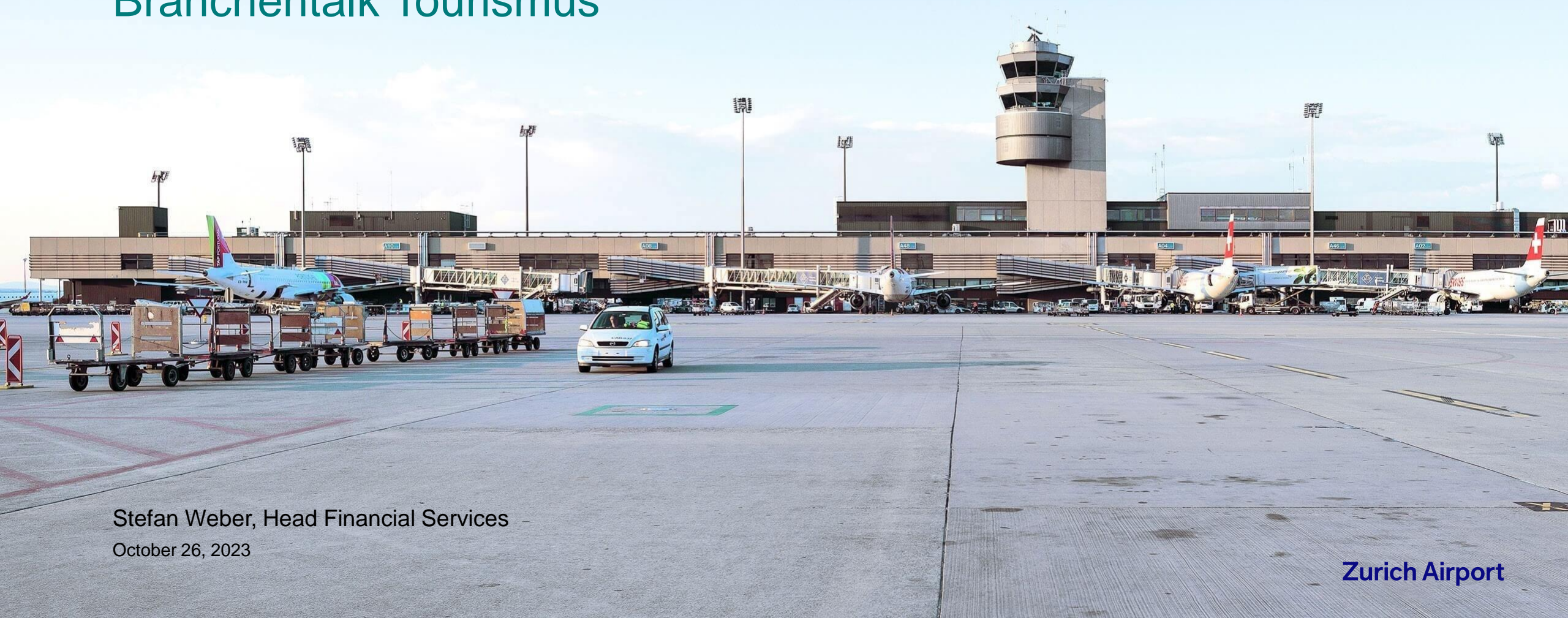


Flughafen Zürich AG

Branchentalk Tourismus



Stefan Weber, Head Financial Services

October 26, 2023

Zurich Airport

Agenda

01

The Airport of Zurich

02

Flughafen Zürich AG

03

Future Challenges



The Airport of Zurich

1948



1953



1970



1980



2001



2020



For

75

years

we have been moving
people and goods

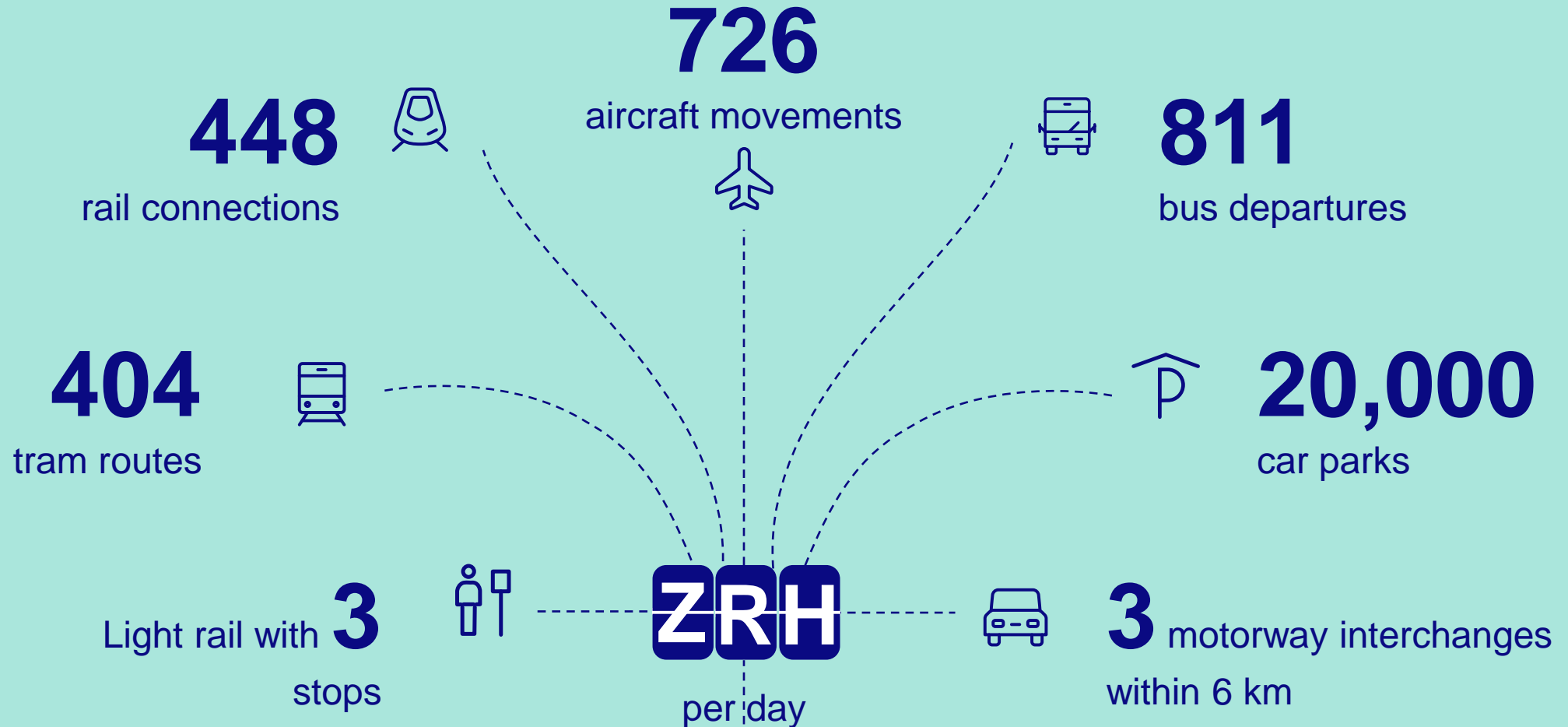
We connect Switzerland with the world

195 Direct connections
to and from Zurich

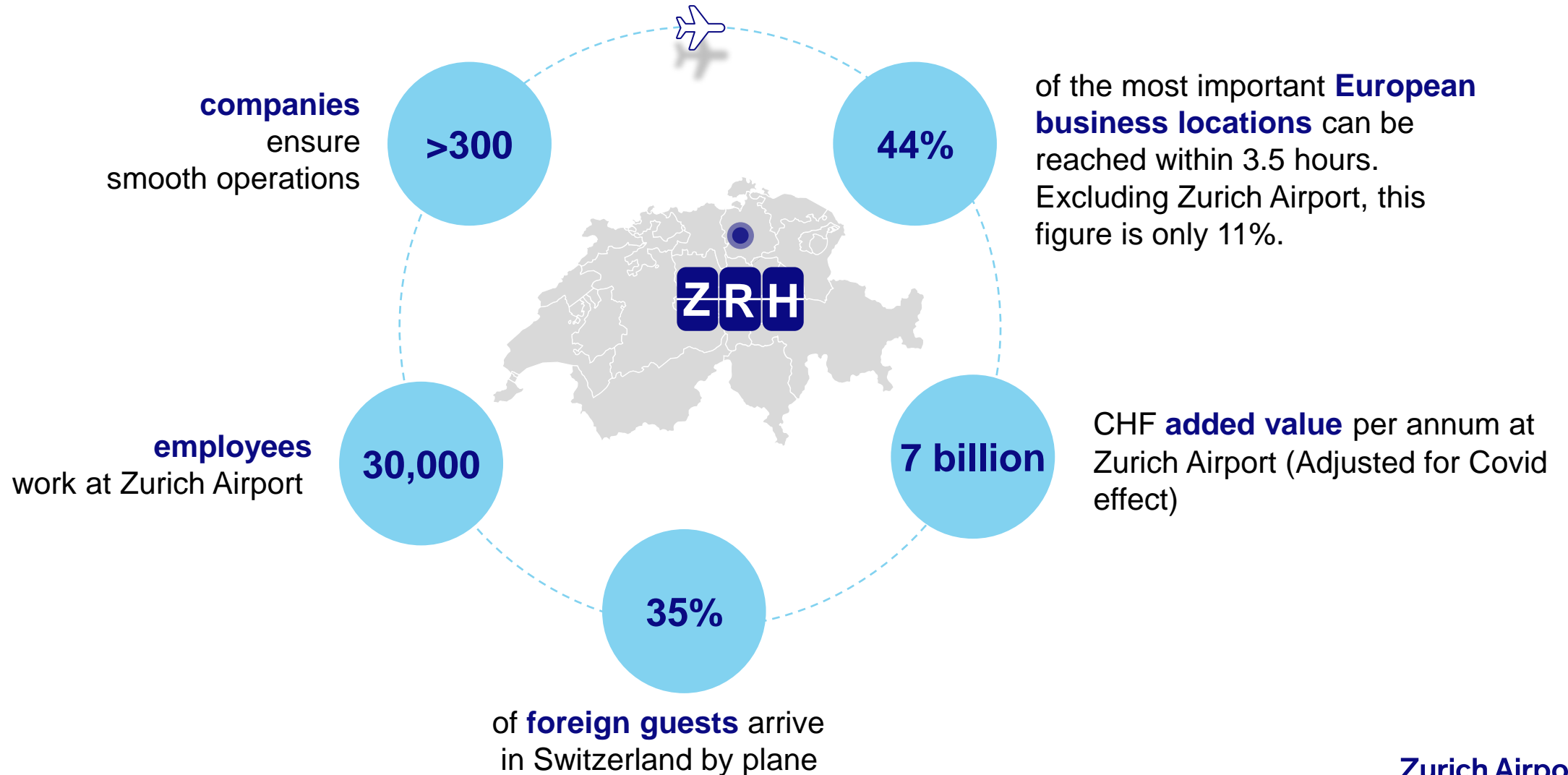
61 Scheduled and
charter airlines



No place in Switzerland is more accessible



Driver for the Swiss economy



Flughafen Zürich AG



Flughafen Zürich AG

Company Overview

Federal mandate

Concession agreement 2001–2051

Listed company

Shareholder structure

- Public trading 61.7%
- Canton of Zurich 33.3%
- City of Zurich 5%
- Not subsidized

Flughafen Zürich AG

2022 figures

- CHF 1,024 million turnover
- CHF 207 million profit
- Approx. 2,100 employees
- CHF 5.2 billion balance sheet total

Clear business model

Based on four pillars

1

Mid sized premium hub in Europe



2

Leading commercial centers



3

Prime real estate



4

Airport development in growing markets



Passenger Numbers ZRH 2020 to 2023

A long and difficult path to recovery...

Passenger Numbers at Zurich Airport

Number of daily passengers, 7-day average from January 1, 2020 to September 30, 2023





The Circle

The new meeting place



20 brand houses & shops



70,000m² office space with 6,000 jobs



convention center & cultural events



2 hotels



University hospital and outpatient clinic



IT hub

International

Active in emerging markets

Florianópolis International Airport

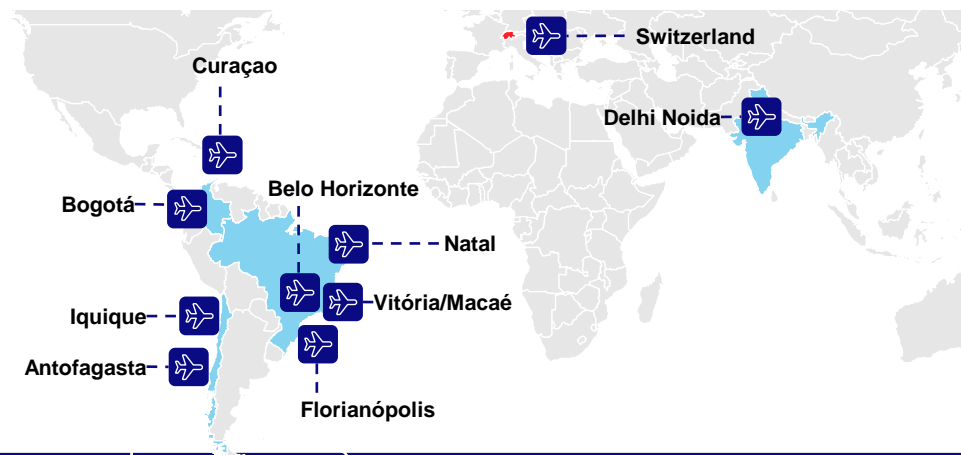
- New terminal completed in October 2019; no major mid-term investments expected

Airports in Vitória/Macaé

- Portfolio consisting of two airports
- New runway completion at Macaé expected in 2025

Natal Airport

- Concession awarded in May 2023
- Operational take-over at beginning of 2024
- Only minor replacement investments pending



Diego Aracena International Airport

- New terminal close to completion
- Thereafter, no major investments expected

Andrés Sabella Gálvez International Airport

- 3rd busiest airport in Chile by 2019 passengers

Noida International Airport

- Initial capacity of 12m passengers p.a.
- EPC contract signed in June 2022
- Phase I investments of approx. CHF 750m

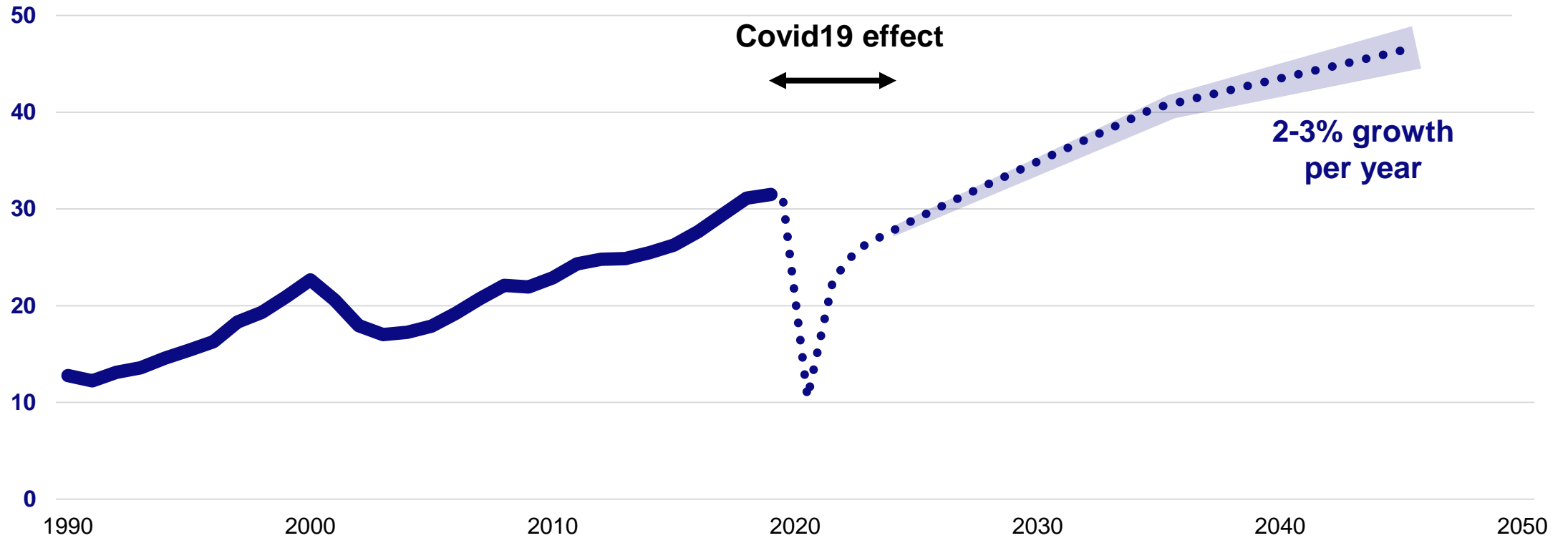
Airport	Location	Passenger Development (in million)				Concession Period	Stake
		2019	2020	2021	2022		
Florianópolis International Airport	Florianópolis	3.9	1.9	2.4	3.4	2017 – 2047	100%
Eurico de Aguiar Salles / Benedito Lacerda Airport	Vitória / Macaé	3.3	1.7	2.2	2.9	2019 – 2049	100%
Natal Airport	Natal	n/a	n/a	n/a	2.3	2023 – 2053	100%
Belo Horizonte International Airport	Belo Horizonte	11.2	4.8	6.9	9.5	2014 – 2044	12.75%
Andrés Sabella Gálvez International Airport	Antofagasta	2.2	1.1	1.5	2.0	2011 – 2025*	100%
Diego Aracena International Airport	Iquique	1.6	0.9	1.3	1.7	2018 – 2040*	100%
Curaçao International Airport	Curaçao	1.5	0.5	0.8	1.5	2003 – 2033	9.69%
Noida International Airport	New Delhi	n/a	n/a	n/a	n/a	2021 – 2061*	100%

Future Challenges

Impacts of Covid19 are massive for aviation industry

Demand for international mobility will yet increase again

— passengers [in million]



Structural changes in aviation

Development of passenger segments



Friends & Family ↗

- Personal relationships are becoming more international
- High need for personal exchange



Leisure & Vacation ↗

- Travel as basic need
- Global population increase
- Dependent on economic prosperity



Business Europe ↘

- More digital meetings instead of short business trips; *but*
- Increase in internationalization in service sector (Teams and SMEs)



Business long haul ↗

- Globalization of goods and the economy continue to increase
- Mutual trust only through personal contact

Selection of other current projects in Zurich

Working on all different fronts to optimize and improve our infrastructure



Development of Landside Passenger Zones

- Create space for the growing number of people and eliminate existing bottlenecks
- Extension of Airport Shopping and underground connection to the Circle



New Baggage Sorting System

- Airport-wide commissioning of new and detachment of old facility
- Early baggage storage operational since June 2022



Zone West

- Area for 14 stands for line and charter aircraft as well as business jets
- New viewing platform (known as plane spotters' hill)



New Dock A incl. Tower

- Expanded Retail and F&B offering
- built largely from sustainable wood
- contribution to ambitious CO₂ reduction strategy

Terminal projects

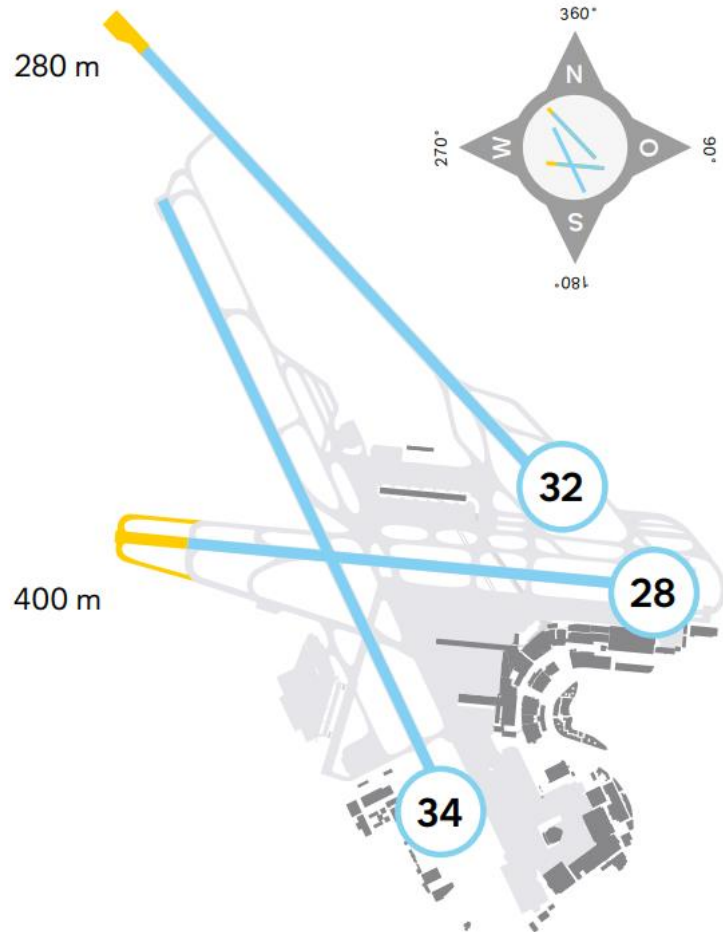
Digitalisation in passenger processes

- Self bag drop
- Border control: entry-exit-system & E-gates
- Security check: CT-scanner (pilot in 2024)



Runway Extensions

Increased margin of safety for runways 28 and 32



More safety



More punctuality



More night rest



No increase of capacity

Sustainability at Zurich Airport

Dual strategy



- Reach net zero targets for **Scopes 1 and 2 for Zurich Airport Ltd.** at Zurich Airport
- Reduction strategy is based on priority:
 1. «Reduction»: Using less fuels and electricity
 2. «Efficiency»: Increase efficiency in the use of fuel and electricity
 3. «Substitution»: Substitute fuel and electricity to renewables
- Emission source groups: Own buildings and installations, followed by own vehicle and machinery fleet and various processes like surface de-icing or air-conditioning systems



- Influence, guide and support other aviation industry partners both locally at Zurich Airport and nationally or internationally to reduce their emissions (in **Scope 3 for Zurich Airport Ltd.**)
- Identified stakeholder groups: Airlines, handling agents, public (staff, passengers, visitors) and other airports or aviation industry partners globally

Clear path defined to reach net zero without offsetting at Zurich Airport until 2040

Q&A



Stefan Weber

Head Financial Services

Finance & Services

stefan.weber@zurich-airport.com

+41 43 816 27 15

Disclaimer

Forward-Looking Statements

This document has been prepared by Flughafen Zürich AG for use in this presentation.

The information contained in this document has not been independently verified. No representation or warranty – whether express or implied – is made as to, and no reliance should be placed on, the fairness, accuracy, completeness or correctness of the information or opinions contained therein. Neither the company nor any of its affiliates, advisors or representatives shall have any liability whatsoever (in negligence or otherwise) for any loss arising from any use of this document or its content or otherwise arising in connection with this document.

This document does not constitute an offer or invitation to purchase or subscribe for any shares and neither this document nor any part of it shall form the basis of, or be relied upon in connection with, any contract or commitment whatsoever.

This document contains forward-looking statements that are based on current estimates and assumptions made by the management of Flughafen Zürich AG to the best of its knowledge. Such forward-looking statements are subject to risks and uncertainties, the non-occurrence or occurrence of which could cause the actual results – including the financial condition and profitability of Flughafen Zürich AG – to differ materially from or be more negative than those expressed or implied by such forward-looking statements. This also applies to the forward-looking estimates and forecasts derived from third-party studies. Consequently, neither the Company nor its management can give any assurance regarding the future accuracy of the opinions set forth in this document or the actual occurrence of the predicted developments.

By accepting this document, you agree with foregoing.