

Environmental Report Austrian Airlines

Reporting Year 2025

Austrian 



Less noise. Less CO₂.
#MakeChangeFly

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Austrian 

Our company



01

Management foreword

Dear Reader,

In 2025, Austrian Airlines welcomed around 15 million passengers and delivered strong results in punctuality, customer satisfaction and brand strength. These achievements reflect the dedication of our employees and the trust our guests place in us every day. As demand for air travel continues to rise, we remain firmly committed to ensuring that this growth goes hand in hand with continuous improvements in efficiency and environmental performance. Strengthening connectivity while contributing to more sustainable flying remains a central priority for Austrian Airlines.

Fleet modernisation plays a core role of our sustainability transformation and we are making decisive progress in renewing our aircraft. A major milestone is the introduction of two Boeing 787-9 aircraft in 2024, among the most fuel-efficient in their category. The Dreamliner marks a new chapter for our long-haul operations, and in the coming years additional aircraft of this type will gradually enter service as we continue to modernise our fleet. At the same time, we are advancing the renewal of our short- and medium-haul operations. Older aircraft are being progressively retired, with the Embraer fleet scheduled to be phased out by the end of 2028 as we transition to the Airbus A320 family. By moving towards a more harmonised fleet and reducing the number of aircraft types from five to two, we are improving operational efficiency while further reducing fuel consumption and emissions per passenger.

Alongside fleet renewal, we continue to invest in innovative technologies that strengthen operational efficiency. During the first full year of operations with AeroSHARK, we have already seen tangible benefits. In 2025 alone, the sharkskin technology helped save more than 930 tonnes of fuel, reducing corresponding CO₂ emissions by over 3,000 tonnes. In addition, we have been working for over a year on a uniform recycling initiative in close collaboration with our partner companies. Since spring 2025, more than 30 tonnes of workwear have been collected, supporting our efforts to promote circularity and reduce waste across our operations.

Looking ahead, Austrian Airlines will continue to actively support the transformation of the aviation sector through innovation and close collaboration across the industry. In this context, structured environmental management and transparent reporting are essential to support our efforts. Through our participation in EMAS certification, we systematically monitor and continuously improve our environmental performance to ensure that our initiatives deliver measurable results. Together, we are contributing to lower emission aviation. Thank you for being part of this journey with us. We hope you find this report informative and insightful and wish you an enjoyable read.

CEO & CFO
Austrian Airlines
Annette Mann



COO
Austrian Airlines
Stefan-Kenan Scheib



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 128 destinations worldwide and operating our hub Vienna in the center of Europe.

In total, a dedicated team of more than 6,000 employees ensures that Austrian hospitality takes off safely on board, around 340 times each day.

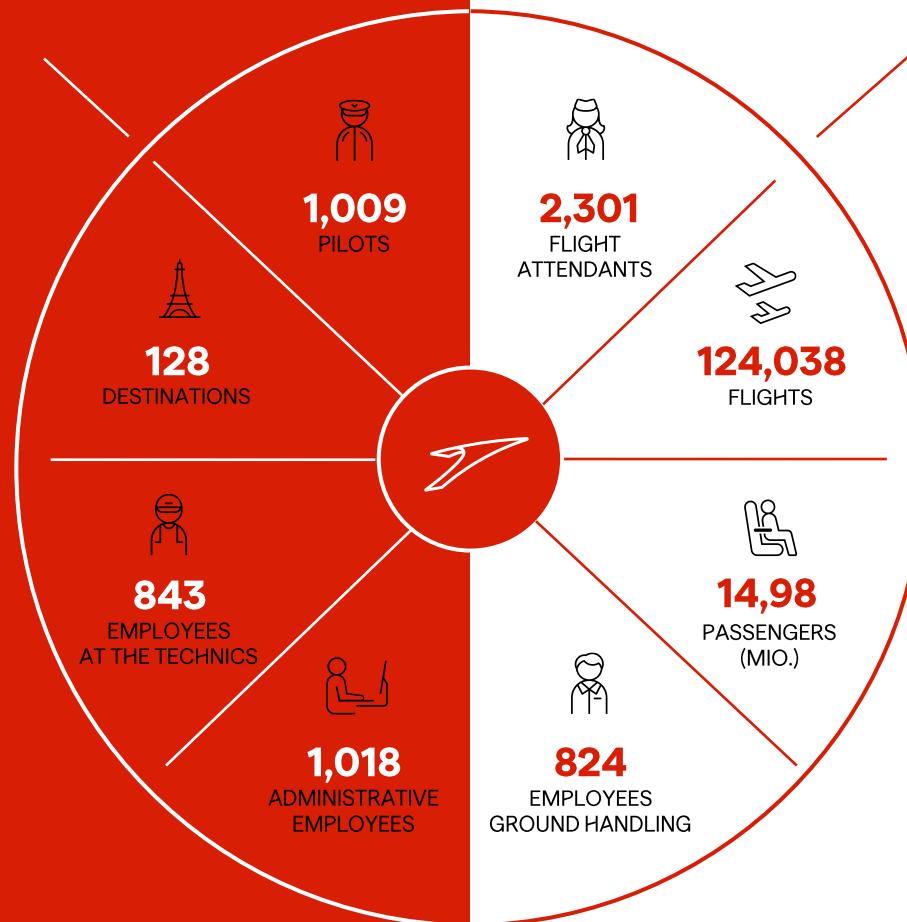
Our technical division, Austrian Technik, is responsible for maintenance and repair of a significant amount of our fleet directly in Vienna.

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

Corporate figures 01.01.2025 to 31.12.2025

LUFTHANSA GROUP

A STAR ALLIANCE MEMBER 



FLEET OVERVIEW

29



AIRBUS A320

5



AIRBUS A320neo

6



AIRBUS A321

16



EMBRAER 195

6



BOEING 777

3



BOEING 767

2



BOEING 787

NEW

67
TOTAL

Progress at every altitude


2007

Austrian Airlines recognised as an ÖKOPROFIT company


2008

Launch of the partnership with Climate Austria and voluntary passenger CO₂ contribution to compensation

Innovative waste prevention system reduced residual waste by more than 50% compared to 2002


2016

Acquisition of 17 Embraer 195 aircraft to replace the Fokker fleet, reducing fuel consumption per seat by 18%


2022

First Airbus A320neo introduced into the fleet

Climate targets for 2030 and 2050 validated by SBTi

Launch of the Flight Ops Sustainability Programme

First operational use of SAF at Vienna Airport


2023

Austrian Airline EMAS certified for the 1st time

Launch of Green Fares


2024

First 787-9 Dreamliner introduced into the fleet


2025

Launch of the Sustainability Pilot Trainings

Announcement of future fleet modernisation

Introduction of AeroSHARK-efficiency-enhancing surface technology

Our values



Employees' voice

ANNIKA DOLLINGER
Maintenance Operations



"Within Austrian Technik, the engineering team focuses on minimising unplanned downtime and making optimal use of resources by continuously monitoring aircraft performance and component reliability. Across all areas of our maintenance operations, we continuously pursue improvements, for example by replacing landing light halogen lamps with LEDs and introducing an electric ground power supply for aircraft."

STEPHAN SOKLARIS
Commercial Fleet Planning



"We are experiencing one of the most exciting phases in our history. At Austrian Airlines, we are in the midst of the most comprehensive fleet rollover we have ever undertaken, introducing next-generation aircraft such as the Boeing 787 and Airbus A320neo. This enhances efficiency, significantly reduces emissions, and reinforces our commitment to more sustainable aviation."

ALEXANDER SCHNECKE
Sales



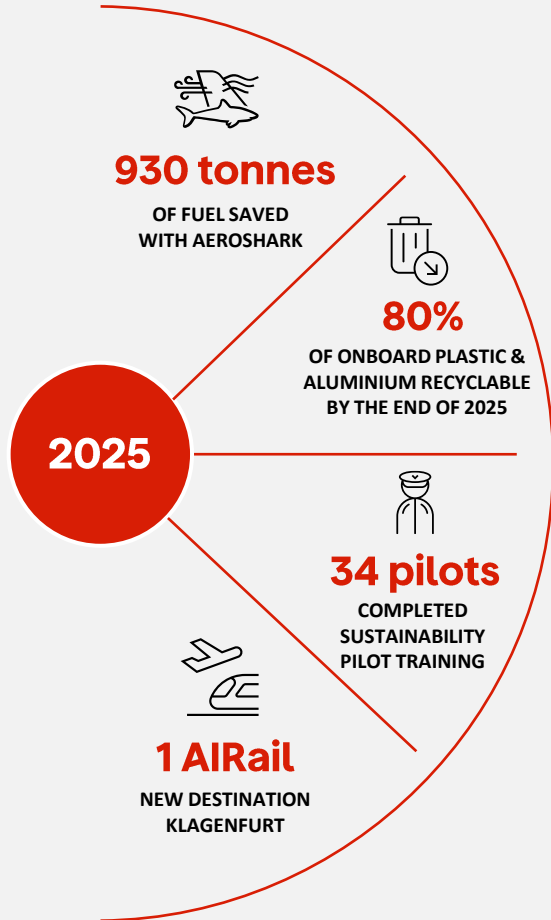
"Our Sales Department supports the decarbonisation of aviation by promoting the adoption of Sustainable Aviation Fuel. Through SAF solutions, we enable businesses and travellers to reduce the estimated lifecycle carbon emissions associated with their flights while maintaining the highest standards of air travel. Together with our customers, we help accelerate the transition towards lower-carbon aviation – one flight at a time."

MARIE LANDMANN
Austrian Uniforms



"As a tailor, I work with the fabrics used for our uniforms every day. Using materials efficiently is simply a given. Together with our project partners, we are sending a strong message by reducing textile waste and using resources responsibly. Above all we want to inspire others to commit to the conscious reuse of existing resources."

2025 Milestones



Driving sustainability together

ENVIRONMENTAL COORDINATORS



Environmental management at Austrian Airlines is built on collaboration. More than 40 Environmental Coordinators bring their environmental expertise directly into their departments, translating strategic objectives into practical action.

Through local ownership, operational knowledge and cross-functional exchange, they help to embed environmental responsibility into day-to-day operations across the company.

ENVIRONMENTAL MANAGEMENT & ESG TEAM



Our Environmental Team supports departments across Austrian Airlines in implementing environmental initiatives and fostering collaboration through open dialogue and cross-functional networking.

By integrating environmental considerations into business processes and decision-making, the team helps drive the achievement of our environmental objectives.

Austrian 

Our responsibilities



02

Aviation as an economic driver in Austria

Aviation contributes to uniting people and fostering economic growth across the globe. By providing fast and dependable travel options, it enhances international trade, stimulates business activities and allows individuals to visit loved ones, explore new destinations and immerse themselves in diverse cultures.

In 2024, the aviation sector in Austria was a cornerstone of the economy, employing approximately 47,300 individuals and generating around USD 5.6 billion in economic output, which accounted for about 1.1% of the nation's GDP. When considering the entire aviation value chain, including suppliers and tourism, the sector contributed USD 26.3 billion to the Austrian economy and supported around 241,500 jobs.

As Austria's home carrier, Austrian Airlines is proud to be a significant contributor to this connectivity. In 2025, we employed more than 6,000 dedicated professionals and connected Austria to 128 destinations across Europe and beyond. Through our extensive network and operations, we actively support tourism, facilitate international business, and reinforce Austria's standing as a thriving, globally connected economy.



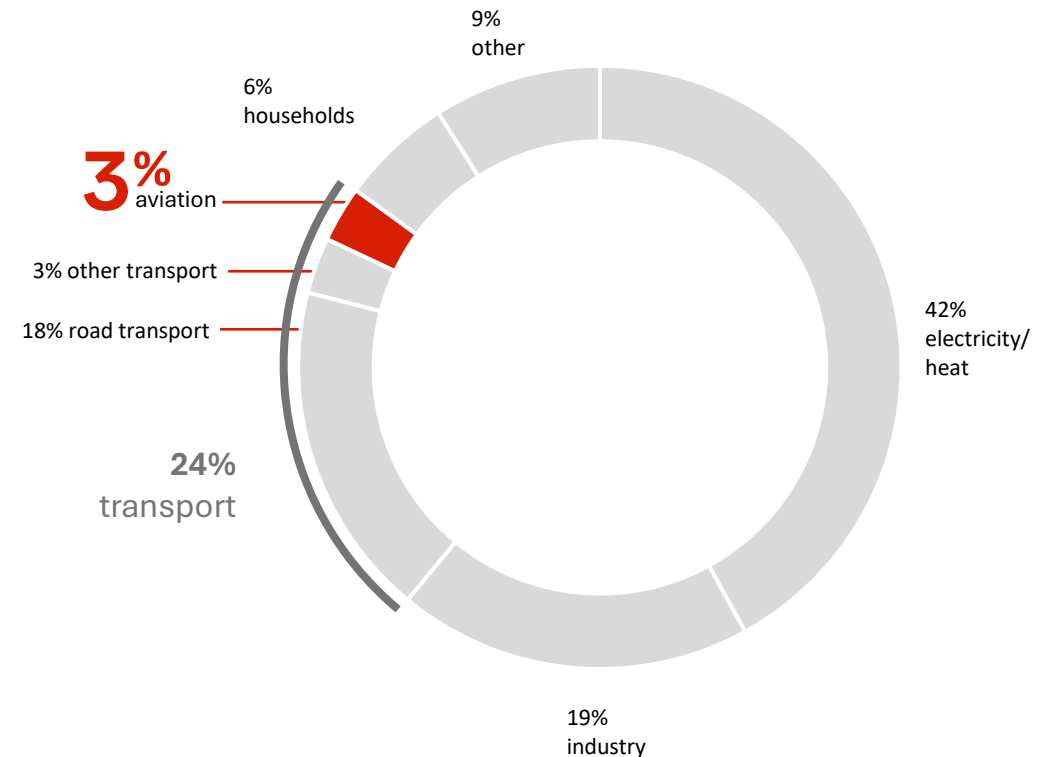
Understanding the challenges

Aviation not only connects people and economies across the globe but also bears significant environmental responsibilities, particularly concerning CO₂ emissions. Carbon dioxide (CO₂), a greenhouse gas released when fuel is burned, is a major contributor to climate change and poses a considerable challenge for the aviation industry. As a result, reducing these emissions is a top priority for Austrian Airlines.

We recognize that contributing to more sustainable flying is a complex endeavour, requiring us to navigate various persistent challenges and barriers. Currently, the aviation sector accounts for approximately 3% of global CO₂ emissions. While the industry has already seen a reduction of over 40% in CO₂ emissions per passenger kilometre since the 1990s, we understand that achieving further absolute reductions is essential for a more sustainable future.

The ongoing geopolitical developments in Ukraine and the Middle East continue to impact international aviation. In response, we have adjusted selected flight routes and are avoiding certain airspaces to ensure the highest levels of operational safety. These necessary route changes result in longer flight times, increased fuel consumption and additional operational costs. Despite these challenges, Austrian Airlines remains fully committed to providing a safe, reliable and comfortable travel experience for our guests. We continue to closely monitor the situation and adapt our operations as needed, while navigating these complex circumstances and maintaining the highest standards in our operations.

THE AVIATION SECTOR ACCOUNTS FOR AROUND THREE PERCENT OF GLOBAL CO₂ EMISSIONS



Sources:
LHG Policy Brief October 2025
BDL/International Energy Agency 2022

Lufthansa Group and Austrian Airlines environmental strategy

Austrian Airlines, together with the Lufthansa Group, has set itself ambitious goals to contribute to more sustainable flying.

Through CO₂ reduction measures, as well as by supporting certified climate protection projects, the company aims to achieve net-zero CO₂ emissions by 2050.

Already by 2030, the Lufthansa Group wants

to halve its net CO₂ emissions compared to 2019 through reduction measures and by supporting certified climate protection projects.

Additionally, Austrian Airlines is increasingly implementing measures for a functioning circular economy.



Direct and indirect environmental aspects

At Austrian Airlines, we are driving a broad range of initiatives to strengthen the sustainability of our business. In line with our environmental management approach, we prioritise the most significant direct environmental aspects of our operations with targeted measures.

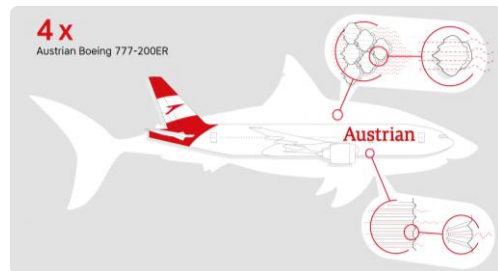
DIRECT ENVIRONMENTAL ASPECTS		
	ATMOSPHERIC EMISSIONS	Relevant through the burning of kerosene, flights and ground operations contribute to emissions of gases such as CO ₂ and non-CO ₂ increasing the concentration of GHG emissions in the atmosphere and contributing to long-lasting contrails)
	FUEL CONSUMPTION	Relevant due the kerosene dependence of airline operations, resulting in the production of emissions
	WASTE	Relevant due to the significant amount of waste produced onboard and result in emissions during disposal
	NOISE	Relevant due to noise occurring from flight operations near airports with potential repercussions on the environmental and vicinity
OTHERS AND INDIRECT ENVIRONMENTAL ASPECTS		
	INTERMODALITY	Relevant through the integration of rail and air travel, helping reduce emissions on selected travel route

More efficient flight operations



AEROSHARK – ONE YEAR OF “SHARKSKIN” EFFICIENCY

In early 2025, Austrian Airlines equipped four Boeing 777-200ER aircraft in its fleet with the innovative AeroSHARK technology. After one year in service, the technology has delivered encouraging results: operational analyses confirm an aerodynamic drag reduction of 0.7%, which translates into fuel savings of approximately 0.7% to 0.9% depending on the route.



AeroSHARK shows that meaningful progress does not only depend on fleet modernisation. Smart technologies like this demonstrate how even incremental aerodynamic improvements can unlock measurable efficiency gains in today's fleet, reducing fuel consumption and emissions alongside Austrian Airlines' long-term fleet renewal strategy. While these percentage savings may appear modest, their impact is significant across our long-haul flight operations. During the first year of operations alone, the four AeroSHARK-equipped aircraft consumed around 930 tonnes less kerosene, preventing nearly 3,000 tonnes of CO₂ emissions. This is equivalent to the fuel required for approximately 20 flights from Vienna to New York.

What is AeroSHARK?

Developed by Lufthansa Technik and BASF, AeroSHARK is an innovative surface technology inspired by the microscopic structure of sharkskin. Its riblet film optimises airflow over the aircraft fuselage, reducing drag and improving fuel efficiency without requiring modifications to the aircraft itself.



[Learn more about AeroSHARK](#)

Application of AeroSHARK surface technology on Austrian Airlines aircraft during winter heavy maintenance

📍 Taipei, Taiwan



“SUSTAINABILITY STEPS” AWARENESS CAMPAIGN FOR EFFICIENT OPERATIONS

In 2025, Austrian Airlines launched the “Sustainability Steps”, a communication initiative designed to promote operational best practices and support pilots in consistently applying fuel-efficient flight procedures.

By highlighting how small day-to-day improvements in flight operations can add up to meaningful environmental benefits, the initiative shows that even minor adjustments can generate fuel savings equivalent to several full tank loads over the course of a year. Over time, this structured approach is expected to encourage more consistent use of established procedures, helping to reduce kerosene consumption and CO₂ emissions without adding complexity for crews.

CONF3 LOWER FLAP SETTING

For the Airbus A320 fleet, the Sustainability Steps promote the use of CONF3 landing setting, an approach that uses a lower flap setting to decrease drag and reduce fuel consumption.

This setting helps saving around 8.3kg of fuel and 26.3kg of CO₂ per landing.



Since the beginning of the year 2025, the procedure has already saved 81,000 kg of kerosene, which corresponds to 255,900 kg of CO₂. In September 2025 alone, the savings amount to 7,500 kg of kerosene or 23,700 kg of CO₂.

AUXILIARY POWER UNIT (APU)

For the Embraer fleet, the Sustainability Steps promote using the APU more efficiently. This onboard power unit supplies electricity and air conditioning while the aircraft is on the ground. Whenever ground-based power is available, pilots are encouraged to minimise APU operating time to reduce fuel consumption and emissions.



In the third quarter of 2025, average APU usage was around three minutes shorter per flight than during the same period in 2024, avoiding approximately 250 tonnes of CO₂ and proving that systematic awareness building pays off.

SINGLE ENGINE TAXI-IN & OUT (SETI/SETO)

On all our fleets, including long-haul Boeing 767, 777 and 787 aircraft, pilots can implement Single Engine Taxi procedures.

This allows pilots to taxi with one engine shut down, when conditions permit and which is an important lever for lowering fuel consumption.



In 2025, Austrian Airlines’ cockpit crew effectively used this procedure, saving 621 tonnes of fuel and cutting CO₂ emissions by 1,963 tonnes.



Fleet modernisation

Improving the environmental performance of aviation requires continuous progress in aircraft technology. Newer aircraft generations consume less fuel, thus fleet renewal is one of the most important lever for reducing the environmental impact of an airline.

Austrian Airlines is therefore gradually introducing more efficient aircraft into its fleet. The Boeing 787-9 Dreamliner represents the newest addition to long-haul operations, with first two aircraft in 2024. Designed with advanced materials and aerodynamics, the remarkable efficiency of

this type translates into significantly reduced CO₂ emissions per seat. At around 2.5 litres of fuel per passenger per 100 kilometres of flight distance, fuel consumption is up to 20% lower per seat compared to a Boeing 767, thus enabling a reduced CO₂ impact. The rollover of our long-range fleet will be completed in 2028.

The Embraer 195 fleet will be phased out by the end of 2028, as part of a progressive transition of operations to the Airbus A320neo family. This transition reduces fleet complexity and brings additional efficiency gains through newer aircraft technology.

Highlight

The A320neo family features all new developed engines and aerodynamically optimised Sharklets, making it the most comfortable and fuel-efficient single-aisle aircraft available today. This aircraft delivers a 20% advantage in fuel burn and CO₂ emissions over its predecessor, highlighting our commitment to sustainability and enhancing the travel experience for our passengers. In the coming years, Austrian Airlines will gradually replace its short- and medium-haul fleet with aircraft from the Airbus A320neo family.



Sustainable Aviation Fuel (SAF)

Sustainable Aviation Fuel (SAF) is not produced from fossil fuels, but from renewable energy sources, such as used cooking oils and fats or from agricultural waste. While SAF emits a similar amount of CO₂ emissions during combustion as conventional kerosene, its lifecycle greenhouse gas emissions are at least 80% lower.

All SAF, used within Austrian Airlines operations, is procured by the Lufthansa Group. A portion of the purchased SAF is used to comply with the European Union's mandatory SAF blending requirement, currently set at 2%, where the associated costs are already included into passenger ticket price.



Passengers have the possibility to purchase additional SAF through Green Fares and additional customer offerings.

The additional SAF purchased by passengers is incorporated into the Lufthansa Group's flight operations within six months after the respective flight.

The raw materials used to create SAF don't take away from human or animal food and are subject to strict sustainability criteria defined in the EU Renewable Energy Directive (RED II) and the ReFuelEU Aviation Regulation which are reviewed by independent auditors. Currently, SAF represents less than 1% of total aviation fuel used worldwide and costs about three to five times more than fossil fuel. The Lufthansa Group is involved in numerous projects to ensure that SAF becomes available in larger quantities as quickly as possible.

In 2025, Austrian Airlines purchased 13,807 tonnes of SAF supplied by the Lufthansa Group. This volume corresponds to a minimum reduction of approximately 43,630 tonnes of fossil CO₂ emissions compared with the use of conventional fossil kerosene*.

Highlight

440,372 tonnes fossil CO₂ reduced in the Lufthansa Group through the use of SAF in 2025. SAF accounted for 1.5% of Lufthansa Group's total fuel consumption during the year.



Supporting lower carbon travel choices

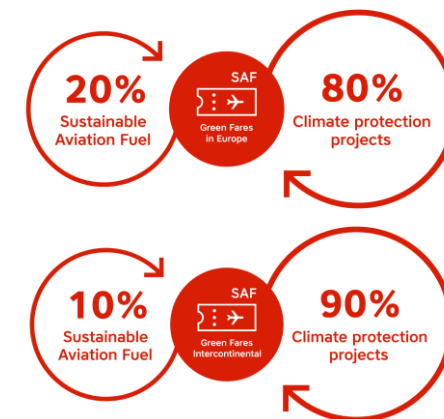


GREEN FARES

As part of our commitment to more sustainable travel, Austrian Airlines, together with the Lufthansa Group, offers Green Fares, which contributes to reducing the climate impact of future flights through SAF ($\triangleq$ 20% of CO₂ emissions), as well as a contribution to high-quality climate protection projects ($\triangleq$ 80% of CO₂ emissions) for individual Green Fare bookings on short- and medium-haul flights.

Since December 2024, Austrian Airlines has significantly broadened its 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.



Highlight

Within the Lufthansa Group, customer contributions to SAF and climate protection projects addressed 860,000 tonnes of fossil CO₂. Of this total, 144,000 tonnes were reduced through customer-supported SAF and 716,000 tonnes were avoided or removed via climate protection projects.

More than 7 million customers chose for more sustainable travel options across the Lufthansa Group in 2025.





GREEN FARES NOW AVAILABLE FOR GROUP BOOKINGS

In response to the increasing demand for more sustainable group travel, Lufthansa Group and Austrian Airlines have introduced Green Fares, which replaced the Flex Fare in our Book-a-Group program as of January 27, 2026. This change reflects our commitment to providing our guests with more sustainable travel options and aligns with our strategic goal to expand our Green portfolio across various customer segments.

With this update, Lufthansa Group now offers Green Fares for group bookings of more than nine guests in all travel classes on intercontinental flights operated by our airlines. By integrating Green Fares into the group booking process, we aim to make sustainable travel options more accessible and further embed sustainability into our core product offerings.



SAFt – AUSTRIAN AIRLINES x WATERDROP®

Developed exclusively in collaboration with the renowned Viennese company waterdrop®, Austrian Airlines is proud to present SAFt, a unique microdrink and part of the Austrian Airlines Melangerie Buy on Board service in 2025. 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% over its lifecycle, making it one of the most effective ways to make aviation more sustainable.



Contribution to climate protection projects



Ötscher-Tormäuer Nature Park, Austria



2025 Austrian Airlines Environmental Report

Austrian Airlines offers passengers the opportunity to voluntarily contribute to high-quality climate protection projects in line with the estimated remaining CO₂ emissions associated with their flights. These contributions complement Austrian Airlines' broader decarbonisation efforts on the path towards Net Zero 2050 while supporting projects that deliver measurable environmental and social benefits.

Highlight

In 2025, passengers of Austrian Airlines supported climate protection projects covering more than 75,600 tonnes of CO₂, representing an increase of approximately 6% compared with the previous year. A further 1,840 tonnes were contributed by the Lufthansa Group for Austrian employee business travel.



Throughout the 2025 reporting year, Austrian Airlines primarily cooperated with Climate Austria, supporting national climate protection projects implemented and monitored in accordance with the Austrian Environmental Support Act (*Umweltförderungsgesetz*). At the same time, preparations were underway for the introduction of a new climate protection portfolio, which is implemented together with experienced partners including First Climate, Senken, CEEZER and myclimate. International projects are certified according to recognised standards such as Gold

Standard and Puro.earth, while European projects comply with recognised standards including Carbon Standards International (CSI) and ISO 14064. All projects undergo a rigorous selection and evaluation process to ensure transparency, credibility and measurable climate impact.

Although the new portfolio will reduce the relative share of national projects, Austrian Airlines has made a deliberate decision together with Lufthansa Group to increase the share of credible carbon removal solutions by including projects from regions where such approaches are already more established. As a result, the share of carbon removal projects in the new portfolio has increased to ~20%, reflecting the growing importance of durable carbon removals within long-term climate strategies.

Unlike avoidance projects, which reduce or prevent future greenhouse gas emissions, carbon removal projects remove CO₂ from the atmosphere and store it over the long term, for example through nature-based solutions such as reforestation or technology-based approaches such as biochar and direct air capture. By combining both approaches, the portfolio supports immediate climate action while contributing to durable carbon removal where scientifically and technically appropriate.



[Learn more about Climate Austria](#)





Circular resource management and waste

Waste is a material environmental aspect of Austrian Airlines. Our operations generate a wide variety of waste streams, from catering waste to textiles and maintenance waste, each requiring a different handling approach across the legislative landscape of our 128 destinations.

Developing an effective circular waste management strategy for inflight operations therefore requires solutions that are operationally robust across a highly diverse international network.

Our approach follows the principles of the waste hierarchy, prioritizing waste prevention, followed by reuse, recycling and responsible disposal wherever materials cannot yet be recovered.



TOWARDS FULLY RECYCLABLE ONBOARD MATERIALS

When selecting onboard packaging and service items, we apply the waste hierarchy by avoiding or replacing single-use items with reusables where feasible. In aviation, however, weight remains an important consideration, as every additional kilogram increase fuel consumption. Lightweight materials such as plastic or aluminium are therefore a good choice, provided they are used in a circular way, which means they need to be recyclable.

Austrian Airlines assess the recyclability of all packaging and service items from two angles: material composition, or technical recyclability, and practical recyclability within our operations.

Aluminium, for example, is technically recyclable, but due to regulatory requirements, it must be thermally

recovered together with food scrapings. Austrian Airlines therefore classifies the aluminium casseroles in which customers receive their meals as not recyclable and are looking for ways to change that.

Our 2027 ambition

Against this background, around 80% of all plastic and aluminium onboard service items were recyclable by the end of 2025, up from 76% the previous year. Austrian Airlines aims to increase this share to 100% by 2027, with particular focus on food packaging and passenger-facing products.



SMARTER WASTE MANAGEMENT ON BOARD

Recyclable materials only deliver value if they are correctly sorted onboard and then handed over to be properly recycled after landing. This requires both the right processes on board and crews who know and apply them.

On the process side, we work with our catering and waste handling partners at home base and our destinations to define the right waste collection and separation procedures that reflect both local recycling conditions and regulatory requirements.

On the crew side, we make sure these procedures are communicated, trained and actually carried out onboard, across a fleet with different kitchens and thus setups for waste collection.

Our 2027 ambition

Keeping these complexities in mind, we aim at achieving a recycling quota for our inflight waste of 50% by 2027.

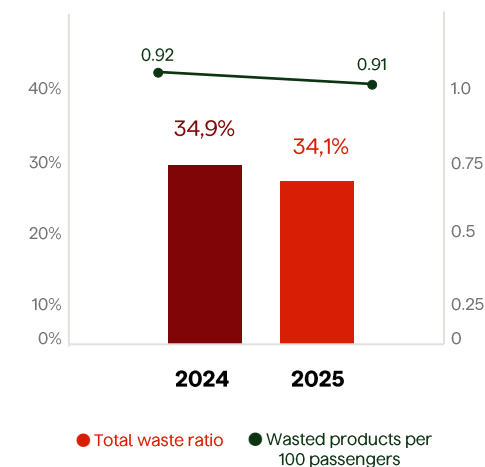
We see that our efforts are effective, as our recycling rate increased from 30% in 2024 to 38% in 2025.



LESS FOOD WASTE

Food is valuable and discarding it does not come easily to us. Since hygiene regulations rule out reusing or donating food once it has been offered onboard, we focus first on quantity planning. Pre-order options help us better estimate actual demand and reduce food waste from the outset. As a result, the number of wasted products in 2025 was reduced to 0.91 per 100 passengers.

Food waste ratio – Economy Class
Austrian Melangerie Buy on Board Service
2024 vs. 2025



Where food still remains unsold, our Austrian “Melangerie 2 Go” initiative steps in. Shortly before landing in Vienna, passengers on European flights can purchase fresh, unconsumed products from the onboard catering menu at a discounted price. In 2025, Austrian “Melangerie 2 Go” saved an average of 670 kg of food waste per month, with 35,995 products sold over the year, representing 8,087 kg of food waste avoided.



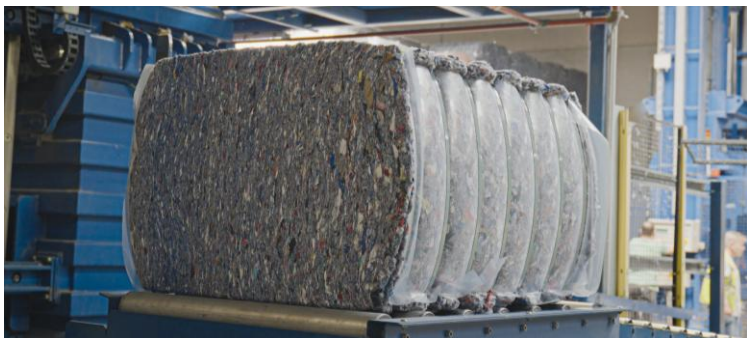
OLD UNIFORMS, NEW FIBERS

Following the “reduce” layer of the waste hierarchy, we established a second-life system for uniforms, keeping valuable textiles in use for as long as possible before they are retired. Proper disposal at the end of their life, however, is challenging, as recycling options for textiles remain limited today.

To address this, Austrian Airlines joined a cross-industry initiative in early 2025, originally launched by Austrian Federal Railways (ÖBB) in 2023 and now also bringing together Austrian Post, Vienna Public Transport as well as City Airport Train (CAT). The recycling process currently focuses on cotton mono-materials such as blouses, shirts and aprons, which can be mechanically processed into new fibres and filling materials.

Highlight

Since joining the initiative, Austrian Airlines has contributed 918 kg of textile material to the recycling stream, with all participating organisations together collecting nearly 30 tonnes. An assessment conducted by EY Denkstatt found that this process results in approximately 59% lower CO₂ emissions compared to thermal recovery.



SECOND LIFE FOR AMENITY KITS AND BLANKETS

When an item at Austrian Airlines reaches the end of its life, it does not always reach the end of its usefulness. We therefore extend the life of amenity kits and blankets whenever possible, by making them available to people who can still benefit from them.

During the pre-Christmas period, our cabin crews once again volunteered to collect open but unused amenity kits that passengers had left behind on board. Around 700 kits, including sleep masks, socks and toothbrushes, were donated to the Vienna Red Cross in December 2025, which distributed them to people in need.

Highlight

Following the positive response in previous years, the initiative was continued throughout 2025 and expanded to include onboard blankets. As a result, around 1,250 blankets were provided for charitable purposes, helping to keep valuable materials in use for longer while supporting people in need.



Aircraft noise

Despite their central importance to the national and global economy, flight operations also generate noise, particularly in the vicinity of airports. Aircraft noise originates, from both the engines and the airflow around the aircraft. The altitude of the aircraft relative to the ground also 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:

INVESTING IN
QUIETER
AIRCRAFT

DEVELOPMENT OF
OPTIMIZED FLIGHT
PROCEDURES & ROUTES

IMPLEMENTATION OF
NOISE-REDUCING
TECHNOLOGY

DIALOGUE WITH
AIRPORT ADJACENT
COMMUNITIES

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 marked 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 2025, 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?

These links play audio of an Airbus A320 approaching Frankfurt Airport, first with a vortex generator fitted and then without. Can you hear the difference?



[WITH VORTEX GENERATOR](#)

[WITHOUT VORTEX GENERATOR](#)



LED technology for aircraft lighting



A TECHNICAL DEPARTMENT INITIATIVE

The Austrian Airlines technical department is actively engaged in numerous environmental initiatives. A standout initiative for 2025 is the Moonraker project, which focuses on replacing traditional halogen and incandescent aircraft lamps, which are used for operations such as landing, taxi and runway turnoff, with FAA-PMA-certified LED lamps - on both the Embraer and Airbus fleet. These lamps meet the same safety and performance requirements as the original manufacturer components while offering significant operational and environmental benefits. While halogen lamps typically operate for 25 to 100 hours, LED lamps are expected to last 30,000 to 50,000 hours. They also require approximately one-third less electrical power and produce less heat, thus improving overall energy efficiency.

To illustrate, on an A320 aircraft, approximately five halogen landing and take-off lamps per annum formerly necessitated replacement, entailing roughly 1–1.5 maintenance hours per lamp. Additionally, the extended lifetime reduces the amount of hazardous waste generated from discarded halogen lamps, thereby improving environmental performance.

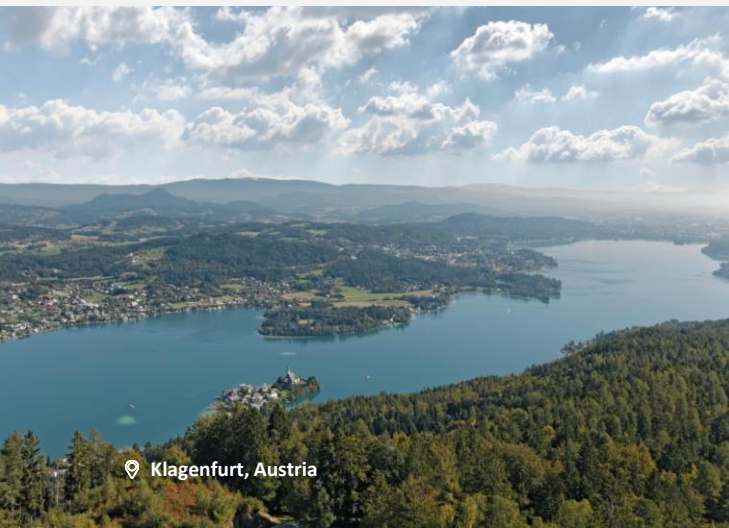
Implementation has been fully completed across the Embraer fleet in 2025, while the retrofit of the Airbus fleet is progressing and is expected to be completed during the first half of 2026.

Intermodality

Under the motto “From Rail to Air”, 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.

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.

In 2025, the city of Klagenfurt has joined the AIRail network, adding another major connection in Southern Austria.



Klagenfurt, Austria

Raising 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.

CONTINUITY

- Communication topics integrated through PDCA EMAS circle

COMMUNICATION

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

MEASURABLE RESULTS

- Tracking of all environmental-related topics

INTERACTIVITY

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



“WELCOME DAY” FOR NEW EMPLOYEES

At Austrian Airlines, we foster a supportive and inclusive environment, emphasizing a smooth onboarding experience. Our monthly Welcome Day introduces new employees 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.

In 2025, more than 250 new Austrian Airlines employees received an introduction to the company's approach to sustainability and its main initiatives.



CLEAN-UP WEEKS

As part of the Clean Up Weeks campaign, which took place from mid- to late September 2025, around 1.8 tonnes of plastic waste was collected on board our aircraft and sent for recycling.

In addition, Lufthansa Group donated 5 EUR to help alliance for each bag of waste collected, with the proceeds funding social projects and community initiatives.

Austrian 

Our corporate context



03

Regulatory context

Aviation, like many other industries, is undergoing a profound transformation in response to the growing urgency of climate action. Despite structural challenges such as limited SAF supply, delayed fleet renewals and rising compliance costs, Austrian Airlines and Lufthansa Group remain committed to advancing decarbonization while upholding the highest standards of safety and connectivity.

To navigate this fast-changing regulatory environment with legal certainty, Austrian Airlines works to align its operations with applicable legal requirements, supported since 2025 by an AI-based legal compliance tool, and in close coordination with Lufthansa Group, including through a Group wide approach where regulations affect us in largely the same way.

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

Fit for 55 and ReFuelEU Aviation	The EU's Fit for 55 package aims to cut greenhouse gas emissions by at least 55% by 2030. A central measure for aviation is the ReFuelEU Aviation regulation, which mandates a rising SAF blending quota: 2% since January 2025, increasing to 6% by 2030 and 70% by 2050. The regulation also includes an anti-tankering rule, requiring airlines to refuel at least 90% of their annual fuel needs at the respective EU departure airport to avoid carrying unnecessary extra weight. This is a crucial rule that is enforced and closely monitored in Austrian Flight Operations. Austrian Airlines expects rising costs and competitive disadvantages, particularly given limited SAF availability and high prices. EU Kerosene Tax: The introduction of an EU-wide kerosene tax, as part of the broader Energy Taxation Directive reform, remains under negotiation and has not been finalised, as such changes require unanimous agreement among all EU member states. Commercial aviation fuel currently remains exempt from taxation across the EU.
Empowering Consumers Directive (EmpCo)	The ECGT has been in force EU-wide since March 2024 and is being implemented in Austria through an amendment to the Unfair Competition Act, applicable from 27 September 2026. It prohibits generic environmental claims such as "sustainable" or "green" without clear specification in the same medium, as well as forward-looking climate target claims such as "carbon neutral by 2050" without a verified, publicly available implementation plan with measurable interim targets. We welcome the ECGT's objective of ensuring environmental communication is clear and not misleading for customers. With our EMAS certified environmental management system, we already operate on a structured and verifiable basis for our sustainability data and reporting. At the same time, we are reviewing our customer facing communication to ensure full compliance with the new requirements
Non-CO₂ Effects (MRV / NEATS)	Since January 2025, EU regulation requires airlines to monitor, report and verify data on aviation's non-CO₂ climate effects, such as contrails and nitrogen oxides, which are understood to contribute to global warming. Since 2024, Austrian Airlines has worked together with Lufthansa Group to build the necessary data foundation required, which is now in place and is continuously being refined. The first formal report is due in June 2026, to be submitted via NEATS, the European Commission's central reporting tool.
Austrian Single-Use Bottle Deposit System	Since January 2025, Austria has applied a 25 cent deposit on single-use beverage packaging made of plastic and metal, aiming to raise the collection and recycling rate of PET bottles and aluminium cans to 90% by 2027. Austrian Airlines pays deposit fees for around 5 million units annually and is working to continuously increase the return rate.

EMAS

In 2025, Austrian Airlines proudly achieved its first EMAS (Eco-Management and Audit Scheme) 3-year certification cycle. This milestone underscores our dedication to environmental sustainability, and we remain committed to enhancing our environmental improvement processes in the years to come.

To ensure that our environmental initiatives are both measurable and transparent, Austrian Airlines has committed to 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 consider 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 top management 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.



COLLABORATION AND STRUCTURE

Environmental expertise and responsibility at Austrian Airlines extend beyond the environmental department, affecting everyone, much like operational safety. 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 its 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.



HOW WE DRIVE CONTINUOUS IMPROVEMENT

PLAN

Setting goals and measures, identifying influencing factors and environmental impacts, and developing environmental programs.

DO

Implementation of planned measures and execution of activities in line with established goals. Integrate environmental aspects into daily operations.

CHECK

Monitoring and measuring environmental performance to assess progress and identify improvement opportunities.

ACT

Evaluating the results of the review and taking corrective action.

Application scope



AREAS OF ACTION

Austrian Airlines' environmental management system applies to activities, products, and services across all organizational units at Vienna Airport. This primarily includes passenger and goods transportation in flight operations, covering all scheduled and charter flights. To maintain consistent environmental metrics within 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 Lufthansa Group. These employees, based at the Vienna location, contribute to various airlines within the Lufthansa Group. As they also utilize resources at Vienna, they are integrated into our environmental considerations.



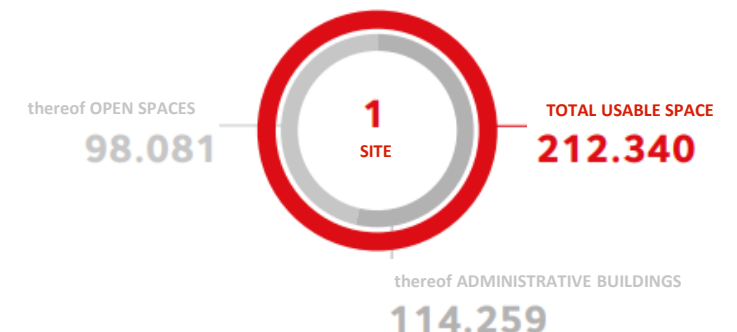
OBJECTS

The following objects are included in the scope:

- Austrian Airlines AG Head Office at Vienna Airport (Office Park 2, 1300 Vienna-Schwechat)
- Station areas and offices of Vienna-Schwechat Airport (incl. Lounges, as well as Lost & Found counter in the arrival hall T3)
- Technical base of Austrian Airlines (1300 Vienna Airport)
- Training building (1300 Vienna Airport) including mock-up hall, excluding the Lufthansa Aviation Training building. Currently replaced by containers due to renovation
- Aircraft and company cars operated by Austrian Airlines AG

OUR USABLE AREAS

Data in m²



Stakeholder requirements

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 fulfil our responsibility in promoting environmentally conscious practices within the aviation industry.



- Government
- Legislation
- Politics
- Authorities



- Investors
- Creditors
- Shareholders



- Private customers
- Business customers



- NGOs
- Associations
- Economic partner



- Employees
- Employee representatives



- Educational institutions
- Research and Development



- Suppliers
- Contract partners
- Aviation sector



- Residents
- Public
- Media

Environmental Policy

TOGETHER FOR A BETTER FUTURE

Austrian Airlines, together with the Lufthansa Group, has set itself ambitious climate protection goals. Through CO₂ reduction measures, as well as by supporting certified climate protection projects, the company aims to achieve net-zero CO₂ emissions by 2050. Already by 2030, the Lufthansa Group wants to halve its net CO₂ emissions compared to 2019 through reduction measures and by supporting certified climate protection projects.

OUR DRIVE TO CONTINUOUS IMPROVEMENT

We are committed to continuous improvement of our sustainability performance, recognising it as an ongoing journey rather than a fixed destination. Meeting environmental regulations is only our starting point, our practices are designed to exceed them. As part of our Environmental Management System (EMAS), we annually review and enhance our processes.

FUELED BY INNOVATION AND CREATIVITY

We foster innovation to contribute to flying more sustainably. By exploring new technologies and adopting best practices, we develop solutions that reduce emissions. Even in the face of economic limitations, we welcome change and see it as an opportunity for our creativity and innovative capabilities to shine.

TRANSPARENCY AS TRUST STRATEGY

We understand that transparent information is crucial for building trust. We ensure our environmental data and performance reports are independently verified annually to guarantee accuracy and credibility. The Environmental Report is made accessible to all stakeholders, and we seek feedback to foster ongoing dialogue and continuous improvement.

EFFICIENCY AT ITS BEST

We enhance our flight and ground operations to maximise fuel efficiency and support our environmental objectives. By measuring fuel consumption and implementing targeted data-driven actions, we keep our performance on the right flight path while continuously monitoring progress and systematically evaluating the environmental impact of our actions.

OUR CIRCULAR APPROACH TO RESOURCES

We minimise waste and use resources responsibly across all operations. By reducing, reusing and recycling materials on the ground and in the air, we cruise towards a more circular economy. We collaborate with stakeholders to identify opportunities, implement targeted actions and continuously enhance resource circularity.

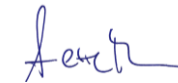
A QUIETER SKY FOR A HEALTHIER ENVIRONMENT

We are committed to minimising the impact of noise pollution on biodiversity and local communities through investment in quieter aircraft, implementation of noise-reducing technologies and development of optimized flight procedures and routes. We actively engage in ongoing dialogue with airport-adjacent communities and stakeholders to promote a quieter sky.

TOGETHER WE STRIVE

All departments play a role in preventing and mitigating the environmental impact of their operations. Our executives and employees are fully aware of their responsibilities and areas of impact. By raising awareness among our passengers about our sustainable practices, we can strengthen understanding of our environmental protection measures and inspire them to join us on our journey towards a better future.

CEO & CFO
Austrian Airlines
Annette Mann



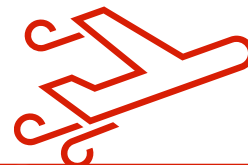
COO
Austrian Airlines
Stefan-Kenan Scheib



April 2026

Austrian 

Our key figures



04

Company key figures

OUR AIRCRAFT FLEET

as of December 31st 2025

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
Fleet size aircraft (total)	Number	67	68	82	-15	-1
Airbus A320	Number	29	29	25	4	0
Airbus A320neo	Number	5	5	0	5	0
Airbus A319	Number	0	0	7	-7	0
Airbus A321	Number	6	6	6	0	0
DH8	Number	0	0	15	-15	0
Embraer 195	Number	16	17	17	1	-1
Boeing 767	Number	3	3	6	-3	0
Boeing 777	Number	6	6	6	0	0
Boeing 787	Number	2	2	0	2	0

OUR TRANSPORT DATA ^[1]

Destinations according to summer flight schedule

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
Destinations	Number	128	120	128	0%	6,7%
Countries served	Number	48	46	51	-5,9%	4,3%
Flights	Number	111.945	113.212	139.646	-19,8%	-1,1%
Passengers	in Mio.	14,1	14,3	14,6	-3,0%	-0,8%
Available Seat Kilometres (ASK)	In Mio	27.934	27.431	28.367	-1,5%	1,8%

* Scheduled flights and full charter series incl. extended winter production (MLE, MRU) + change of destinations

OUR COMPANY VEHICLE FLEET ^[5]

Figures as of December 31st 2025

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
Fleet size vehicles (total)	Number	145	133	182	-37	12
Fleet size vehicles, petrol	Number	6	3	12	-6	3
Fleet size vehicles, natural gas / petrol	Number	0	0	7	-7	0
Fleet size vehicles, electric	Number	3	1	1	2	2
Fleet size vehicles, diesel	Number	136	129	163	-27	7

* Without management vehicles



**OUR EMPLOYEES^[9]**

Figures as of December 31, 2025

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
Employees (total)	Number	6.054	6.105	6.989	-13,4%	-0,8%
thereof: Cockpit flying personal	Number	1.009	1.025	1.192	-15,4%	-1,6%
thereof: Cabin flying personal	Number	2.301	2.342	2.573	-10,6%	-1,8%
thereof: Ground operations staff	Number	824	678	910	-9,5	21,5%
thereof: Technical staff	Number	843	823	841	0,2%	2,4%
thereof: Administrative staff	Number	1.018	1.187	1.414	-28,0%	-14,2%
thereof: Apprentices and dual-students	Number	59	50	59	0%	18%
Proportion of women in the company	%	54%	54%	54,7%	-1,3%	0%
Number of employees in the environmental department	Number	3	3	3	0%	0%

OUR DUTY TRAVELS^[10]

Number of flight business trips, emissions in tonnes

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
Duty travels (total)	Number	14.657	17.773	40.603	-63,9%	-17,5%
Duty travels with Austrian Airlines	%	91%	91%	83%	9,2%	-0,4%
Total passenger kilometres (PKM)	Mio. PKM	13.736	15.303	30.730	-55,3%	-10,2%
Total CO ₂ emissions generated	Tonnes	1.846	1.992	4.178	-55,8%	-7,3%

Absolute fuel consumption in flight operations

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

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
Total flight operations, Austrian Airlines	Tons	709.511	705.319	780.972	-9,2%	0,6%
Absolute consumption, cargo operations	Tons	68.907	64.372	82.778	-16,8%	7%
Absolute consumption, passenger transport	Tons	640.604	640.948	698.194	-8,2%	-0,1%
thereof: long-haul	%	42%	41%	43%	-1pp	+1pp
thereof: medium-haul	%	34%	35%	33%	+1pp	-1pp
thereof: short-haul	%	24%	24%	24%	0	0
Fuel consumption, wet leases only	Tons	18.727	5.727	–	–	+227%
Total fuel consumption, Austrian Airlines incl. wet leases	Tons	728.238	711.037	–	–	+2,4%

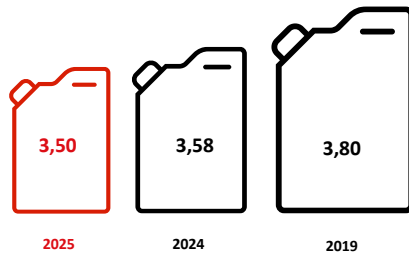
FUEL DUMPS ^[12]

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
Fuel amount	Tons	17,5	68	24	-6,5	-50,5
Event (total)	Number	2	3	2	0	-1
thereof: medical reasons	Number	2	2	2	0	0
thereof: technical reasons	Number	0	1	0	0	-1
other reasons	Number	0	0	0	0	0

Specific fuel consumption in flight operations

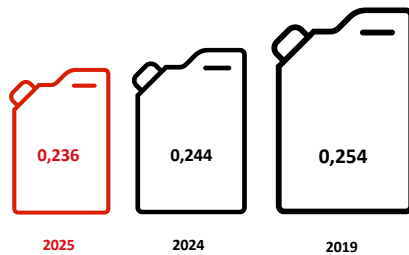
SPECIFIC FUEL CONSUMPTION ^{[1], [2], [4]}

Passenger transport, data in litres per 100 passenger kilometres (l/100PKM)



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

Freight transport, data in grammes per tonne-kilometre
Data in kilogrammes per tonne-kilometres (g/TKM)



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

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

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
Long-haul (> 3.000 km)	l/100PKM	2,99	3,08	3,75	-20,2%	-2,9%
Medium-haul (800 - 3.000 km)	l/100PKM	3,46	3,52	4,45	-22,3%	-1,7%
Short-haul (< 800 km)	l/100PKM	5,09	5,10	6,40	-20,5%	-0,3%



Air emissions from flight operations

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

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
Flight operations (total)	Tons	2.242.055	2.228.809	2.460.061	-8,9%	0,6%
CO ₂ emissions, freight	Tons	217.745	203.413	260.749	-16,5%	7%
CO ₂ emissions, passengers	Tons	2.024.310	2.025.396	2.199.313	--8%	-0,1%

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

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
Flight operations (total)	kg/TKM	0,86	0,88	0,92	-6,7%	-2,5%
Specific CO ₂ emissions, freight	kg/TKM	0,74	0,76	0,79	-6,3%	-2,6%
Specific CO ₂ emissions, passengers	kg/100PKM	8,74	8,94	9,48	-7,8%	-2,2%

OTHER EMISSIONS FROM FLIGHT OPERATIONS

Due to the EU-Commission's delay in completing NEATS (Non-CO₂ Aviation-Effects-Tracking-System), it was not possible to provide compliant Non-CO₂ values for our environmental reporting and we discontinued the previous approximate Non-CO₂ reporting-process. We will rectify this in due course, as soon as NEATS will be available.

Fuel consumption and CO₂ emissions in ground operations

ABSOLUTE FUEL CONSUMPTION ^[5]

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
Vehicle fleet (total)	l/a	258.162	265.269	154.276	67,3%	-2,7%
Petrol consumption	l/a	36.007	53.219	27.691	30%	-32,3%
Diesel consumption, vehicles	l/a	222.155	208.582	123.595	79,7%	6,5%
Diesel consumption, emergency power generators	l/a	0	3.452	2.900	-100%	-100%
Other / gas	l/a	0	16	90	-100%	-100%

SPECIFIC FUEL CONSUMPTION ^[5]

Per vehicle

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
Vehicle fleet (total)	l/FZG	1.780,43	1.968,55	831,74	114,1%	-9,6%
Petrol	l/FZG	6.001,17	17.739,54	2.307,58	160%	-66,2%
Diesel	l/FZG	1.633,49	1.616,92	758,25	115,4%	1%

Energy and water consumption

ABSOLUTE ELECTRICITY CONSUMPTION ^[6]

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
Electricity consumption, absolute	MWh/a	17.788	19.239	24.378	-27%	-7,5%
Office Park 2	MWh/a	1.577	3.023	3.567	-55,8%	-47,8%
Vienna Airport station	MWh/a	2.086	2.293	2.525	-17,4%	-9%
Austrian Maintenance Base	MWh/a	14.125	13.923	18.286	-22,8%	1,5%

ABSOLUTE DISTRICT HEATING CONSUMPTION ^[6]

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
District heating consumption, absolute	MWh/a	35.675	27.140	35.637	0,1%	31,4%
Office Park 2	MWh/a	1.705	1.594	2.033	-16,1%	7%
Vienna Airport station	MWh/a	329	363	389	-15,4%	-9,4%
Austrian Maintenance Base	MWh/a	33.641	25.183	33.215	1,3%	33,6%

ABSOLUTE DISTRICT COOLING CONSUMPTION ^[6]

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
District cooling consumption, absolute	MWh/a	2.642	3.141	2.490	6,1%	-15,9%
Office Park 2	MWh/a	1,972	2.343	1.992	-1%	-15,8%
Vienna Airport station	MWh/a	670	798	498	34,5%	-16%

ABSOLUTE WATER CONSUMPTION ^[6]

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
Water consumption (total)	m³/a	75.458	42.938	72.838	3,6%	75,7%
Office Park 2	m³/a	13.095	9.663	8.284	58,1%	35,5%
Vienna Airport station	m³/a	3.639	3.501	2.794	30,2%	3,9%
Austrian Maintenance Base	m³/a	62.363	33.275	61.760	1%	26,7%

SPECIFIC CONSUMPTION ^[6]

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
Electricity consumption per employee	MWh/MA	1,26	1,35	1,67	-24,7%	-6,8%
District heating consumption per employee	MWh/MA	2,52	1,90	2,44	3,2%	32,5%
District cooling consumption per employee	MWh/MA	0,19	0,22	0,17	9,4%	-15,2%
Water consumption per employee	m³/MA	5,33	3,01	4,99	6,8%	77,1%



Waste consumption on ground

NON-HAZARDOUS WASTE PER FRACTION ON GROUND OPERATIONS ^[11]

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
Non-hazardous waste (total)	Tons	267	308,4	1.227,8	-78,3%	-13,4%
thereof: sent for recycling	%	51,1%	50,8%	87%	-41,5%	0,5%
R1 Thermal recovery	Tons	130,6	151,7	155,2	-15,8%	-13,9%
Residual waste	Tons	107,1	118,7	130,3	-17,9%	-9,8%
Bulky waste	Tons	23,6	33	24,8	-5%	28,5%
R3 Recycling of organic materials	Tons	95,3	110,8	742,1	-87,2%	-14%
Waste paper and newspapers	Tons	1,71	4,60	123,9	-98,6%	-62,8%
Waste cardboard	Tons	67,72	51,5	275,8	-75,4%	31,6%
Waste wood	Tons	22,74	52,9	275,8	-91,8%	-57%
Kitchen and food waste	Tons	1,2	1,82	66,7	-98,2%	-34,2%
R4 Metal recycling	Tons	28	24	56	-50,5%	13,4%
Scrap iron	Tons	22	22	56	-60,5%	-1,7%
R5 Recycling of organic materials	Tons	13	22	275	-95,1	-37,7%
Mixed glass	Tons	0	4,71	144,85	-100%	-100%
Waste tires	Tons	0	3,64	4,10	-100%	-100%

WASTE AVOIDANCE IN FLIGHT OPERATIONS ^[11]

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
Avoided food waste thanks to "Austrian Melangerie To-Go"	Tons	8,09	5,07	0.	100%	59,4%
Recycled ReOil-eligible single-use plastics	Tons	27,55	21,34	46,24	-40,4	29,1%

HAZARDOUS WASTE. GROUND OPERATIONS ^[11]

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
Hazardous waste (total)	Tons	78	70	77	1,6%	11,5%
thereof: sent for recycling	%	19%	16%	17%	2%	3%
R1 Thermal recovery	Tons	63	59	64	-1,6%	7,2%
Fuels	Tons	7,50	3,60	5,24	43,1%	108,3%
Oil-contaminated operating materials	Tons	13,43	11,43	11,74	14,4%	17,5%
Oil-water mixture	Tons	0,00	1,74	0,23	-100%	-100%
Washing and cleaning waste	Tons	0,00	0,42	0,20	-100%	-100%
Solvent mixtures	Tons	0,00	4,75	3,58	-100%	-100%
Waste paint and varnish	Tons	20,44	17,48	18,34	11,5%	16,9%
Medical waste	Tons	0,24	0,26	0,54	-55,6%	-7,7%
Spray cans	Tons	0,44	0,40	5,51	-92,0%	10,0%
Plastic packaging with hazardous residues	Tons	1,30	0,96	1,10	18,2%	34,4%
Metal packaging with hazardous residues	Tons	3,22	2,04	3,14	2,5%	57,8%
R4 Recycling of metals	Tons	10,54	9,75	12,19	-13,5%	8,1%
Batteries	Tons	0,34	0,35	1,01	-66,3%	-2,9%
Lead-acid batteries	Tons	0,08	0,00	0,04	113,2%	-
Nickel-cadmium batteries	Tons	1,40	1,22	1,24	12,9%	14,8%
Waste electrical and electronic equipment	Tons	7,93	7,58	9,90	-19,9%	4,6%

Waste volumes in the air

WASTE AVOIDED IN FLIGHT OPERATIONS ^[11]

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
Avoided food waste thanks to “Austrian Melangerie To-Go”	Tons	8,09	5,07	-	-	59,4%
Recycled ReOil-eligible single-use plastics	Tons	27,55	21,34	46,24	-40,4	29,1%

WASTE GENERATED IN FLIGHT OPERATIONS ^[11]

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
Inflight Waste (total)	Tons	648	636	699	-7,4%	1,9%
Recycling Quota	%	38%	30%	82%	-52%	+8%
R1 Thermal Recovery	Tons	404,79	447,65	127,18	218,3%	-9,6%
Food waste	Tons	399,86	393,67	-	-	1.6%
Residual waste	Tons	4,93	53,98	127,18	-96,1%	-90,9%
R3 Recycling of Organic Materials	Tons	94,45	52,64	281,71	-66,5%	0,79%
Paper & Cardboard Packaging	Tons	94,45	52,64	281,71	-66,5%	79,4%
R4 Recycling of Metals	Tons	7,94	6,93	0,00	-	+14,6%
Metal Packaging	Tons	7,94	6,93	0,00	-	+14,6%
R5 Recycling of Inorganic Materials	Tons	148,63	128,56	290,57	-48,8%	0,30%
Plastic Packaging	Tons	79,80	72,98	99,62	-19,9%	9,3%
Glass	Tons	41,28	34,24	144,71	-71,5%	20,5%





Material consumption

MATERIAL CONSUMPTION IN MAINTENANCE OPERATIONS ^[8]

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
Batteries	Number	10.301	10.429	0	0	-1,2%
Sealants	l/a	1.133	441	0	0	156,9%
Paints	l/a	957	271	614	55,9	253,7%
Hardeners	l/a	862	242	291	196,4	256,5%
Adhesives	l/a	497	124	196	153,5%	300%
Corrosion protection agents	l/a	180	176	225	-20,2%	2%
Varnishes	l/a	1.777	703	551	222,6%	152,82,2%
Solvents	l/a	22.951	9.709	7.251	216,5%	136,4%
Cleaning agents	l/a	16.850	17.482	19.239	-12,4%	-3,6%
Lubricants	l/a	140.820	83.564	103.355	36,2%	68,5%

PRINTING PAPER ^[7]

	Unit	2025	2024	2019	Δ vs. 2019	Δ vs. 2024
Paper consumption	Tons	13,80	13,67	44,24	-65,8%	1%
Paper consumption per employee	kg / empl.	2,28	2,24	6,33	-64,6%	1,8%

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: • 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, CO₂ 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 3.16 tonnes of CO₂, 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. Lufthansa Group adheres to this guideline regarding the allocation of payload. A standardized, internationally harmonized, and accepted method would be welcomed by 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.



Austrian 

Declaration of validity



05

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, 24th July 2026



Dr. Burkhard Kühnemann



Ulrich Schmidt

IMPRESSUM

Austrian Airlines AG
Corporate Responsibility Department
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July 2026

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