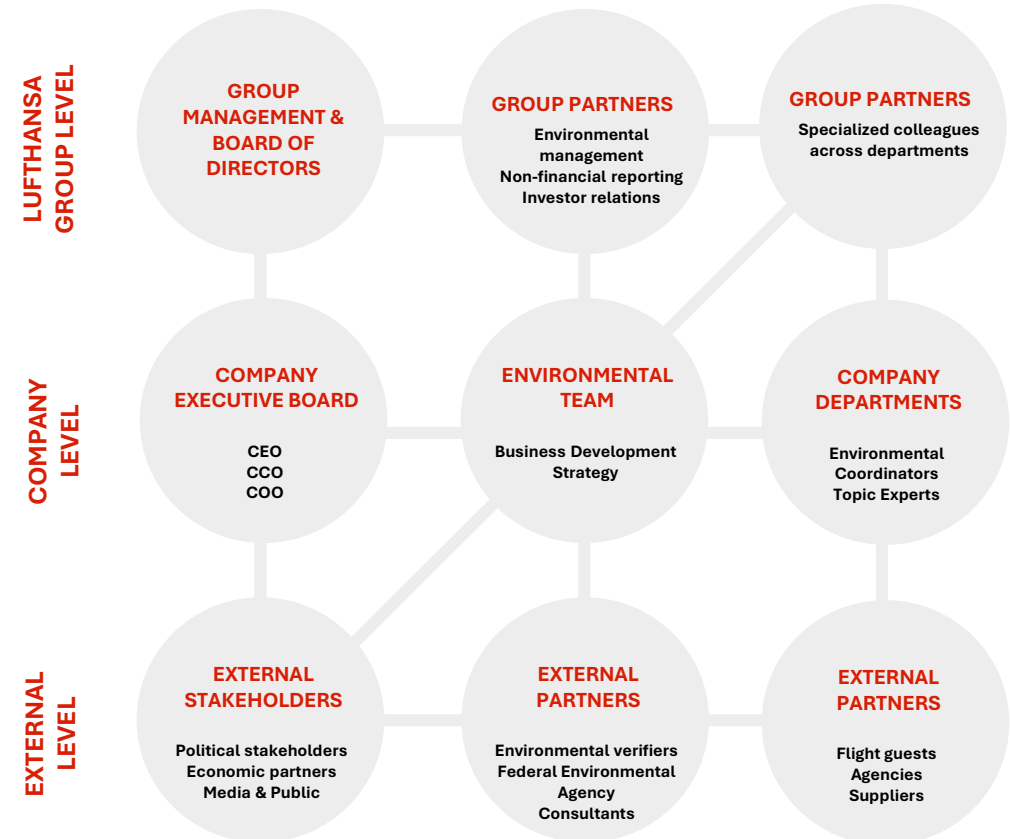
The Strategy and Business Development department, reporting directly to the Executive Board, oversees the environmental management system, representing company interests to external stakeholders and communicating progress internally and externally.

The environmental team guides strategic ecological improvements, while Environmental Coordinators in each department link their teams with environmental efforts. They collaborate with environmental officers and executives, with communication and audit frequency tailored to the environmental impact of each area.

CONTEXT ANALYSIS

Austrian Airlines regularly assesses its environmental context, aligned with our EMAS environmental management system, to identify and understand the risks and opportunities related to environmental topics. This includes evaluating regulatory developments, technological advancements, stakeholder expectations, and climate-related impacts on our operations. Such analysis supports informed decision-making and ensures that environmental considerations are fully integrated into our corporate strategy.

OVERVIEW OF HORIZONTAL AND VERTICAL NETWORKING IN THE ENVIRONMENTAL FIELD



Application scope

AREAS OF ACTION

Austrian Airlines' environmental management system applies to activities, products, and services across all organizational units at Vienna Schwechat Airport. This primarily includes passenger and goods transportation in flight operations, covering all scheduled and charter flights. To maintain consistent environmental metrics within the Lufthansa Group, the system encompasses total kerosene uplift, including from international locations. Energy and water consumption from leased areas, calculated using a key, are also part of the scope.

EMPLOYEES

The scope of application encompasses the activities of all Austrian Airlines employees, including those in cross-company roles within the Lufthansa Group. These colleagues, based at the Vienna location, contribute to various airlines within the Group. As they also utilize resources at Vienna, they are integrated into our environmental considerations.

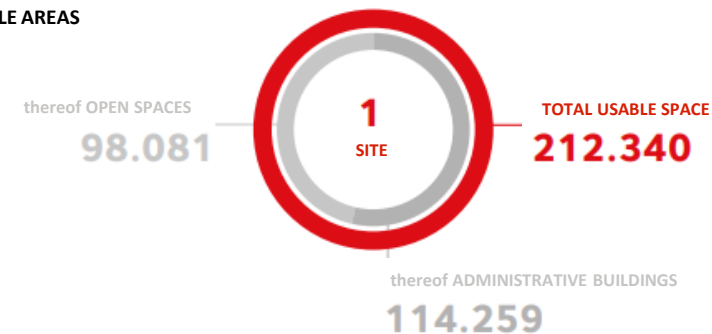
OBJECTS

The following objects are included in the scope:

- Austrian Airlines AG Head Office at Vienna-Schwechat Airport (Office Park 2, 1300 Vienna-Schwechat)
- Leased station areas and offices of Vienna-Schwechat Airport
- Technical base of Austrian Airlines (1300 Vienna Airport)
- Lost & Found counter in the arrival hall, Terminal 3 (1300 Vienna Airport)
- Training building (1300 Vienna Airport) including mock-up hall, excluding the Lufthansa Aviation Training building
- Aircraft operated by Austrian Airlines AG

OUR USABLE AREAS

Data in m²



Requirements of stakeholders

Cultivating strong, long-term relationships with our stakeholders is fundamental to our sustainability journey. For many years, we have actively participated in meaningful dialogue with a diverse range of interest groups. These invaluable interactions provide us with insights into external expectations, allowing us to align our environmental initiatives accordingly.

We firmly believe that fostering collaboration is essential to achieving significant advancements in our commitment to sustainability. By working together, we can drive meaningful progress and continue to fulfill our responsibility in promoting environmentally conscious practices within the aviation industry.

OUR STAKEHOLDERS



- Private customers
- Business customers



- Investors
- Creditors
- Shareholders



- Government
- Legislation
- Politics
- Authorities



- Residents
- Public
- Media



- NGOs
- Associations
- Economic partner



- Educational institutions
- Research and Development



- Employees
- Employee representatives



- Suppliers
- Contract partners
- Aviation sector

Environmental policy

Environmental responsibility goes hand in hand with our commitment to safety and service.

We understand the significant role that airlines play in furthering environmental efforts and have developed a robust framework to guide our sustainability initiatives. Compliance with all relevant environmental laws and regulations is just the beginning, we actively seek further advancements by leveraging the best available technologies to enhance sustainable flying practices.

Our environmental policy underscores our dedication to continuous improvement, transparency, and innovation across all operations, serving as the cornerstone of our environmental management efforts. This environmental policy has been officially endorsed by Austrian Airlines' Executive Board, demonstrating their full commitment to the implementation and promotion of our environmental initiatives.



**OUR DRIVE
TO IMPROVE**

We strive for continuous improvement in sustainability, as we view it as a journey rather than a destination. Complying with environmental regulations is merely our baseline requirement. As part of our environmental management system, we annually review and enhance our management structures and processes, thus improving our environmental performance.



**TOGETHER
WE STRIVE**

All links in the chain are involved in improving our environmental performance: Our executives as well as employees are fully aware of their responsibilities and areas of impact. By raising awareness among our passengers about our sustainable practices, we can create a sense of our environmental protection measures and inspire them to join us on our journey towards a better future.



**BUILDING TRUST
THROUGH COMMUNICATION**

We understand that transparent information is crucial for building trust. Therefore, we take concerns about the environmental impact of our activities seriously and engage in constructive dialogues with passengers, authorities, and the public. We publish our verified environmental data and initiatives in an annual environmental report, demonstrating our commitment to transparency and accountability.



**EFFICIENCY
AT ITS BEST**

Sustainable business means using resources as efficiently and sensibly as possible. To achieve this, we rely on science-based reduction targets as well as data-driven decision-making, systematically evaluating the impact of our actions on the environment. Based on these insights, we take targeted measures to improve efficiency and continuously monitor their implementation.



**FUELED BY INNOVATION
AND CREATIVITY**

We are always searching for new ways to continuously improve our environmental performance, making progress through the use of innovative and resource-efficient technologies. Even in the face of economic limitations, we welcome change and see it as an opportunity for our creativity and innovative capabilities to shine.



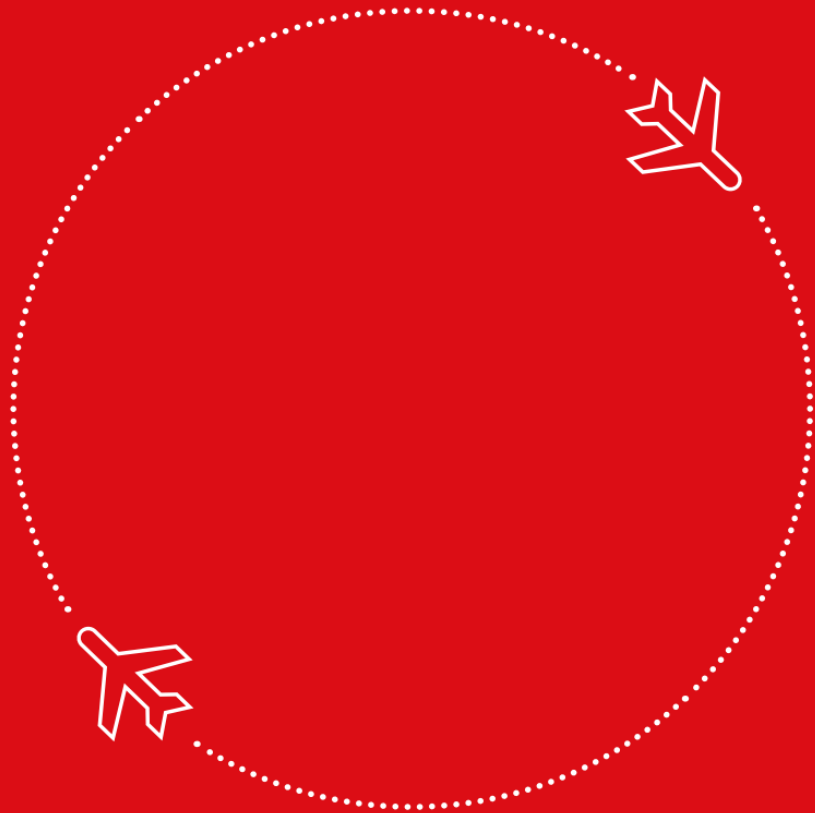
**PARTNERING
FOR PROGRESS**

In our business operations, we adhere to the highest ethical principles. It is important to us that our partner companies and suppliers share these values. We strive to select new contract partners based on ecological criteria.


Annette Mann
CEO


Francesco Sciortino
COO


Michael Trester
CCO



04

**Our
Key Figures**

Company key figures

OUR TRANSPORT DATA ^[4]

Destination according to summer flight schedule
ASK in million

	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
Destinations	Number	120	117	128	-6,3%	2,6%
Countries served	Number	46	45	51	-9,8%	2,2%
Flights	Number	113.212	113.392	139.646	-18,9%	-0,2%
Passengers	Number	14.260.214	13.863.133	14.592.055	-2,3%	2,9%
Available Seat Kilometres (ASK)	Million pkm	27.431	25.466	28.367	-3,3%	7,7%

OUR AIRCRAFT FLEET

Figures as of December 31, 2024

	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
Fleet size aircraft (total)	Number	68	66	82	-14	2
Airbus A320	Number	29	29	25	4	0
Airbus A320neo	Number	5	5	-	5	0
Airbus A319	Number	0	0	7	-7	0
Airbus A321	Number	6	6	6	-	0
DH8	Number	0	0	15	-15	0
Embraer 195	Number	17	17	17	0	0
Boeing 767	Number	3	3	6	-3	0
Boeing 777	Number	6	6	6	-	0
Boeing 787	Number	2	0	-	2	2

OUR COMPANY VEHICLE FLEET ^[5]

Figures as of December 31, 2024

	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
Fleet size vehicles (total)	Number	128	139	182	-54	-11
Fleet size vehicles, petrol	Number	3	3	12	-9	0
Fleet size vehicles, natural gas / petrol	Number	0	0	7	-7	0
Fleet size vehicles, electric	Number	1	1	1	0	0
Fleet size vehicles, diesel	Number	124	135	163	-39	-11



Company key figures

OUR EMPLOYEES^[9]

Figures as of December 31, 2024

	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
Employees (total)	Number	6.105	6.121	6.989	-12,6%	-0,3%
thereof: Cockpit flying personal	Number	1.025	1.015	1.192	-14,0%	1,0%
thereof: Cabin flying personal	Number	2.342	2.435	2.573	-9,0%	-3,8%
thereof: Ground operations staff	Number	678	681	910	-25,5%	-0,4%
thereof: Technical staff	Number	823	777	841	-2,1%	5,9%
thereof: Administrative staff	Number	1.187	1.164	1.414	-16,1%	2,0%
thereof: Apprentices and dual-students	Number	50	49	59	-15,3%	2,0%
Proportion of women in the company	%	54,0%	55,3%	54,7%	-1,3%	-2,4%
Number of employees in the environmental department	Number	3	4	3	0,0%	-37,5%

OUR DUTY TRAVELS^[10]

Number of flight business trips, emissions in tonnes

	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
Duty travels (total)	Number	17.773	15.222	40.603	-56,2%	16,8%
Duty travels with Austrian Airlines	%	91%	99%	83%	+7 pp.	-8pp
Total passenger kilometres (PKM)	Mio. pkm	15.303	13.057	30.730	-50,2%	17,2%
Total CO ₂ emissions generated	Tonnes	1.992	1.650	4.178	-52,3%	20,7%



Absolute fuel consumption in flight operations

ABSOLUTE FUEL CONSUMPTION ^{[1], [2]}

Data in tonnes

	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
Total flight operations, Austrian Airlines	Tonnes	705.319	664.450	780.972	-9,7%	6,2%
Absolute consumption, cargo operations	Tonnes	64.372	52.535	82.778,00	-22,2%	22,5%
Absolute consumption, passenger transport	Tonnes	640.948	611.915	698.194,00	-8,2%	4,7%
thereof: long-haul	%	41%	39%	43%	-4,6%	5,1%
thereof: medium-haul	%	35%	35%	33%	6%	0%
thereof: short-haul	%	24%	26%	24%	0%	-7,6%
Fuel consumption, wet leases only	Tonnes	5.727	-	-	-	-
Total fuel consumption, Austrian Airlines incl. wet leases	Tonnes	711.037	-	-	-	-

FUEL DUMPS ^[12]

Absolute change compared to the previous year 2023

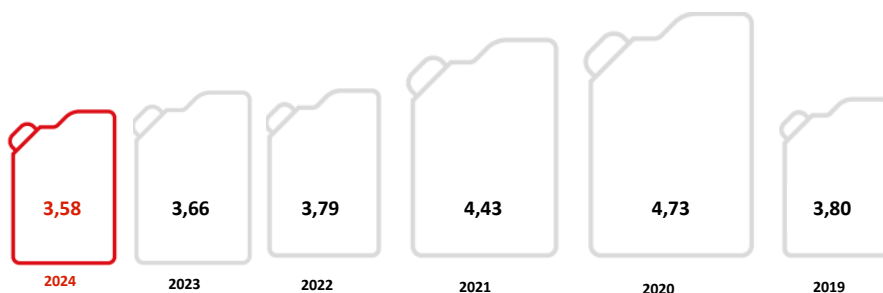
	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
Fuel amount	Tonnes	68,0	62,5	24,0	44,0	5,5
Event (total)	Number	3	3	2	1	-
thereof: medical reasons	Number	2	1	2	0	1
thereof: technical reasons	Number	1	2	-	1	-1
other reasons	Number	0	0	-	0	-



Specific fuel consumption in flight operations

SPECIFIC FUEL CONSUMPTION ^{[1], [2], [4]}

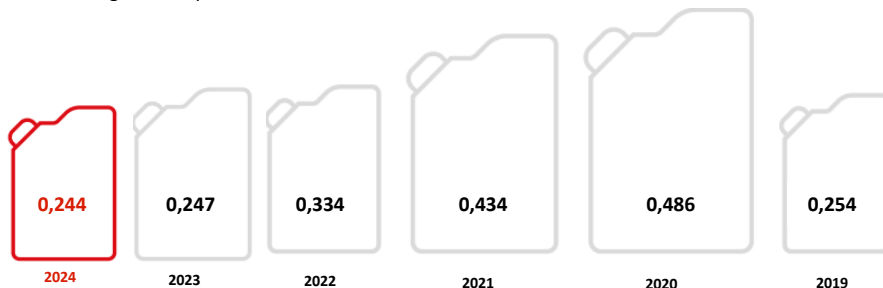
Passenger transport, data in litres per 100 passenger kilometres



SPECIFIC FUEL CONSUMPTION ^{[1], [2], [4]}

Freight transport, data in grammes per tonne-kilometre

Data in kilogrammes per tonne-kilometres



SPECIFIC FUEL CONSUMPTION BY TRANSPORT AREAS ^{[1], [2], [4]}

Passenger transport, data in litres per 100 passenger kilometres, comparison to the previous year

	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
Long-haul (> 3.000 km)	l/100PKM	3,08	3,14	3,75	-17,9%	-1,9%
Medium-haul (800 - 3.000 km)	l/100PKM	3,52	3,51	4,45	-20,9%	0,4%
Short-haul (< 800 km)	l/100PKM	5,10	5,28	6,40	-20,3%	-3,4%



Air emissions from flight operations



ABSOLUTE CO₂ EMISSIONS ^{[1], [3], [4]}

Data in tonnes

	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
Flight operations (total)	Tonnes	2.228.809	2.093.018	2.460.061	-9,4%	6,5%
CO ₂ emissions, freight	Tonnes	203.413	165.486	260.749	-22,0%	22,9%
CO ₂ emissions, passengers	Tonnes	2.025.396	1.927.532	2.199.313	-7,9%	5,1%

ABSOLUTE OTHER EMISSIONS ^[3]

Total, data in tonnes

	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
Nitrogen oxide emissions (NO _x)	Tonnes	11.144	10.493	13.035	-14,5%	6,2%
Carbon monoxide emissions (CO)	Tonnes	2.190	2.147	2.317	-5,5%	2,0%
Unburned hydrocarbons (UHC)	Tonnes	336	338	251	33,9%	-0,6%

SPECIFIC CO₂ EMISSIONS ^{[1], [3], [4]}

Data in kilogrammes per tonne-kilometre

Passenger transport in 100 passenger-kilometre

	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
Flight operations (total)	kg/TKM	0,88	0,89	0,92	-4,3%	-1,1%
Specific CO ₂ emissions, freight	kg/TKM	0,76	0,77	0,79	-3,8%	-1,3%
Specific CO ₂ emissions, passengers	kg/100PKM	8,94	9,12	9,48	-5,7%	-2,0%

SPECIFIC OTHER EMISSIONS ^{[1], [3], [4]}

Total, data in grammes per tonne-kilometre

	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
Specific Nitrogen oxide emissions (NO _x)	g/tkm	4,38	4,50	4,80	-8,7%	-2,6%
Specific Carbon monoxide emissions (CO)	g/tkm	0,86	0,90	0,90	-4,3%	-4,3%
Specific Unburned hydrocarbons (UHC)	g/tkm	0,13	0,10	0,10	32,2%	32,2%

Fuel consumption and CO₂ emissions in ground operations

ABSOLUTE FUEL CONSUMPTION ^[5]

Data in litre per year

	Unit	2024	2023	2021	Δ vs. 2021	Δ vs. 2023
Vehicle fleet (total)	l/a	274.252	253.530	154.276	77,8%	8,2%
Petrol consumption	l/a	53.861	51.264	27.691	94,5%	5,1%
Diesel consumption, vehicles	l/a	216.923	184.618	123.595	75,5%	17,5%
Diesel consumption, emergency power generators	l/a	3.452	17.500	2.900	19,0%	-80,3%
Other / gas	l/a	16	148	90	-82,2%	-89,2%

SPECIFIC FUEL CONSUMPTION ^[5]

Per vehicle, data in litre per year

	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
Vehicle fleet (total)	l/FZG	2.115,63	1.698,06	831,74	154,4%	24,6%
Petrol	l/FZG	17.953,67	17.088,01	2.307,58	678,0%	5,1%
Diesel	l/FZG	1.749,38	1.367,54	758,25	130,7%	27,9%

ABSOLUTE CO₂ EMISSION EQUIVALENTS ^[5]

Total ground operations, data in tonnes per year

	Unit	2024	2023	2021	Δ vs. 2021	Δ vs. 2023
Vehicle fleet (total)	Tonnes	869	805	491	77,0%	8,0%
CO ₂ equivalents, petrol	Tonnes	155	148	80	94,5%	5,1%
CO ₂ equivalents, diesel	Tonnes	714	655	410	74,2%	9,0%
CO ₂ equivalents, gas	Tonnes	0,30	2,81	1,71	-82,2%	-89,2%



Energy & water consumption

ABSOLUTE ELECTRICITY CONSUMPTION ^[6]

Data in megawatt-hours per year

	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
Electricity consumption, absolute	MWh/a	19.239	18.970	24.378	-21,1%	1,4%
Office Park 2	MWh/a	3.023	2.973	3.567	-15,2%	1,7%
Vienna Airport station	MWh/a	2.293	2.351	2.525	-9,2%	-2,5%
Austrian Maintenance Base	MWh/a	13.923	13.646	18.286	-23,9%	0,0%

ABSOLUTE DISTRICT HEATING CONSUMPTION ^[6]

Data in megawatt-hours per year

	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
District heating consumption, absolute	MWh/a	26.932	28.384	35.474	-24,1%	-5,1%
Office Park 2	MWh/a	1.594	1.283	2.033	-21,6%	24,2%
Vienna Airport station	MWh/a	155	151	226	-31,5%	2,8%
Austrian Maintenance Base	MWh/a	25.183	26.950	33.215	-24,2%	-6,6%

ABSOLUTE DISTRICT COOLING CONSUMPTION ^[6]

Data in megawatt-hours per year

	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
District cooling consumption, absolute	MWh/a	2.696	2.201	2.218	21,5%	22,5%
Office Park 2	MWh/a	2.343	1.918	1.992	17,6%	22,2%
Vienna Airport station	MWh/a	353	283	226	55,9%	24,8%

ABSOLUTE WATER CONSUMPTION ^[6]

Data in cubic metres per year

	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
Water consumption (total)	m ³ /a	42.938	35.150	71.413	-39,9%	22,2%
Office Park 2	m ³ /a	9.663	8.885	8.284	16,6%	8,8%
Vienna Airport station	m ³ /a	1.341	1.249	1.369	-2,0%	7,4%
Austrian Maintenance Base	m ³ /a	33.275	26.265	61.760	-46,1%	26,7%

SPECIFIC CONSUMPTION ^[6]

Data per employee in megawatt-hours, water in cubic metres per year

	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
Electricity consumption per employee	MWh/MA	3,15	3,10	3,49	-9,7%	1,7%
District heating consumption per employee	MWh/MA	4,41	4,64	5,08	-13,1%	-4,9%
District cooling consumption per employee	MWh/MA	0,44	0,36	0,32	39,1%	22,8%
Water consumption per employee	m ³ /MA	7,03	5,74	10,22	-31,2%	22,5%



Waste consumption

NON-HAZARDOUS WASTE. GROUND OPERATIONS ^[11]

Absolute values by fractions. data in tonnes

	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
Non-hazardous waste (total)	Tonnes	531,47	506,2	1.380,2	-61,5%	5,0%
thereof: sent for recycling	%	61,3%	64,7%	78%	-21,1%	- 3,4 pp.
R1 Thermal recovery	Tonnes	205,66	178,5	307,6	-33,1%	15,2%
Residual waste	Tonnes	118,7	156,6	247,5	-52,0%	-24,2%
Bulky waste	Tonnes	33,0	21,9	60,1	-45,1%	50,5%
R3 Recycling of organic materials	Tonnes	250,26	245,3	867,8	-71,2%	2,0%
Waste paper and newspapers	Tonnes	4,60	4,45	123,9	-96,3%	3,5%
Waste cardboard	Tonnes	51,5	128,3	275,8	-81,3%	-59,9%
Waste wood	Tonnes	52,9	24,0	275,8	-80,8%	120,1%
Kitchen and food waste	Tonnes	13,87	2,47	66,7	-79,2%	461,5%
R4 Metal recycling	Tonnes	32,96	25	56	-41,0%	30,8%
Scrap iron	Tonnes	22	25	56	-59,8%	-10,8%
R5 Recycling of organic materials	Tonnes	42,59	57	149	-71,4%	-25,6%
Mixed glass	Tonnes	4,71	53,16	144,85	-96,7%	-91,1%
Waste tyres	Tonnes	3,64	4,06	4,10	-11,2%	-10,3%

WASTE AVOIDANCE IN FLIGHT OPERATIONS ^[11]

Values in tonnes

	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
Avoided food waste thanks to "Austrian Melangerie To-Go"	Tonnes	5,07	2,08	n.a.	n.a.	144,1%
Recycled ReOil-eligible single-use plastics	Tonnes	21,34	5,46	46,24	-53,8%	290,8%

HAZARDOUS WASTE. GROUND OPERATIONS ^[11]

Absolute values by fractions. data in tonnes

	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
Hazardous waste (total)	Tonnes	69	20	27	160,2%	245,4%
thereof: sent for recycling	%	26%	30%	35%	-9 pp	- 11 pp.
R1 Thermal recovery	Tonnes	1.041	n.a.	n.a.	n.a.	n.a.
Chemicals	Tonnes	0,18	0,30	0,44	-59,1%	-40,0%
Fuels	Tonnes	3,60	2,10	5,24	-31,3%	71,4%
Oil-contaminated operating materials	Tonnes	11,43	9,78	11,74	-2,6%	16,9%
Oil-water mixture	Tonnes	1,74	1,90	0,23	656,5%	-8,4%
Washing and cleaning waste	Tonnes	0,42	0,32	0,20	110,0%	31,3%
Solvent mixtures	Tonnes	4,75	2,01	3,58	32,7%	136,3%
Waste paint and varnish	Tonnes	17,48	26,6	18,34	-4,7%	-34,2%
Medical waste	Tonnes	0,08	0,14	0,10	-20,0%	-42,9%
Spray cans	Tonnes	0,40	0,18	5,51	-92,7%	122,2%
Plastic packaging with hazardous residues	Tonnes	0,96	1,02	1,10	-12,7%	-5,9%
Metal packaging with hazardous residues	Tonnes	2,04	1,92	3,14	-35,0%	6,3%
R4 Recycling of metals	Tonnes	8,87	9,96	12,19	-27,2%	-10,9%
Batteries	Tonnes	0,35	0,40	1,01	-65,3%	-12,5%
Lead-acid batteries	Tonnes	0,00	0,28	0,04	-100,0%	-100,0%
Nickel-cadmium batteries	Tonnes	1,22	0,94	1,24	-1,6%	29,8%
Waste electrical and electronic equipment	Tonnes	5,02	8,34	9,90	-49,3%	-39,8%
R9 Oil re-refining	Tonnes	7,49	10,13	14,48	-48,3%	-26,1%
Waste oil	Tonnes	7,49	10,13	14,48	-48,3%	-26,1%

Material consumption

MATERIAL CONSUMPTION IN MAINTENANCE OPERATIONS ^[6]

Absolute values. Data in litres, batteries in units

	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
Batteries	Number	10.429	12.323	20.005	-47,9%	-15,4%
Sealants	l/a	441	415	536	-17,7%	6,4%
Paints	l/a	271	247	604	-55,2%	9,5%
Hardeners	l/a	242	299	291	-16,8%	-19,1%
Adhesives	l/a	124	239	196	-36,6%	-48,1%
Corrosion protection agents	l/a	176	108	225	-21,7%	62,7%
Varnishes	l/a	703	688	538	30,7%	2,2%
Solvents	l/a	9.709	6.490	7.251	33,9%	49,6%
Cleaning agents	l/a	17.482	19.622	19.239	-9,1%	-10,9%
Lubricants	l/a	83.564	80.498	103.355	-19,1%	3,8%






PRINTING PAPER ^[7]



Absolute values by fractions, data in tonnes

	Unit	2024	2023	2019	Δ vs. 2019	Δ vs. 2023
Paper consumption	Tonnes	13,67	23,76	44,24	-69,1%	-42,5%
Paper consumption per employee	kg / empl.	2,24	3,88	6,33	-64,6%	-42,3%



Data delimitation

Data delimitation	The reporting on the environmental performance of Austrian Airlines is based on the following data boundaries unless otherwise noted:	
Reference year	Percentage comparisons are usually made both with the previous year and with the reference year 2019, as this serves as the base year for some strategic goals (e.g., SBTi). If no data from previous years is available, the year 2021 is also mentioned as a reference year in some cases. Any changes to the reference year will be clearly indicated.	
Accuracy	The numbers in tables and graphs are rounded, while changes and percentage values are based on exact data. Due to the rounding of percentage values, their sums may occasionally deviate from 100%. The following parameters apply to the presentation: <ul style="list-style-type: none"> • Values up to 20 are rounded to two decimal places. • Higher values are rounded to whole numbers. • Percentage changes are given with one decimal place. • Changes in percentage points have no decimal places. • Absolute changes are presented as whole numbers. 	
[1] Transport performance Flight operations	All scheduled and charter flights of Austrian Airlines are included. Transport services of third parties (e.g., wet lease) are excluded as there is no influence on their performance.	
[2] Absolute fuel	The collection of kerosene consumption is based on actual flight operations, that is, taking into account real occupancy and routing following the gate-to-gate principle. This includes all flight phases - from taxiing on the ground to detours and holding patterns in the air. When presenting consumption based on route length, the following classifications should be observed: Long-haul > 3,000 km, medium-haul 800 - 3,000 km, short-haul <800 km.	

[3] Absolute emissions Flight operations	The calculation of absolute flight operational emissions is based on the actual transport performance delivered and the actual kerosene consumed in the reporting year. Transport performance is measured in tonne-kilometres, representing the payload transported over a distance. A standard weight of 100 kilograms is assumed for passengers and their luggage, while the actual weight is used for freight. Each combination of aircraft and engine is considered separately in the calculation of emissions, taking into account the annual average profile of each sub-fleet to determine emissions based on altitude, distance, thrust, and loading. These calculations are particularly necessary for nitrogen oxides (NO _x), carbon monoxide (CO), and unburned hydrocarbons (UHC). In contrast, CO ₂ emissions do not require a specific aircraft-specific calculation as they are determined based on the density of the burned kerosene. Burning one tonne of kerosene produces approximately 3.15 tonnes of CO ₂ , depending on the density.	
[4] Specific fuel consumption and emissions	The calculation of specific consumption and emissions relates the absolute values to the transport performance. This allows, for example, the metric litres per 100 passenger kilometres (l/100pkm) to be calculated based on actual occupancy and the actual kerosene consumed. The distances used refer to great circle distances. In combined transport (freight and passenger transport on one aircraft), the allocation of fuel consumption to determine passenger and freight-specific values is based on their share of the total payload. Since 2013, there has been a guideline DIN EN 16258 for the standardized calculation of greenhouse gas emissions for transport processes. The Lufthansa Group adheres to this guideline regarding the allocation of payload. A standardized, internationally harmonized, and accepted method would be welcomed by the Lufthansa Group.	

Data delimitation

[5] Fleet, fuel consumption and emissions in ground operations

The information on fuel consumption of ground vehicles is based on the actual amounts refuelled. The CO₂ emissions are calculated according to the GLEC Framework (January 2022) and the DIN EN 16258 standard, using the Well to Wake (WTW) principle for the conversion factors. The reporting on the number of available vehicles includes commercial vehicles necessary for the smooth operation of the airline. Company cars that can also be used privately are excluded from this count. The inventory of vehicles in the Austrian Airlines fleet is reported as of December 31.



[6] Energy and water consumption

The buildings of Austrian Airlines at the Vienna location are all rented from the Vienna Airport Company. Consumption in the lounge area and at Vienna Central Station is not recorded separately but calculated using a general allocation key. The consumption data of the Austrian Maintenance Base, the main building Office Park 2, and the training centre are recorded by the property management PKE and provided to us. For the interior cooling of the objects in the Maintenance Base, refrigeration machines are used to generate the required cooling through electricity consumption. There are no separate meters installed to measure the consumption for space cooling.



[7] Print paper consumption

Print paper consumption includes only the paper that is actually printed, while wastepaper is not considered. The evaluation is based on the number of printed pages, which is then extrapolated based on the average weight of a sheet of paper (5 grammes).



[8] Material consumption in maintenance operations

The consumption of technical operating resources is extracted from the AMOS system. All relevant operating resources have been assigned to the categories included in the environmental data analysis. The units of consumption are currently still inconsistent. Conversion is carried out using the assumption of the conversion factor 1 kg = 1 litre.



[9] Employees

The The number of employees refers to the headcount in the company as of the reporting date December 31.



[10] Duty travel

The number and distances of duty travels taken by Austrian Airlines employees are obtained from the internal booking software and calculated based on a group-wide conversion key from MyClimate.



[11] Waste

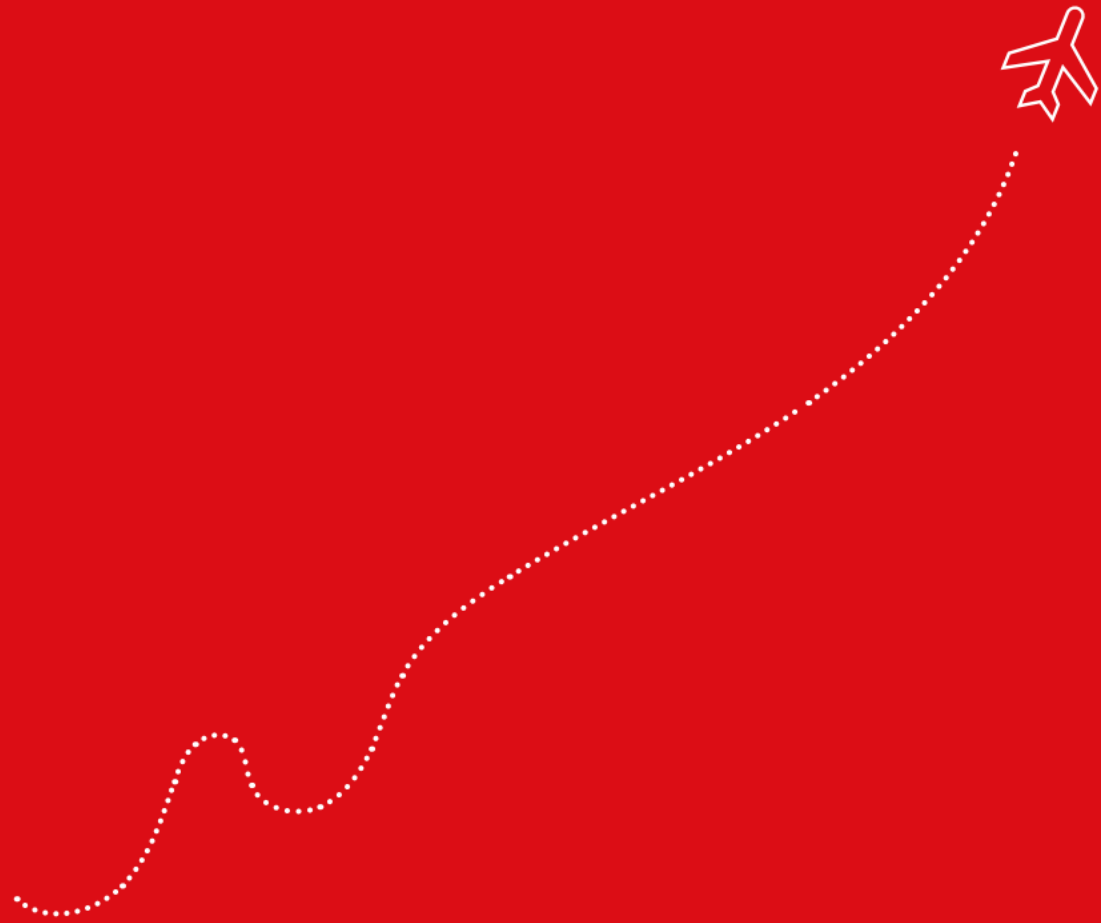
Information on incident cases and the quantities discharged from fuel dumps are recorded in safety reports.



[12] Fuel Dumps

Incident data and metrics for hazardous and non-hazardous waste in ground operations are evaluated from the transfer documents of the disposal companies. Waste generated in cabin operations is disposed of by the catering partner DO&CO. This is a process that cannot be influenced by Austrian, and data is only available to a limited extent. In the future, a higher availability of this data is aimed for.





05

**Declaration
Of Validity**

Declaration of validity

DECLARATION OF THE ENVIRONMENTAL AUDITOR REGARDING THE ASSESSMENT AND VALIDATION ACTIVITIES

The Institute for Environmental Engineering Dr. Kühnemann and Partner GmbH with the registration number DE-V-0133, represented by Mr. Dr. Burkhard Kühnemann with the registration number DE-V-0103, authorized for passenger transportation in aviation & provision of other services for ground transportation (NACE code 51.1 & 51.21), and Mr. Ulrich Schmidt with the registration number DE-V-0366, authorized for the provision of other services for aviation (NACE code 52.23), confirms having assessed that Austrian Airlines AG, as stated in the environmental declaration, meets all the requirements of Regulation (EC) No. 1221/2009 of the European Parliament and of the Council of 25 November 2009 on the voluntary participation of organizations in a Community system for Eco-Management and Audit Scheme (EMAS), as amended by the amending regulations (EU) 2017/1505 of 28.08.2017 and (EU) 2018/2026 of 19.12.2018.

By signing this declaration, it is confirmed that

- the assessment and validation were carried out in full compliance with the requirements of Regulation (EC) No. 1221/2009,
- the results of the assessment and validation confirm that there is no evidence of non-compliance with applicable environmental regulations,
- the data and information in the organization's environmental declaration provide a reliable, credible, and truthful picture of all activities of the organization within the area specified in the environmental declaration.

This declaration cannot be equated with an EMAS registration. EMAS registration can only be carried out by a competent authority in accordance with Regulation (EC) No. 1221/2009. This declaration must not be used as an independent basis for informing the public.

Hannover, 23 July 2025



Dr. Burkhard Kühnemann



Ulrich Schmidt

IMPRESSUM

Austrian Airlines AG
Corporate Responsibility Department
Office Park 2, Postfach 100
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July 2025

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