

UNLEASH THE POTENTIAL

First half-year Financial Report 2025

Selected Group Key Performance Indicators

	01.04.2024- 30.06.2024 in EUR million	01.04.2025- 30.06.2025 in EUR million	01.01.2024- 30.06.2024 in EUR million	01.01.2025- 30.06.2025 in EUR million
Revenues	236.0	253.7	438.4	484.7
thereof Aerostructures	93.8	87.0	177.6	174.3
thereof Engines & Nacelles	44.2	51.3	75.6	95.1
thereof Interiors	98.0	115.4	185.2	215.3
Earnings before interest, taxes, depreciation and amortisation (EBITDA) ¹⁾	21.6	23.5	42.9	36.6
Earnings before interest and taxes (EBIT)	12.7	14.1	22.6	18.4
thereof Aerostructures	8.1	1.3	14.8	2.8
thereof Engines & Nacelles	4.4	5.2	8.2	11.5
thereof Interiors	0.2	7.6	-0.4	4.1
EBIT margin	5.4%	5.6%	5.2%	3.8%
Earnings after taxes	5.9	9.3	9.5	9.8
Earnings per share (in EUR)	0.13	0.20	0.21	0.21
		30.06.2024 in EUR million	31.12.2024 in EUR million	30.06.2025 in EUR million
Cash flow from operating activities		21.3	32.0	40.9
Cash flow from investing activities		-13.9	-24.3	-9.2
		30.06.2024 in EUR million	31.12.2024 in EUR million	30.06.2025 in EUR million
Net Working Capital		134.2	147.8	158.7
Net financial debt		217.6	240.8	218.7
Equity ratio		31.0%	30.4%	33.2%
Net Debt/EBITDA		3.18	3.60	3.61
Balance sheet total		724.0	710.5	739.9
Headcount (at the balance sheet date) in FTE		3,721	3,850	3,843
	01.04.2024- 30.06.2024 in EUR million	01.04.2025- 30.06.2025 in EUR million	01.01.2024- 30.06.2024 in EUR million	01.01.2025- 30.06.2025 in EUR million
Trading volume	3,904,098	4,270,154	6,924,090	8,222,012
Average daily trading volume	61,970	68,873	54,953	65,776
High of period	8.5	7.5	8.5	7.9
Low of period	6.1	6.4	5.6	5.7
Closing price	8.1	7.1	8.1	7.1
Performance of period	31.7%	-0.7%	34.3%	14.1%
Market capitalization in EUR million	370.9	325.1	370.9	325.1

¹⁾ The Net Financial Debt/EBITDA ratio is calculated from the EBITDA of the last twelve months and is reported every half year.

FOREWORD

Ladies and Gentlemen,

In the first half of 2025, stability and uncertainty were present in virtually equal measure. While the global economy was able to grow slightly above expectations, geopolitical tensions, protectionist measures and persistent inflation remained its constant companions.

Global economic output grew by around 3%. This development was underpinned by an easing of international merchandise traffic following the conclusion of trade and customs agreements, as well as the comparatively sound development of significant emerging economies. China and India in particular set a clear course for growth. While China benefited from a strong first half of the year and a noticeable easing in global trade, India achieved growth rates of over 6% thanks to massive investments in infrastructure and consistently high domestic demand.

Developments in the advanced national economies were much more subdued. The USA was able to increase its expected growth slightly. The eurozone presented a mixed picture: individual countries benefited disproportionately from a surge in exports, while overall growth remained just above the one percent mark.

Aviation as a reflection of global resilience

The aviation industry continued to be remarkably resilient in the first half of 2025. Around 2.5 billion passengers were transported worldwide, which corresponds to an expected annual figure of just under five billion, an increase of approximately 4% compared to 2024. The average capacity utilization was particularly remarkable, reaching new record levels of around 84%.

Despite the global challenges, industry revenues rose to a record level of around USD 979 billion in the first half of the year. At around USD 36 billion, expected profits were higher than in the previous year. Lower fuel prices had a noticeably beneficial effect on airlines. On average, the cost of aviation fuel was around 13% lower than in the previous year, which translated into industry-wide savings in the double-digit billion range. In addition, technological advances such as AI-assisted fleet planning and the automated supply of spare parts also contributed to an improvement in efficiency.

At the same time, companies were also faced with considerable challenges. Delays in the delivery of new aircraft impeded capacity growth. This was compounded by rising personnel costs and a degree of uncertainty as a result of ongoing trade and customs talks, particularly in the first months of the first half of 2025.

On a regional level, the situation was as varied as usual: North America achieved the highest profit share in the aviation industry but recorded slower growth in demand. Europe remained profitable amid robust growth in passenger numbers, while the Asia-Pacific region suffered from capacity bottlenecks despite strong growth in demand. The Middle East stood out as the region with

the highest profit per passenger, while Latin America and Africa continued to experience structural profitability problems.

Aircraft manufacturing under pressure from high demand and supply chain bottlenecks

Aircraft manufacturers and their suppliers were once again at the center of these developments in the first half of 2025. Boeing recorded a significant recovery in the first half of 2025: With 280 commercial aircraft delivered, it achieved its highest half-year result since 2018. Sales increased by 35% in the second quarter while losses were significantly reduced.

Airbus presented solid financial results, supported by a high order intake and stable revenue growth. However, the bottlenecks in the supply chains were also evident, particularly with regard to engine deliveries. Despite these restrictions, Airbus is adhering to its annual target of around 820 deliveries.

2025 remains a year of adjustment and strategic positioning

The first half of 2025 has shown that economic and industrial resilience is not simply a matter of growth figures. Instead, it is also necessary to be able to operate under complex framework conditions and at the same time exploit both short-term market opportunities and safeguard long-term structures.

For the aviation industry, this means that operational excellence and flexibility are becoming decisive factors for success. Airlines need to adjust their capacities and fleet planning constantly, while manufacturers and suppliers are having to make their production and supply chains more resilient. At the same time, continuing demand, particularly in the fast-growing emerging markets, has opened up opportunities for long-term investments, innovations and sustainability projects.

Thus, the first 6 months of 2025 not only marked a further stage in recovery following slumps caused by the pandemic, but also a year in which the foundations are being consolidated for the next development phase of a globally networked economy and industry. The outlook for the coming months remains marked by vigilance and a willingness to seize opportunities resolutely in a volatile environment.

Implications for FACC and corporate development

In the first half of 2025, FACC continued on its dynamic development path from the 2024 financial year, achieving solid growth despite challenges posed by the global environment. The three core areas, Aerostructures, Engines & Nacelles and Cabin Interiors, developed according to plan and continue to provide a stable foundation for the company. At the same time, new business areas, particularly in the Advanced Air Mobility (AAM) market segment, continue to play an increasingly important role and complement the existing portfolio.

One general challenge facing the aviation industry is to satisfy the high demand for new aircraft. FACC was able to meet this demand

for aircraft and engine components very successfully. Due to the aforementioned issues surrounding the supply chain, the market was forced to adjust its requirements over the short term, especially in the first months of the financial year. FACC had to react flexibly to shifts in demand of around EUR 40 million and adjust material and production capacities accordingly. Despite these shifts, half-year revenues increased by more than EUR 46 million compared to the same period of the previous year. These shifts had negative repercussions on cost structures. The need to maintain around 150 qualified specialists held in reserve for strategic reasons incurred additional operating costs and had a detrimental effect on profitability in the first half of 2025. These specialists will be required in full, however, for the planned growth in turnover in the second half of 2025.

Through the CORE efficiency program, FACC is responding in a comprehensive transformation process to the developments previously outlined in global trade and to the challenges specific to the aviation industry. By implementing targeted measures, including the optimization of material costs, the reduction of inventories and the introduction of optimized processes, FACC is boosting its efficiency, competitiveness and profitability in the long term.

CORE measures are yielding results

Despite a high level of momentum, CORE has allowed us to improve key Group figures. These include:

- Net debt, which was reduced compared to 31.12.2024.
- Operating cash flow, which increased to EUR 40.9 million.
- The equity ratio, which improved to 33.2%.
- Revenue per employee increased by around 7% compared to the first half of 2024.
- The expansion of Plant 6 (Croatia), which is developing according to plan and making a major contribution to transforming FACC's Cabin Interiors Division.

- A sustainable and noticeable reduction in inventory costs.
- The planned reduction in material costs to compensate partially for the effects of inflation.
- A positive EBIT reported by all 3 divisions after the first 6 months.

Additional measures

CORE is an efficiency program featuring a savings target of EUR 80 million over a period of 2 years, and with the clear goal of increasing the profitability of the FACC Group to an EBIT margin of 8-10% as of the end of 2027. The level of focus on all measures remains high. The initial positive developments in efficiency and material costs will be further strengthened by the introduction of supply chain management programs, which are currently being implemented, and will contribute to increasing margins and cash flow.

The outlook for FACC's financial year 2025 is becoming increasingly robust given the call-offs requested by the market and the orders on hand. In view of current market developments, we anticipate revenue growth of more than 10% compared to the previous year. This will be accompanied by an improvement in the company's key performance indicators.

FACC is pooling its strengths under the motto "Unleash the potential" in order to unlock its untapped potential, consolidate its competitive position, respond flexibly to market requirements and ensure long-term success in the international aviation market.

Best wishes,
Robert Machtlinger

Highlights of the second quarter

GROWTH AS FORECAST

FACC was able to continue its growth course amid a dynamic environment with revenues increasing from EUR 438.4 million to EUR 484.7 million.

The measures currently being implemented under the CORE efficiency-enhancement program are taking effect with essential key performance indicators showing an improvement.

FAKE PRESIDENT INCIDENT

FACC received EUR 10.8 million in frozen funds back

The frozen funds of EUR 10.8 million seized in 2016 following the Fake President Incident in China were transferred back to FACC by the Republic of Austria at the end of March 2025. As the frozen funds were booked as receivables, the receipt of the funds does not affect earnings, but increases liquidity.

SUPPLIER OF THE YEAR AWARD FROM EMBRAER

Embraer has awarded FACC with the Supplier Award 2025 in the category 'Outstanding Collaboration'.

The Brazilian aircraft manufacturer Embraer is one of FACC's top 3 customers. Both companies are looking back on more than 20 years of successful cooperation, since 2024 FACC serves as a member of the Supplier Advisory Council of the world's third-largest aircraft manufacturer. During its annual supplier conference in São Paulo, Embraer today has awarded FACC with the Supplier of the Year Award in the category 'Outstanding Collaboration' and is thereby further strengthening the successful partnership.

SUPPLIER OF THE YEAR AWARD FROM COMAC

For the successful production ramp-up of C919 components, FACC AG has received the Supplier of the Year Award from COMAC.

During the COMAC Supplier Conference held in Xi'an, China on March 20th, COMAC has presented FACC with the Supplier of the Year Award. By this award, the Chinese aircraft manufacturer honored the successful ramp up of the production throughout 2024. Until 2023, all components for COMAC's twin-engine passenger

aircraft have been produced at FACC's headquarter in Austria. With the successful transition of components to FACC's manufacturing partner, FACC has achieved its delivery target and is further strengthening its global manufacturing footprint.

INSPECTION PROCESSES BY THE USE OF AUGMENTED REALITY

Innovative technology increases efficiency in the testing of components

As a leading technology partner in the aviation industry, FACC is setting new standards in component testing: FACC's Quality Engineering team has developed a digitally supported inspection solution using augmented reality (AR), which now has to be brought to series production in collaboration with students of the "Smart Production and Management" degree program at the University of Applied Sciences Upper Austria.

NEW ORDERS FOR FACC AT PARIS AIRSHOW

The order backlog grows to a volume of over 6 billion US-Dollars.

The Paris Airshow is the leading industry event for the international aviation industry and a global platform for discussing new developments and trends. During the trade fair, FACC was able to successfully conclude a contract extension with the leading engine manufacturer Rolls-Royce. Thanks to new cooperations with Tata Advanced Systems Limited and Kinenco Aerospace, the global footprint in India will also be further expanded. As a result of new aircraft orders placed at the Paris Air Show, FACC's order backlog also increased to over 6 billion USD.

ANDREAS OCKEL STEPS DOWN FROM THE BOARD

Andreas Ockel, member of the Executive Board of FACC AG, has decided not to seek a third term of office and has resigned from the Executive Board with effect from 24 June 2025.

The FACC Supervisory Board has also decided that the company will be managed by three members of the Management Board in the future. The responsibilities from the outgoing COO will be re-allocated to Robert Machtlinger (CEO), Florian Heindl (CFO), and Tongyu Xu (CSO).

Economic conditions

GENERAL ECONOMIC CONDITIONS

In the first half of 2025, the global economic environment was heavily influenced by geopolitical and economic policy developments. Donald Trump's return to the US presidency, in particular, led to a marked change in international trade relations. As part of "Liberation Day" on April 2, 2025, the US government announced sweeping, new import tariffs on almost all imported goods. This comprehensive tariff package was intended as a step towards US economic independence but led to a severe backlash on the global market. This was followed by an increase in trade tensions, which were compounded by countermeasures from numerous trading partners, including China and the European Union. The US tariffs triggered global uncertainty, for example through a decline in global export activities, rising prices in the USA and a slackening of US economic growth, with European exporters also feeling the effects.

Parallel to these events, the geopolitical conflicts in the Ukraine and the Middle East also shaped the macroeconomic environment. In terms of monetary policy, the European Central Bank (ECB) responded to the overall decline in inflation and the weakening economy in the eurozone with a series of interest rate cuts. The main refinancing rate was reduced in four phases from 3.15% to 2.15%. By contrast, the US Federal Reserve left the range for the Federal Funds Rate unchanged at 4.25% to 4.50%, as inflation in the United States remained above the target value of 2%.

In the period from January to June 2025 inflation rates fell in the eurozone from 2.50% to 2.00% and in the USA from 3.00% to 2.70%, driven by the decline in energy prices and a downturn in inflation in the services sector. The inflation rate in Austria continues to be higher than the inflation rate in the eurozone. The exchange rate of the euro against the US dollar rose to over 1.18 in the first half of 2025, reflecting increasing global uncertainty surrounding US tariff announcements.

ECONOMIC CONDITIONS SPECIFIC TO THE AIRLINE INDUSTRY

The growth forecast for the industry issued by the IATA was downgraded in June 2025. It is assumed that the industry will not achieve revenues of USD 1 trillion this year. Reasons for this include trade disputes and the weaker demand this entails. In general, however, demand for modern, sustainable aircraft remains high, which means that the aviation industry faces major challenges and, at the same time, a promising future.

Airbus recorded over 250 orders for the A350, A320neo and A220 - primarily from Europe, the Middle East and Asia. In addition, the manufacturer registered a further 156 aircraft as options. The largest order by far was announced by VietJet for up to 150 Airbus A321neo.

Embraer performed well with its E-Jet family, selling 100 aircraft. Of particular note were the firm orders and options received by subsidiary Eve Air Mobility for 100 electric vertical take-off and landing aircraft (eVTOL).

The order books of the major aircraft manufacturers will remain full for years to come, especially for single-aisle aircraft, which are in high demand owing to their high level of efficiency and versatile applications. Whereas the average time lapse between order and delivery was around two years in 2000, the waiting time almost doubled by 2025. Narrow-body jets are particularly affected, with average delivery times in excess of five years. Waiting times for regional aircraft and turboprops have also increased markedly since 2020.

Delays in the delivery of new aircraft are restricting growth in flight capacity and generating higher operating costs for airlines. The need to keep older, less efficient aircraft in service for longer periods is increasing both fuel consumption and maintenance costs.

By June 30, 2025, Airbus had delivered 306 aircraft (previous year: 323), including 273 single-aisle models such as the Airbus A320 and A220 family. Similarly, Boeing had delivered a total of 280 aircraft by June 30, 2025 (previous year: 175).

Revenues and earnings development

	Q2 2024 in EUR million	Q2 2025 in EUR million	Change	HY 2024 in EUR million	HY 2025 in EUR million	Change
Revenues	236.0	253.7	7.5%	438.4	484.7	10.6%
Earnings before interest and taxes (EBIT)	12.7	14.1	10.8%	22.6	18.4	-18.7%
EBIT margin	5.4%	5.6%	3.0%	5.2%	3.8%	-26.5%
Assets	724.0	739.9	2.2%	724.0	739.9	2.2%
Investments of the period	3.9	2.7	-30.6%	13.9	9.4	-32.3%

In the second quarter of the 2025 financial year (April 1 - June 30), FACC recorded a significant increase in revenue. Revenues in the first six months of 2025 amounted to EUR 484.7 million (comparative period 2024: EUR 438.4 million), which represents an increase of 10.6% year-on-year. Airbus is FACC's largest customer with a share of sales of around 49%. The programs focusing on the A320 family currently account for approximately 36% of Group sales, making it the largest platform for which FACC currently produces. The business jet segment is also developing extremely well, especially in the middle market segment, which is of particular importance to FACC. With a 19% share of sales, projects in this area are the second largest revenue driver.

The cost of goods sold in relation to sales (gross profit on sales) amounted to 89.8% in the first half of 2025 (comparative period 2024: 87.2%).

Reported earnings before interest and taxes (EBIT) amounted to EUR 18.4 million in the first six months of 2025 (comparative period in 2024: EUR 22.6 million). Compared to the previous year, earnings fell by 18.7%. The main factors responsible for this decline were the increased cost of raw materials in the Aerostructures Division along with personnel costs for around 150 qualified production specialists held in reserve due to short-term adjustments to market requirements. Countermeasures have been initiated or implemented in response to the increases in material costs affecting the Aerostructures Division; these will take full effect from Q1/2026 and will largely offset the current strains.

The CORE program implemented in the company to reduce costs and increase efficiency has already made a positive contribution to earnings. Material costs have been lowered, and price adjustments were successfully implemented in the first half of the year.

Inventories amounted to EUR 172.5 million at the end of the first half of 2025 (December 31, 2024: EUR 178.3 million). Measures stemming from the CORE program also proved beneficial in this context. By the end of the year, there are plans for a further gradual reduction in safety stocks, which were built up due to ongoing geopolitical uncertainty and instability in the supply chain.

Trade receivables have risen slightly since December 31, 2024, from EUR 80.3 million to EUR 81.7 million. Trade payables have fallen from EUR 99.1 million to EUR 92.7 million as of December 31, 2024.

Investments in the first six months of 2025 amounted to EUR 9.4 million (comparative period 2024: EUR 13.9 million).

The share capital of the company amounts to EUR 45.8 million and is fully paid up. It is divided into 45,790,000 no-par value shares with a nominal value of EUR 1.00 each.

SEGMENT REPORTING

Three business segments have been created to reflect the various applications for which the products have been designed. The individual segments are developing according to plan and in line with management expectations.

Aerostructures

With a 35.5% share of Group revenue, projects involving aerostructures form FACC's second-largest division. Revenues in the Aerostructures segment amounted to EUR 174.3 million in the first six months of 2025 (comparative period H1 2024: EUR 177.6 million)

and were down slightly. This decline is due to a reduction in development revenues and the lower invoicing of milestone payments from such development contracts year on year.

Earnings before interest and taxes (EBIT) also fell in the first six months of 2025 to EUR 2.8 million (comparative period H1 2024: EUR 14.8 million). One of the main reasons for the decline in earnings in

the first half of the year is the sharp rise in costs for special fastening systems, which cannot be offset until 2026.

Engines & Nacelles

With a 19.2% share of Group revenue, projects related to engine components are the smallest segment at FACC. Revenue amounted to EUR 95.1 million in the first six months of 2025 (comparative period H1 2024: EUR 75.6 million). In addition to engine components for Rolls Royce and Pratt & Whitney, projects related to revenue from the supply of engine cowlings for the Airbus A350 and Boeing 787 aircraft recorded the strongest revenue growth.

Earnings before interest and taxes (EBIT) in the Engines & Nacelles segment amounted to EUR 11.5 million in the first six months of 2025 (comparative period H1 2024: EUR 8.2 million). The result is supported not only by the positive development of the core business, but also by the AAM projects. They are fully assigned to the Engines & Nacelles division.

Cabin Interiors

With a 45.3% share of Group revenue projects related to cabin interiors are the largest division of FACC. Revenues in the cabin interiors segment amounted to EUR 215.3 million in the first six months of 2025 (comparative period H1 2024: EUR 185.2 million). In addition to the projects on the Airbus A320 family, the share of the business jet segment is particularly high here. The development of Chinese OEM COMAC is also encouraging. With its two aircraft types (C909 (formerly ARJ21) & C919), it is already the third-largest customer in the Cabin Interiors segment in terms of revenue.

Earnings before interest and taxes (EBIT) in the Cabin Interiors division amounted to EUR 4.1 million in the first six months of 2025 (comparative period H1 2024: EUR -0.4 million). The continuous relocation of the Cabin Interiors projects from Austria to Croatia is contributing positively to the result. The same applies to the relocation of COMAC projects to China, which was completed in the second quarter of 2025.

Outlook

FACC's main focus is still on boosting profitability in a sustainable way. The priorities for the 2025 financial year are still the same and are being pursued consistently in the FACC efficiency program CORE.

- Efficiency increases in production
- Pass-through of inflationary effects to the market
- Reduction in material costs
- Reduction of general and fixed costs
- Sustainable reduction in inventories

From today's perspective, we expect ongoing revenue growth in all business segments for the 2025 financial year. Although the industry continues to face supply chain issues, increasing construction rates are expected, particularly in the second half of the year. Based on the latest customer forecasts, FACC management currently expects group revenue to be in the range of around EUR 1 billion, which corresponds to a growth target of more than 10%. The operating result (EBIT) will continue to increase as planned. The third quarter, however, is set to be the weakest in terms of revenue due to seasonal factors. The forecast for the whole financial year is based on the assumption that the global conditions currently known remain unchanged.

Consolidated Profit and Loss Statement

for the period from 1 January 2025 to 30 June 2025

	01.04.2024 – 30.06.2024 EUR'000	01.04.2025 – 30.06.2025 EUR'000	01.01.2024 – 30.06.2024 EUR'000	01.01.2025 – 30.06.2025 EUR'000
Revenues	236,032	253,712	438,393	484,666
COGS - Cost of goods sold	-203,971	-225,685	-382,483	-435,132
Gross profit	32,061	28,026	55,910	49,535
Research and technology expenses	-828	-503	-1,514	-1,218
Selling expenses	-2,891	-2,519	-4,747	-4,631
Administration expenses	-16,655	-12,849	-28,528	-29,222
Other operating income	2,345	2,064	3,345	4,246
Other operating expenses	-1,322	-141	-1,872	-343
Earnings before interest and taxes (EBIT)	12,710	14,078	22,593	18,367
Financing expenses	-6,140	-5,757	-12,132	-9,969
Other financial result	803	789	1,614	1,469
Financial result	-5,337	-4,967	-10,518	-8,500
Earnings before taxes (EBT)	7,373	9,111	12,076	9,867
Income taxes	-1,471	181	-2,542	-34
Earnings after taxes	5,902	9,292	9,533	9,833
Undiluted (=diluted) earnings per share (in EUR)	0.13	0.20	0.21	0.21
Issued shares (in shares)	45,790,000	45,790,000	45,790,000	45,790,000

Consolidated Statement of Comprehensive Income

for the period from 1 January 2025 to 30 June 2025

	01.04.2024 – 30.06.2024 EUR'000	01.04.2025 – 30.06.2025 EUR'000	01.01.2024 – 30.06.2024 EUR'000	01.01.2025 – 30.06.2025 EUR'000
Earnings after taxes	5,902	9,292	9,533	9,833
Currency translation differences from consolidation	41	-477	111	-763
Cash flow hedges	-2,273	15,333	-8,222	26,256
Cost of Hedging	342	184	509	933
Tax effect	444	-3,569	1,774	-6,254
Items subsequently reclassified to profit and loss	-1,446	11,471	-5,828	20,173
Revaluation effects of termination benefits	-85	59	-170	119
Fair value measurement of securities (fair value through other comprehensive income)	0	10	4	4
Tax effect	19	-15	37	-27
Items not subsequently reclassified to profit and loss	-66	54	-129	95
Other comprehensive income after taxes	-1,512	11,524	-5,958	20,268
Total comprehensive income	4,390	20,817	3,576	30,101

Consolidated Statement of Financial Position

as of 30 June 2025

ASSETS

	As of 31.12.2024 EUR'000	As of 30.06.2025 EUR'000
Intangible assets	9,978	9,118
Property, plant and equipment	173,922	172,461
Receivables from customer-related engineering	24,518	27,461
Contract assets	7,045	6,307
Contract costs	50,456	45,013
Other financial assets	453	457
Derivative financial instruments	0	487
Other receivables	21,929	11,129
Deferred taxes	32,496	26,239
Non-current assets	320,797	298,671
Inventories	178,298	172,525
Customer-related engineering	23,393	21,045
Trade receivables	80,284	81,685
Receivables from related companies	24,038	19,605
Current tax income receivables	740	508
Derivative financial instruments	0	21,693
Other receivables and deferred items	23,969	31,574
Cash and cash equivalents	59,014	92,620
Current assets	389,735	441,254
Balance sheet total	710,532	739,925

EQUITY AND LIABILITIES

	As of 31.12.2024 EUR'000	As of 30.06.2025 EUR'000
Share capital	45,790	45,790
Capital reserve	221,459	221,459
Currency translation reserve	-564	-1,327
Other reserves	-12,981	8,050
Retained earnings	-37,862	-28,029
Equity	215,842	245,943
Promissory note loans	69,500	69,500
Lease liabilities	64,641	62,792
Other financial liabilities	52,081	46,673
Investment grants	5,263	5,453
Employee benefit obligations	11,819	12,259
Other liabilities	4,482	3,015
Deferred tax liabilities	273	242
Non-current liabilities	208,059	199,934
Lease liabilities	9,342	10,611
Other financial liabilities	104,256	121,736
Derivative financial instruments	17,872	0
Contract liabilities from customer-related engineering	24,562	20,877
Trade payables	99,070	92,743
Liabilities towards related companies	10,312	10,930
Investment grants	1,229	1,229
Income tax liabilities	343	398
Other provisions	2,287	469
Other liabilities and deferred items	17,358	35,057
Current liabilities	286,631	294,048
Balance sheet total	710,532	739,925

Consolidated Statement of Changes in Equity

for the period from 1 January 2025 to 30 June 2025

	Attributable to shareholders of the parent company			
	Share capital	Capital reserve	Currency translation reserve	
	EUR'000	EUR'000	EUR'000	
As of 1 January 2024	45,790	221,459	-745	
Earnings after taxes	0	0	0	
Other comprehensive income after taxes	0	0	111	
Total comprehensive income	0	0	111	
As of 30 June 2024	45,790	221,459	-634	
As of 1 January 2025	45,790	221,459	-564	
Earnings after taxes	0	0	0	
Other comprehensive income after taxes	0	0	-763	
Total comprehensive income	0	0	-763	
As of 30 June 2025	45,790	221,459	-1,327	

Attributable to shareholders of the parent company						
Other reserves						
Securities - fair value through other comprehensive income EUR'000	Cost of Hedging Reserve EUR'000	Cash flow hedges EUR'000	Reserves IAS 19 EUR'000	Retained earnings EUR'000	Total equity EUR'000	
-34	-2,761	4,917	-3,804	-44,218	220,603	
0	0	0	0	9,533	9,533	
3	392	-6,331	-132	2	-5,956	
3	392	-6,331	-132	9,535	3,578	
-30	-2,370	-1,415	-3,937	-34,683	224,181	
-26	-1,883	-7,306	-3,766	-37,862	215,842	
0	0	0	0	9,833	9,833	
3	718	20,217	93	0	20,268	
3	718	20,217	93	9,833	30,101	
-23	-1,164	12,911	-3,674	-28,029	245,943	

Consolidated Statement of Cash Flows

for the period from 1 January 2025 to 30 June 2025

	01.01.2024 – 30.06.2024 EUR'000	01.01.2025 – 30.06.2025 EUR'000
Earnings before taxes (EBT)	12,076	9,867
Plus financial result	10,518	8,500
Earnings before interest and taxes (EBIT)	22,593	18,367
Plus/minus		
Depreciation, amortisation and impairment	11,954	12,766
Amortisation contract costs	8,332	5,443
Additions contract costs	-3,232	0
Income from the reversal of investment grants	-149	-134
Change in employee benefit obligations	373	558
Other non-cash expenses/income	3,165	-5,735
	43,036	31,265
Change in working capital		
Change in inventory and customer-related engineering	-27,202	8,785
Change in trade receivables and other receivables, receivables from customer-related engineering and contract assets	-18,619	-11,256
Change in trade payables and other liabilities	20,374	13,554
Change in current provisions	3,481	-1,819
Cash flow from ongoing activities	21,071	40,529
Interest received	774	509
Income taxes paid	-559	-131
Cash flow from operating activities	21,286	40,908
Payments for the acquisition of non-current assets	-13,880	-9,411
Proceeds from the disposal of non-current assets	0	182
Cash flow from investing activities	-13,880	-9,229
Proceeds from interest-bearing liabilities	0	30,015
Repayments of interest-bearing liabilities	-19,075	-18,187
Outflows from leasing agreements	-5,052	-5,294
Interest paid	-12,070	-11,149
Cash flow from financing activities	-36,197	-4,614
Net changes in cash and cash equivalents	-28,791	27,064
Cash and cash equivalents at the beginning of the period	98,644	59,014
Effects from foreign exchange rates	2,606	6,542
Cash and cash equivalents at the end of the period	72,459	92,620

Selected Notes

To the consolidated financial statement for the first half of 2025

GENERAL INFORMATION

1. General information

The FACC Group (hereinafter referred to as FACC) with headquarters in 4910 Ried im Innkreis, Fischerstraße 9, Austria, is an enterprise involved in the development, production and maintenance of aircraft components. Its primary fields of activity include the production of structural components such as parts of engine cowlings, wing claddings or control surfaces and the production of interiors fittings in the modern commercial aircraft such as overhead stowage compartments, cabin linings and service units. The majority of the components are manufactured from composite materials. FACC also integrates metallic components made of titanium, high-alloyed steels and other metals into these composite components and delivers the ready-to-install components to the manufacturers' assembly lines.

FACC AG has been listed on the Vienna Stock Exchange in the prime market exchange segment (commercial trade) since 25 June 2014.

FACC AG is part of the consolidation scope of AVIC Cabin Systems Co., Limited (ACS) with headquarters in Hong Kong (Room 2202A, 22/F, Fairmont House, 8 Cotton Tree Drive, Admiralty, Hong Kong), company number 1394811.

2. Basics of preparation of the Interim Consolidated Financial Statements

The interim consolidated financial statement of 30 June 2025 was prepared in accordance with the International Financial Reporting Standards (IFRS) issued by the International Accounting Standard Board (IASB) and the interpretations of the IFRS Interpretations Committee (IFRIC), as to be applied within the European Union (EU) and in accordance with IAS 34 (Interim Financial Reporting).

The condensed interim consolidated financial statement does not contain all the information and disclosures required for the preparation of a consolidated financial statement at the end of the financial year, and is therefore to be consulted in conjunction with the consolidated financial statement of 31 December 2024.

The going concern assumption of 31 December 2024 remains unchanged as of 30 June 2025.

The Consolidated Profit and Loss Statement has been prepared under the cost-of-sales method.

The consolidated statement of financial position is classified by maturity in accordance with IAS 1. Assets and liabilities are classified as current if they are expected to be realized or settled within twelve months of the balance sheet date.

The interim consolidated financial statement is presented in euros. Unless otherwise stated, all amounts have been rounded to the nearest thousand (EUR'000). Due to rounding, slight differences may occur.

The accounting and valuation principles of the previous year, which form the basis for the present consolidated financial statement, were applied unchanged and supplemented by new IFRS standards to be applied from this financial year onwards (see Note 54 – Effects of new and amended standards). A description of the accounting and valuation principles is given in Note 53 – Accounting and valuation policies.

IFRS 18 replaces the existing regulations of IAS 1 on the general requirements for financial reporting, as well as subsequent amendments to IAS 7, IAS 33, IAS 34 and IAS 8.

In future, the standard will provide a useful structured summary of assets, liabilities, equity, income, expenses and cash flows. Fixed subtotals will be introduced in the income statement. In addition, the allocation of expenses and income to individual areas (operating, investing or financing) is intended to create a largely uniform structure that increases the comparability of financial reports. In the cash flow statement, disclosure options for dividends and interest received or paid will be eliminated in future. In future, company-specific key performance indicators must also be described in the notes.

IFRS 18 may therefore have an impact on the presentation and structure of the consolidated income statement and the consolidated cash flow statement of the FACC Group. New or amended disclosures in the notes may become necessary. The specific effects are currently still being analyzed.

The standard is to be applied for the first time for financial years beginning on or after 1 January 2027. Earlier application is permitted, but not planned by FACC.

3. Consolidated companies

The consolidated financial statements of FACC AG include all companies controlled by FACC AG. According to IFRS 10, an investor has power over an investee if it has the ability to direct activities which significantly affect the investee's return, has exposure or rights to variable returns from its involvement with the investee and has the ability to use its power over the investee to affect the amount of its returns.

The group of consolidated companies of FACC as of 30 June 2025 remained unchanged compared to 31 December 2024. The group comprises nine companies, including FACC AG.

4. Currency conversion

The financial statements of foreign subsidiaries are converted into euros in accordance with the functional currency concept of IAS 21. The euro is the local currency of all subsidiaries since they conduct their business independently of each other from a financial, economic and organizational point of view.

5. Use of assumptions and estimates

The preparation of the interim consolidated financial statement requires management to make use of certain estimates and assumptions which impacted on amounts of the reported assets and liabilities as well as on the contingent liabilities, of other liabilities on

the balance sheet date and the disclosure of earnings and expenses during the reporting period. The actual amounts may differ from the estimates given.

Estimates and assumptions used are explained in Note 6 - Use of assumptions and estimates, to the consolidated financial statement of FACC AG as of 31 December 2024.

Impact of macroeconomic developments

Current macroeconomic developments may have an impact on accounting. This can have an impact in particular on the assessment of triggering events in accordance with IAS 36, assumptions for impairment tests in accordance with IAS 36 and IFRS 15, the calculation of provisions and the assessment of deferred taxes.

As an aviation supplier, the FACC Group is heavily dependent on orders from aircraft manufacturers, who in turn are dependent on airlines. This industry is currently experiencing a strong ramp-up.

In general, it should be noted that the aviation industry is expecting further growth. Both Airbus and Boeing anticipate a steady upward trend in flight volumes, particularly in the Asian markets, which underpins the need for new aircraft. These developments were recently confirmed at the Paris Air Show.

Further information on the economic environment of the FACC Group can also be found in the Group Management Report.

Climate risks and the effects of climate change

Climate-related effects and their opportunities and risks are continuously evaluated within the FACC Group and taken into account in these Interim Consolidated Financial Statement.

For the interim consolidated financial statement balance sheet date of 30 June 2025 there were no indications of the need for accounting adjustments due to changing climate-related risks.

6. Seasonality of business

The Group's business operations are subject to only normal seasonal fluctuations.

7. Business segments

Segment reporting follows the internal management and reporting of FACC AG (according to IFRS). The earnings before interest and taxes (EBIT) are the key performance indicator used to steer the business segments and are reported to the responsible corporate body (Management Board of FACC AG).

Due to different applications of the products, three operative segments were created:

- **Aerostructures:** development, production, distribution and repair of structural components
- **Engines & Nacelles:** development, production, distribution and repair of engine components
- **Cabin Interiors:** development, production, distribution and repair of interior furnishing

In addition to the three operative segments, the Group also comprises the central services Finance and Controlling, Human Resources, Legal, Quality Assurance, Research & Development, Communication & Marketing, Purchasing and IT (including Engineering Services). The central services support the operative segments in fulfilling their duties within the framework of a matrix organization. Their earnings and outlays are allocated to the three segments using a specific method.

30.06.2024	Aerostructures EUR'000	Engines & Nacelles EUR'000	Cabin Interiors EUR'000	Total EUR'000
Revenues	177.564	75.606	185.223	438.393
Earnings before interest and taxes (EBIT)	14.804	8.234	-445	22.593
Investments	4.164	3.672	6.044	13.880
Depreciation, amortisation and impairment	5.325	2.409	4.220	11.954
Assets on 30 June 2024	281.908	132.328	309.714	723.951
thereof non-current assets on 30 June 2024	122.272	39.849	104.814	266.935

30.06.2025	Aerostructures EUR'000	Engines & Nacelles EUR'000	Cabin Interiors EUR'000	Total EUR'000
Revenues	174,283	95,108	215,275	484,666
Earnings before interest and taxes (EBIT)	2,783	11,477	4,107	18,367
Investments	3,888	3,165	2,358	9,411
Depreciation, amortisation and impairment	5,574	2,565	4,627	12,766
Assets on 30 June 2025	269,278	144,205	326,442	739,925
thereof non-current assets on 30 June 2025	119,910	40,376	100,074	260,360

NOTES TO THE CONSOLIDATED PROFIT AND LOSS STATEMENT

Please refer to the Group Management Report for significant changes to the Profit and Loss Statement.

NOTES TO THE CONSOLIDATED STATEMENT OF FINANCIAL POSITION

FACC maintains a non-recourse assignment agreement with two financial institutions in connection with receivables from several customers. The sold receivables (factoring) are derecognized in accordance with IFRS 9. Trade receivables were sold to third parties in the amount of kEUR 136,334 (previous year: kEUR 134,098) as of the reporting date.

In the case of one contract, the associated risks and rewards are neither transferred in their entirety nor retained. The continuing involvement resulting from the maximum late payment interest costs amounts to kEUR 1,714 (previous year: kEUR 1,882). It was therefore not possible to derecognize the receivables sold or increase other current financial liabilities to this extent.

In the other contract, the economic power to dispose of the receivables is transferred to the buyer.

In general, the receivables sold relate to customers with a low probability of default, meaning that the loss from the default guarantee amounted to kEUR 30 (previous year: kEUR 26). The average payment behavior essentially corresponds to the contractual agreements, resulting in a loss from the late payment guarantee of kEUR 1,199 (previous year: kEUR 960).

Owing to the current result (kEUR 9,833), equity changed to kEUR 245,943.

Promissory note loans

On 31 July 2019, promissory note loans totaling kEUR 70,000 were issued. The individual tranches are subject to both fixed and variable interest rates and are due for repayment after five, seven and ten years. The financing agreements contain a clause stipulating an interest rate increase of 50 basis points in the event that the net debt/EBITDA ratio exceeds 3.75. This interest rate increase clause has been in force since the financial year 2020 and will no longer apply from the 2024 financial year. The ratio is tested annually. The creditor has no right of termination.

On 31 July 2024, promissory note totaling kEUR 24,000 were issued to partially refinance the expired promissory note loans (in the amount of kEUR 24,500) from 31 July 2019. The individual tranches are subject to both fixed and variable interest rates and are due for repayment after five, seven and ten years. The financing agreement contains an interest reduction clause of 25 basis points if the net financial debt/EBITDA ratio falls below 3.5. In addition, creditors have a right of termination if the equity ratio is not at least 20 percent. The key figures are tested annually. The financial covenants for this promissory note loan were complied with as at 31 December 2024. The Group expects that the covenants to be met annually will also be met in the next 12 months after the reporting date.

As of the balance sheet date 30 June 2025, the promissory note loan from 31 July 2019, was recorded at kEUR 45,500 (previous year: kEUR 45,500), and the promissory note loan from 31 July 2024, was recorded at kEUR 24,000 (previous year: kEUR 24,000).

Liabilities towards credit institutions

Syndicated loan

On 17 February 2023, FACC Operations GmbH subscribed to an extension of syndicated loan in the amount of kEUR 225,443 with five participating banks. FACC AG and FACC Solutions Croatia d.o.o. are serving as guarantors. The syndicated loan was concluded with a term of three years plus a two-year prolongation option. The contract stipulates five facilities with various intended uses. With the exception of the framework refinancing credit and the equity financing program, which are secured by receivables, all other facilities are unsecured. In turn for KRR COVID-19 framework credit of OeKB which was repaid in 2023, an amount of kEUR 36,000 will be drawn from the equity financing program of OeKB, and kEUR 33,526 from Exportinvest. The Kontrollbank refinancing facility (KRR) of kEUR 50,000 and an export investment of kEUR 10,417 remain in place. The revolving credit line has a volume of kEUR 95,500.

The financial covenants for syndicated loan of the respective year shall also apply as of 30 June of the respective year (e.g. the value of 3.75 applies on 30 June 2025 and on 31 December 2025), and will be tested every six months. The creditors have a right of termination in the event that the financial ratios are exceeded.

The Group expects that the covenants to be fulfilled every six months will be met within 12 months of the reporting date.

For all relevant reporting dates after 31 December 2025, a net financial debt/EBITDA ratio of 3.5 and an equity ratio of at least 25 percent are required. In addition, the Group expects that the covenants to be fulfilled every six months will also be complied with in the next 12 months after the reporting date.

All other material provisions of the original syndicated loan agreement and subsequent amendment agreements have been included in the extension of syndicated loan agreement.

As of 30 June 2025, the revolving credit line was utilized at kEUR 55,000 (previous year: kEUR 25,000), the Kontrollbank refinancing framework at kEUR 50,000 (previous year: kEUR 50,000), the investment financing at kEUR 22,000 (previous year: kEUR 24,800), and the export investment at kEUR 20,488 (previous year: kEUR 25,179).

Due to the extension options not exercised by FACC, the syndicated loan expires as scheduled in mid-February 2026. Based on the current business development, the FACC Group's plans and the regular discussions with banks, there are no indications that refinancing with existing financing partners will not be possible. At the time of publication, FACC management is already in negotiations with the relevant consortium partners.

Loans Outside the Syndicated Loan

On 17 September 2024, a loan outside the syndicated loan, but considering the provisions contained therein, amounting to kEUR 15,000 was concluded and fully utilized. The tranche is variable and is due for repayment after three years. The financing agreement contains an interest reduction clause of 30 basis points if the

net financial debt/EBITDA ratio falls below 3.0 and an interest increase clause if the net financial debt/EBITDA ratio exceeds 4.5.

As of 30 June 2025, this bilateral loan was utilized at kEUR 15,000 (previous year: kEUR 15,000).

Please refer to the Group Management Report for further significant changes to the Consolidated Statement of Financial Position.

NOTES TO THE CONSOLIDATED STATEMENT OF CASH FLOWS

Please refer to the Group Management Report for significant changes to the Consolidated Statement of Cash Flows.

NOTES TO FINANCIAL INSTRUMENTS

8. Determination of fair value

The fair value of financial instruments is determined in three steps, which reflect the degree of certainty of measurement. FACC employs the following hierarchy levels to assign a valuation method to financial instruments measured at fair value:

Level 1: valuation based on market prices for a specific financial instrument

Level 2: valuation by means of market prices for similar instruments or valuation models based exclusively on valuation parameters observable on the market

Level 3: valuation based on models with significant valuation parameters that are not observable on the market

The following tables show the valuation techniques used in determining fair values as well as the most significant unobservable input factors used:

Type	Valuation method	Significant non-observable input factors	Connection between significant non-observable input factors and fair value measurement
Financial instruments measured at fair value			
Securities (quoted)	Current stock market price on the balance sheet date	Non-applicable	Non-applicable
Forward exchange transactions	The fair value is determined using quoted forward rates on the reporting date and net present value calculations based on yield curves with high credit ratings in corresponding currencies.	Non-applicable	Non-applicable
Trade receivables (within factoring)	Carrying amount as a best estimate of fair values	Non-applicable	Non-applicable
Financial instruments not measured at fair value			
Other interest-bearing liabilities	Discounting of cash flows	Risk premium for own credit risk	Non-applicable

No shifts occurred between the individual valuation levels in the financial year.

9. Classifications and fair values

The following table shows the carrying amounts and fair values of financial assets and financial liabilities by class and measurement

category in accordance with IFRS 9, including their positions in the fair value hierarchy.

Information on the fair value of financial assets and financial liabilities, which have not been measured at fair value is omitted if the carrying amount constitutes a reasonable approximation of the fair value.

		Fair value			
	Carring amount 31.12.2024 EUR'000	Total 31.12.2024 EUR'000	Level 1 EUR'000	Level 2 EUR'000	Level 3 EUR'000
FINANCIAL ASSETS					
Valuation at amortised cost					
Receivables from customer-related engineering	24,518				
Receivables from related companies, non-current	0				
Other financial receivables	11,069				
Trade receiveables	80,284				
Receivables from related companies, current	24,038				
Other current financial assets	801				
Cash and cash equivalents	59,014				
	199,722				
Fair value through other comprehensive income					
Other financial assets - securities (quoted)	382	382	382		
	382				
Fair value through profit and loss					
Other financial assets - securities (unquoted)	71	123		123	
	71				
FINANCIAL LIABILITIES					
Valuation at amortised cost					
Promissory note loans (current and non-current)	69,500	69,282		69,282	
Lease liabilities (current and non-current)	73,983				
Other financial liabilities (current and non-current)	156,337	156,337			156,337
Employee benefit obligations	11,819				
Contract liabilities from customer-related engineering	24,562				
Trade payables	99,070				
Liabilities towards related companies	10,312				
Other non-current financial liabilities	4,482				
Other current financial liabilities	10,251				
	460,316				
Fair value through profit and loss					
Derivative financial instruments	17,872	17,872		17,872	
	17,872				

		Fair value			
	Carrying amount 30.06.2025 EUR'000	Total 30.06.2025 EUR'000	Level 1 EUR'000	Level 2 EUR'000	Level 3 EUR'000
FINANCIAL ASSETS					
Valuation at amortised cost					
Receivables from customer-related engineering	27,461				
Receivables from related companies, non-current	0				
Other financial receivables	11,129				
Trade receivables	81,685				
Receivables from related companies, current	19,605				
Other current financial assets	886				
Cash and cash equivalents	92,620				
	233,386				
Fair value through other comprehensive income					
Other financial assets - securities (quoted)	385	385	385		
	385				
Fair value through profit and loss					
Other financial assets - securities (unquoted)	71	122		122	
Derivative financial instruments	22,180	22,180		22,180	
	22,251				
FINANCIAL LIABILITIES					
Valuation at amortised cost					
Promissory note loans (current and non-current)	69,500	69,825		69,825	
Lease liabilities (current and non-current)	73,403				
Other financial liabilities (current and non-current)	168,409	168,409			168,409
Employee benefit obligations	12,259				
Contract liabilities from customer-related engineering	20,877				
Trade payables	92,743				
Liabilities towards related companies	10,930				
Other non-current financial liabilities	3,015				
Other current financial liabilities	13,375				
	464,510				

For receivables from customer-related engineering, receivables from related companies, non-current, trade receivables, receivables from related companies, current, other current financial assets, cash and cash equivalents, lease liabilities, employee benefit obligations, contract liabilities from customer-related engineering, trade payables, liabilities towards related companies and other current financial liabilities, the carrying amount is only an approximation of fair value.

10. Derivative financial instruments and hedge accounting

The hedging strategies employed by the Group's Accounting & Treasury department are designed to control and minimize the impact of exchange rate fluctuations. The Management Board approves the strategies and reports regularly to the Supervisory Board.

The risk management conducted by the Group's Accounting & Treasury department pursues the objective of hedging at least 80

percent of expected net cash flows in USD (from revenues and purchases of raw materials) for the next twelve months (on a rolling monthly basis). If market levels are favorable, hedging periods can be extended to up to 36 months. The Group generally does not use derivative financial instruments for speculative purposes.

Forward exchange transactions qualifying as hedges are recorded as cash flow hedges according to IFRS 9.

Under hedge accounting, future cash receipts in the amount of the Net-Exposure in USD from particular orders already contracted or future transactions, which are expected to occur with a high probability, are designated as hedged items together with the related forward exchange transactions, which are designated as hedging instruments.

The economic relationship between the hedged item and the hedging instrument is determined by comparing the various risk factors with an impact on their respective values. If the critical terms of the hedged item and the hedging instrument are completely or

nearly identical, the underlying economic relationship can be demonstrated using the critical terms match method. In all other cases, depending on the extent to which the critical terms differ, either sensitivity analyses or variations of the dollar-offset methods are used to demonstrate the effectiveness of the hedging relationship.

Deviations between the critical terms of the hedged item and the hedging instrument can give rise to inefficiencies. With foreign currency hedging, a mismatch between the time of receipt of the cash flows from the hedged item and the settlement of the forward exchange transactions designated as hedging instruments is an example of such inefficiency. Beyond that, no other sources of inefficiency exist.

To hedge the currency risk, the spot element of the forward exchange transactions concluded for hedging purposes is designated, while the forward elements are excluded from designation as hedging instruments and recognized separately as cost of hedging and reported in a separate reserve in equity. As the underlying values of the hedged item and the hedging instrument always match, the hedge ratio is always 1:1, i.e. the designated quantity or the designated volume of the hedging instrument corresponds to the designated quantity or the designated volume of the hedged item.

Furthermore, forward exchange contracts in US dollars (volume: kUSD 15,000; previous year: kUSD 25,000) are concluded during the year for the purpose of hedging the exchange rate of receivables from customer-related engineering.

FINANCIAL RISK

11. Principles of financial risk management and hedging guidelines

In the course of the FACC Group's international business activities, various financial risks and opportunities arise that may affect the Group's earnings, financial and asset position. The main potential risks include market price, credit and liquidity risks. The aim of financial risk management is to identify potential adverse effects from these factors at an early stage and to counter them with suitable measures. At the same time, financial opportunities that arise are exploited in a targeted manner to ensure the long-term stability and competitiveness of the company.

The principles and responsibilities for the management and control of financial risks are defined by the entire Management Board and continuously monitored by the Supervisory Board as well as by internal control mechanisms. The FACC Group has defined internal guidelines for this purpose, which regulate the risk management processes and the use of financial instruments. The separation of functions between trading and settlement is a key component of the control mechanisms. Financial transactions are carried out exclusively to hedge existing risks and are strictly based on the actual requirements of the operating business. Speculative transactions are generally excluded.

The Group's Accounting & Treasury department identifies, assesses and manages financial risks in close coordination with the operating units. The measures taken are regularly adapted to changing market conditions to ensure their effectiveness. Financial instruments and hedge accounting are used specifically to hedge financial risks in accordance with the applicable accounting standards. Hedging transactions are concluded on the basis of defined

internal guidelines and regularly reviewed with regard to their effectiveness and efficiency.

Forward exchange transactions in particular are used to limit currency risks from foreign currency transactions. The scope of hedging transactions is continuously adjusted to actual requirements in order to ensure effective economic hedging. All financial transactions are carried out exclusively with counterparties that meet internal standards. Collaboration with these partners is based on standardized guidelines and is subject to ongoing monitoring.

Counterparty risk is also included to hedge financial risks, as payment defaults on the part of business partners could impair the company's financial stability. To minimize this risk, transactions are only carried out with audited and approved counterparties within defined limits.

12. Market price risk

Currency risk

The majority of sales revenues of the FACC Group companies are generated in US dollars (USD), while a significant portion of expenses are incurred in euros (EUR). This discrepancy between cash flows in different currencies creates a foreign currency risk that can have a direct impact on the FACC Group's operating business as well as its net assets, financial position and results of operations. Natural hedging, which results from the partial offsetting of income and expenses in USD and EUR, reduces this risk but does not completely eliminate it.

The FACC Group uses derivative financial instruments such as forward exchange contracts to limit exchange rate risks, particularly in relation to the USD/EUR exchange rate. These instruments are used to hedge future cash flows in foreign currencies and are intended to reduce the potential negative effects of exchange rate fluctuations on earnings before interest and taxes (EBIT) and the Group's financial position.

Interest rate risk

The interest rate risk results from the average term of the financing and the respective interest rate structure. In the case of fixed interest financing, the risk lies in falling interest rates, while in the case of variable-interest financing, the risk arises from rising interest rates.

13. Liquidity risk

A key objective of FACC's risk management is to maintain constant financial solvency to meet current and future obligations. The key control parameters for this purpose are the maximization of free cash flow through cost reductions, active working capital management and the reduction of capital expenditure.

Liquidity risks arise in particular when proceeds from revenues fall short of expectations due to a decline in demand, and when measures to reduce working capital and payment-relevant fixed costs are implemented insufficiently or with a delay.

In order to secure short- and medium-term liquidity, a reserve in the form of bank deposits and unused credit lines with banks is maintained. If necessary, excess cash and cash equivalents are invested in non-speculative, highly liquid financial instruments, mainly money market certificates, daily allowances, securities and other money market instruments, which generally mature in less than three months.

On the balance sheet date 30 June 2025, FACC had unused credit lines amounting to kEUR 45,500 (previous year: kEUR 70,500) at its disposal

14. Credit risk

As part of its business activities in the aviation industry, the Group mainly serves OEMs operating on the market. Notwithstanding diversification, FACC AG is exposed to a certain concentration risk in the credit market due to the limited number of aircraft manufacturers. In the actual 2025 financial year, the largest customer accounted for a receivables volume of kEUR 113,022. Due to the low probability of default and the option to sell selected receivables using factoring programs, this risk is significantly reduced.

There is also a general risk of default on the part of contractual partners. In order to limit this risk, the Group applies strict guidelines for credit checks: the financial situation of new customers is checked as early as the customer acquisition stage, and existing customers are also regularly assessed with regard to their creditworthiness. Above a defined threshold, customer receivables are additionally insured against default. Credit risks also arise from cash and cash equivalents, derivative financial instruments and deposits with banks and other financial institutions. Such transactions are only conducted with banks and financial institutions with a high credit rating.

In all cases, the maximum credit risk corresponds to the carrying amount of the financial assets reported in the balance sheet.

OTHER INFORMATION

15. Transactions with related companies and persons

FACC AG is the parent company of FACC Operations GmbH (100 percent shareholding). AVIC Cabin System Co, Limited holds 55.45 percent of the shares in FACC AG. The Aviation Industry Corporation of China, Ltd (AVIC) holds 100 percent of the shares in AVIC Cabin Systems Co. Limited.

The Aviation Industry Corporation of China, Ltd. (AVIC) belongs to the SASAC (State-owned Assets Supervision and Administration Commission of the State Council), which is a state supervisory authority and a public body within the meaning of IAS 24.9.

The Commercial Aircraft Corporation of China, Ltd (COMAC) also belongs to SASAC. Companies from the FACC AG Group have a business relationship with Shanghai Aircraft Manufacturing Co. Ltd, which is incorporated under COMAC. This business relationship is disclosed by FACC voluntarily and for reasons of transparency under receivables from related parties, although IAS 24.25 lit. a would provide for an exemption in this respect. The receivables amount to kEUR 12,512 (previous year: kEUR 18,404).

As in the previous year, transactions with related parties outside the scope of consolidation of FACC AG were concluded at arm's length in the period from 1 January 2025 to 30 June 2025 and are, without exception, attributable to the ordinary business activities of the companies involved.

Transactions between the consolidated companies included in the consolidated financial statements were eliminated in the course of Group reporting and are therefore not explained in these notes.

	Receivables 31.12.2024 EUR'000	Liabilities 31.12.2024 EUR'000	Revenues and other income 1 half year 2024 EUR'000	Expenses 1 half year 2024 EUR'000
Parent company	0	0	0	0
Other related companies	18,404	0	17,836	11,568
Companies over which the parent company exercises control	5,633	10,312	1,433	1,276
	24,038	10,312	19,269	12,844

	Receivables 30.06.2025 EUR'000	Liabilities 30.06.2025 EUR'000	Revenues and other income 1 half year 2025 EUR'000	Expenses 1 half year 2025 EUR'000
Parent company	0	0	0	0
Other related companies	12,512	543	27,156	18,996
Companies over which the parent company exercises control	7,093	10,386	5,866	4,903
	19,605	10,930	33,021	23,899

In the 2024 financial year, the relocation of the production of structural components and cabin interior components for the C919 aircraft type (customer: COMAC) to a Chinese sister company was driven forward and was completed in the first half of 2025. The aim is to be able to serve the customer exclusively from China. When drawing up the contract, particular attention will be paid to ensuring that this is done at standard market conditions.

Transactions with related parties are subject to the general provisions for allowances. Guarantees were neither granted nor received.

16. Earnings per share

The number of shares issued as of the interim balance sheet date was 45,790,000, like in previous year. Since no dilutive potential ordinary shares were outstanding or treasury shares were held in

the past financial year, the diluted earnings per share correspond to the undiluted earnings per share.

Earnings per share of EUR 0.21 (30.06.2024: EUR 0.21) were calculated by dividing the result by the weighted number of shares attributable to the shareholders of the parent company.

17. Events after the interim balance sheet date

No events requiring disclosure took place after the interim balance sheet date, 30 June 2025.

18. Waiver of audit review

The present interim consolidated financial statement has neither been audited nor reviewed.

NOTE

The condensed interim consolidated financial statement as of 30 June 2025 has been prepared in accordance with the rules and regulations of "Prime market - Section Interim Reports" of the Vienna Stock Exchange.

The reporting currency is Euro (EUR). All figures presented in the condensed interim consolidated financial statement are quoted in thousands of euros (EUR'000), unless otherwise stated.

Rounding errors may occur when adding rounded amounts and percentages due to the use of automated invoicing aids.

DECLARATION OF THE LAWFUL REPRESENTATIVES PURSUANT TO SECTION 125 PARAGRAPH 1 OF THE AUSTRIAN STOCK EXCHANGE ACT

We hereby confirm to the best of our knowledge that the condensed interim consolidated financial statement as of 30 June 2025, which has been prepared in accordance with the applicable set of accounting standards, gives a true and fair view of the assets, liabilities, financial position and earnings performance of the Group.

We further confirm that the condensed Group Management Report gives a true and fair view of the assets, liabilities, financial position and earnings performance of the Group with respect to important events which occurred during the first six months of the financial year and their impact on the condensed interim consolidated financial statement, the principal risks and uncertainties during the remaining six months of the financial year and major transactions with related companies and persons requiring disclosure.

Ried im Innkreis, 20 August 2025

Robert Machtlinger m. p.
Chairman of the Management Board

Florian Heindl m. p.
Member of the Management Board

Tongyu Xu m. p.
Member of the Management Board

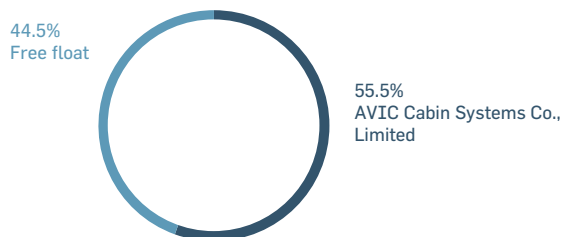
Investor Relations

BASIC INFORMATION ABOUT THE FACC SHARE

International Securities Identification Number (ISIN)	AT00000FACC2
Currency	EUR
Stock market	Vienna (XETRA)
Market segment	Prime market (official trading)
Initial listing	25.06.2014
Issue price	9.5 EUR
Paying agent	ERSTE GROUP
Indices	ATX, ATX GP, ATX IGS, ATX Prime, WBI
Share class	Ordinary shares
Ticker symbol	FACC
Reuters symbol	FACC.VI
Bloombergs symbol	FACC AV
Shares outstanding	45,790,000 shares

SHAREHOLDER STRUCTURE AND SHARE CAPITAL

FACC AG's share capital amounts to EUR 45,790,000 and is divided into 45,790,000 no-par value shares. The Aviation Industry Corporation of China holds 55.5% of voting rights of FACC AG via AVIC Cabin System Co., Ltd (previously FACC International). The remaining 44.5% of shares represent free float and are held by both international and Austrian investors. FACC AG did not hold any treasury shares at the end of the reporting period.



CONTACT

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