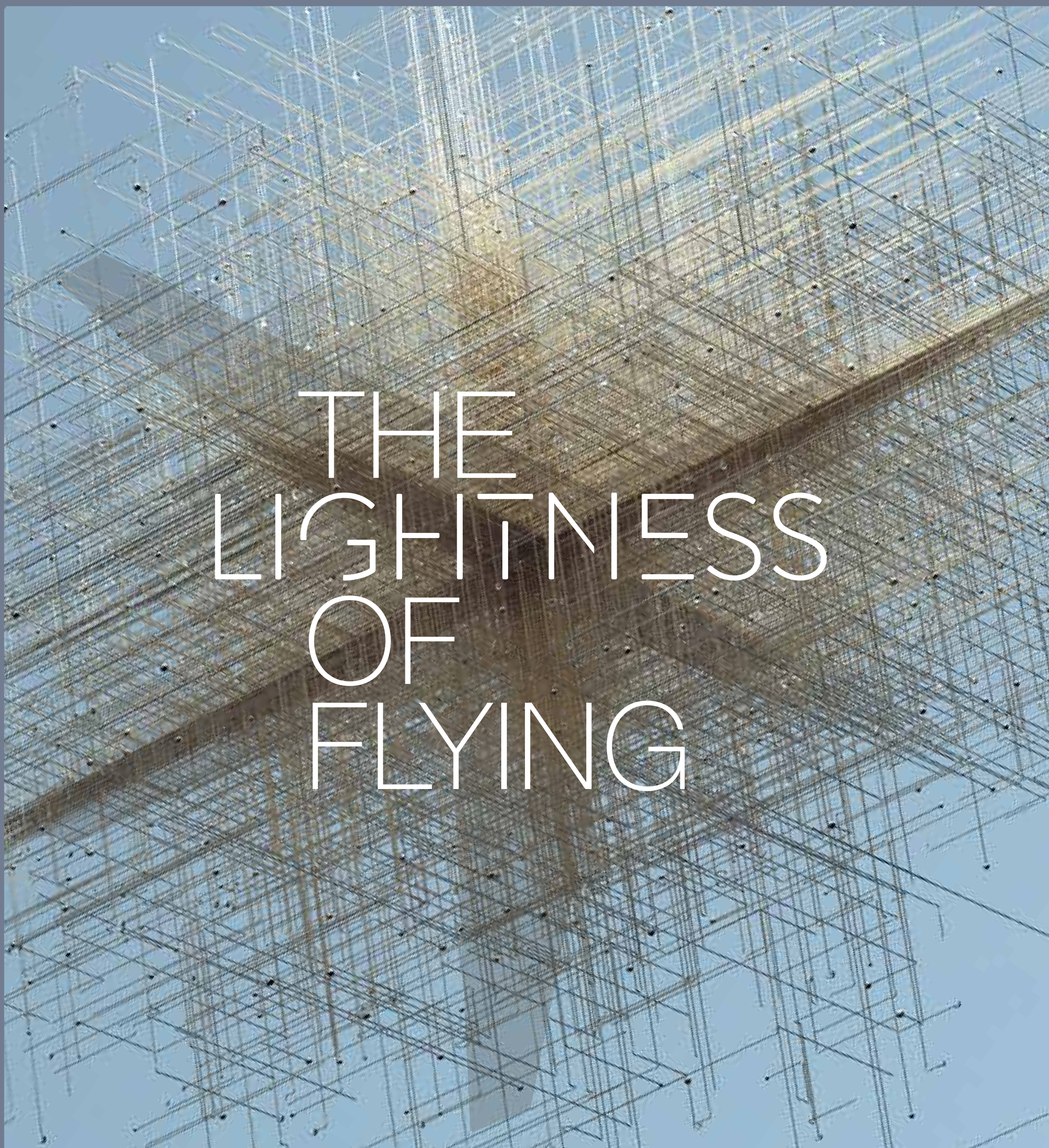

THE LIGHTNESS OF FLYING

Annual Report 2023

FACC

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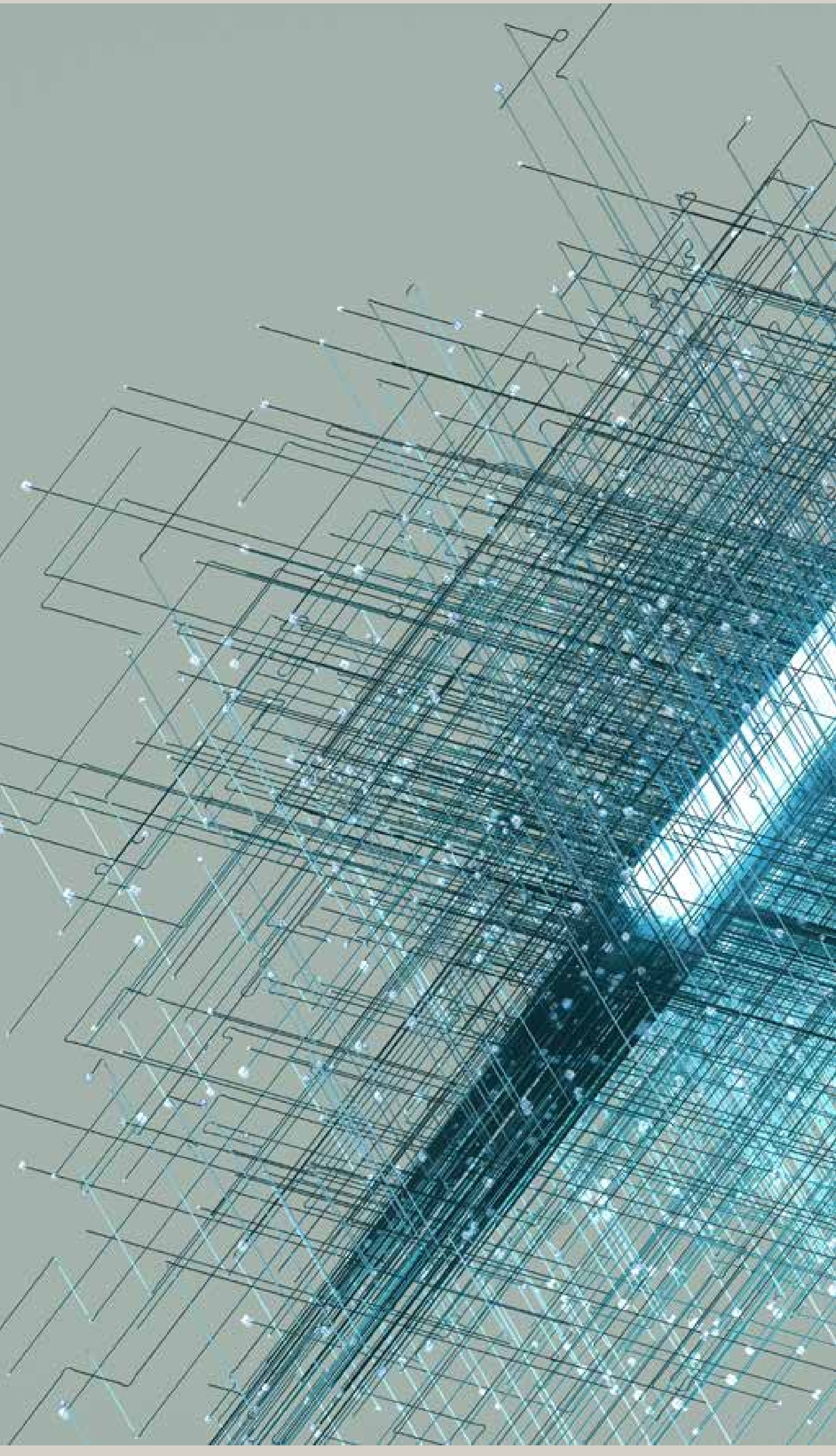
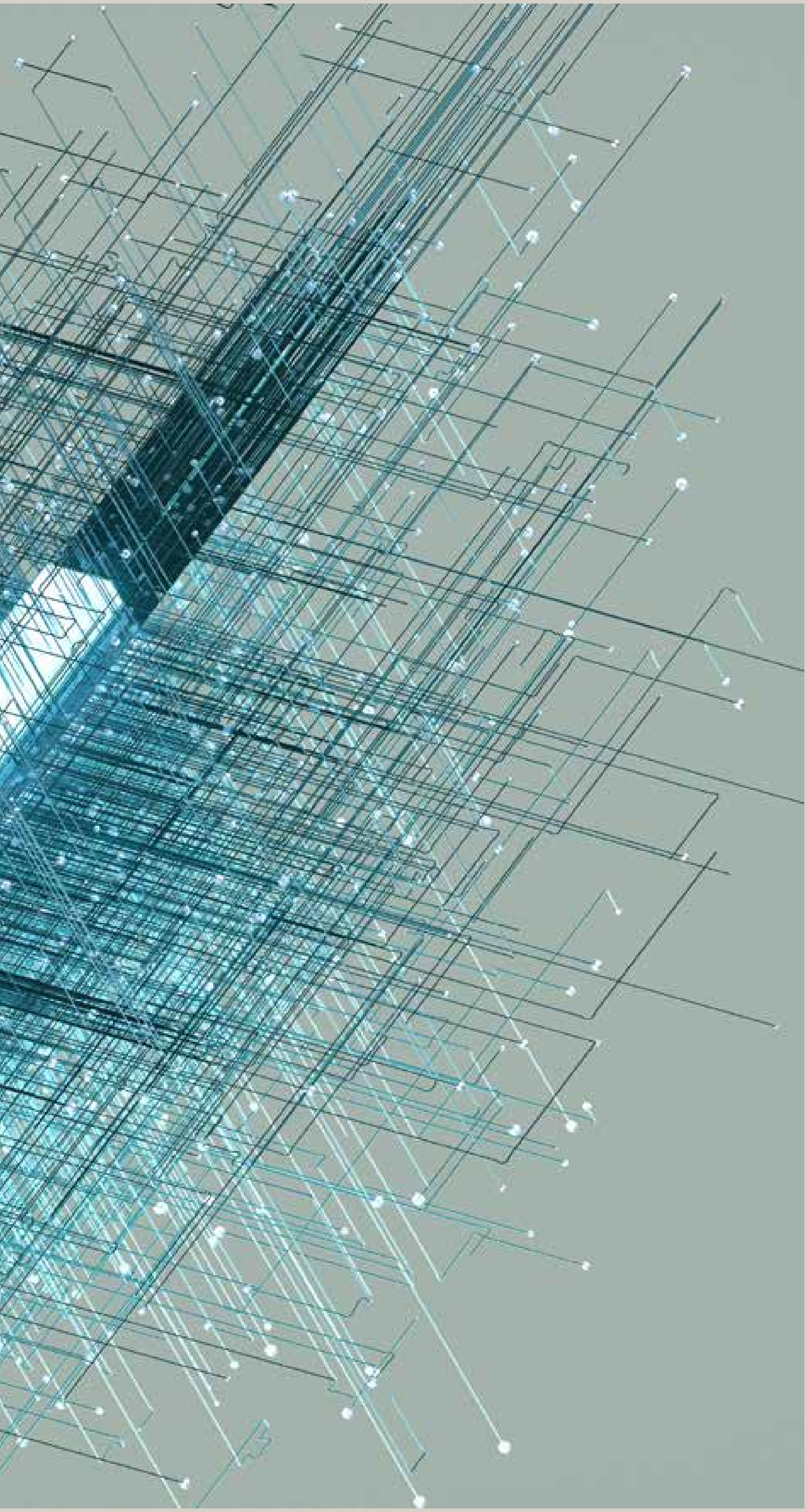




THE GOALS UP TO THE YEAR 2030

- Focus on civil aviation & advanced air mobility/ monitoring of space travel developments
- 3+ divisions + Aftermarket Services
- Tier 1 partner for integrated subsystems
- Being ranked one of the world's 50 biggest aerospace companies
- Worldwide presence at all important aviation hubs
- Reduction of CO_2 emissions by 40% by 2030 (compared to 2008)
- Diversity at all management levels
- Internal CSR rating of FACC suppliers

OUR KEY FIGURES

Key Figures		2021	2022	2023
Revenues	MEUR	497.6	607.0	736.2
of which Aerostructures	MEUR	167.5	235.1	272.4
of which Engines & Nacelles	MEUR	103.7	97.3	129.7
of which Cabin Interiors	MEUR	226.4	274.6	334.1
EBITDA	MEUR	37.2	44.4	56.6
EBIT	MEUR	–25.1	5.5	17.5
of which Aerostructures	MEUR	–28.5	3.9	12.9
of which Engines & Nacelles	MEUR	8.7	0.5	13.5
of which Cabin Interiors	MEUR	–5.2	1.0	–8.9
EBIT in percent of revenues		–5.0	0.9 %	2.4 %
Cash flow from operating activities	MEUR	82.3	5.5	36.6
Cash flow from investing activities	MEUR	–11.7	–8.6	–19.4
Headcount (at year end)	FTE	2,538	2,919	3,456
Net working capital	MEUR	80.2	116.5	125.1
Net debt	MEUR	177.8	188.6	209.3
Net debt/EBITDA		4.79	4.25	3.7
Equity	MEUR	206.0	203.5	220.6
Equity ratio	%	32.0	31.1	31.2
Balance sheet total	MEUR	644.5	654.0	706.5
Trading volume	Shares	28,353,854	19,159,502	12,867,024
Average daily trading volume	Shares	111,629	75,135	46,451
Yearly high	EUR	12.0	9.6	7.5
Yearly low	EUR	7.0	5.5	5.5
Closing price	EUR	7.1	5.7	5.8
Annual performance	%	–15.2	–19.6	2.8
Market capitalization	MEUR	322.8	259.6	267.0
Dividend per share	EUR	0	0	0

REVENUE 736.2 MEUR

EBIT 17.5 MEUR

EQUITY ratio 31.2 %

NET DEBT /EBITDA 3.7

HEADCOUNT 3,456 in FTE

ROBERT MACHTLINGER

CEO of FACC

“LIGHTWEIGHT ENGINEERING IN THE AEROSPACE INDUSTRY: THE KEY TECHNOLOGY TO INCREASE EFFICIENCY AND PERFORMANCE.”

The LIGHTness of flying.

"Lightness". It would be hard to find another term that better captures the multi-faceted essence of FACC reflecting its significance, technology, unique selling proposition and vision. It embodies "lightweight engineering", our key technology, as well as FACC's innovative and customized complete solutions. It highlights an essential aspect of the 35 years of our company history and our sustainable strategy for the future, namely to increase efficiency by reducing weight. It also embodies a forward-looking corporate strategy that is focused on the future. A strategy that broadens horizons, both in FACC's core business and in new mobility concepts.

ROBERT MACHTLINGER
CEO of FACC

FOREWORD in the form of a letter

Unfortunately, *receiving a letter in times of increasing digitalization* and online communication, has become a rather uncommon event. This is exactly why we have written the foreword of this Annual Report,which you can find on the following page, in the form of a letter. After all, *we believe sustainability* means not only minimizing energy consumption and CO_2 emissions, but also showing respect and appreciation in our interactions with all our employees and stakeholders. To this end, a letter is still the most personal way to share one's feelings with others in written form.

I hope you enjoy reading it.
Robert Machtlinger

FACC AG
Fischerstraße 9
A-4910 Ried im Innkreis

On the weight of lightness

Dear Readers,

We had weighty reasons for choosing "The lightness of flying" as the motto of this year's Annual Report.

This is because the responsibility we bear as a company of making our business models even more sustainable is a heavy one. The focus is on offering our global customers customized innovative products, inspiring our employees with motivating visions, and on maximizing shareholder value. We embrace this challenge with a focused approach, professionalism, expertise and passion.

As a globally established company involved in the design, development and production of lightweight systems for the global aerospace industry, FACC is a technology partner to all major aircraft and engine manufacturers. Our strong sales growth in the years following COVID-19 reflects the success of a team of experts who are working tirelessly on new developments with great dedication, innovative ideas and technological expertise.

Growth obliges us to use our resources carefully; our contribution to sustainability is not limited to our lightweight design systems which enable aviation to become more energy efficient. We are also working intensively on issues such as new materials and processes, recyclability, digitalization and the development of new technologies and products needed for the next generation of aircraft. 4,600 applicants for open positions in the 2023 financial year are proof that FACC is an attractive and well-established employer.

By looking ahead, which is always synonymous with looking upwards at FACC, we are shaping the future and setting the course today to further strengthen FACC's position as a partner to the aviation industry.

Robert Machtlinger, CEO

FACC MANAGEMENT

"The increasing demand for air travel mirrors consumer confidence and presents us with an opportunity to further consolidate our leading position in the development of sustainable solutions."

ANDREAS **Ockel**

"As we can see, the Chinese market is continuing to grow at a faster rate than in the past. The ramp-up of the Comac C919 offers a good opportunity for FACC to continue expanding its business in China."

ZHEN **Pang**

BOARD

"For 35 years now, FACC has been a pioneer in developing lightweight solutions for civil aviation, combining innovation and precision to define the future of air travel."

ROBERT Machtlinger

"The last seven years at FACC have been a wonderful time. I wish the company, and the FACC crew especially, all the very best for the future."

ALEŠ Stárek

Business HighLIGHTS

JUN 23

Record aircraft orders from airlines in 2023: FACC benefits from strong market growth

© FACC

2023 was a record year for FACC's customers in terms of new aircraft orders. In total, 3,408 net new orders were placed, which equates to an increase of 1,814 compared to 2022. At the Paris Air Show in June 2023, alone, record orders were received across all international aircraft manufacturers. In total, orders were received for around 1,300 new aircraft, 1,033 of which were placed with Airbus and Boeing alone. The most sought-after models include short- and medium-haul aircraft, in other words aircraft with a capacity of 150 to 220 passengers. FACC is benefiting greatly from this development as its lightweight design solutions are used by all aircraft manufacturers. Overall, FACC's order backlog grew by approximately EUR 400 million as a result.

OCT 23

Groundbreaking ceremony for plant expansion in Croatia

© FACC / Luka Cerovina

The focus for FACC is on sustainability and automation when it comes to expanding Plant 6 in Jakovlje. The production area of the plant, which was opened in 2022, will be tripled and a further office building erected. Construction work is scheduled for completion in mid-2024 while the workforce will almost triple to 600 employees by the end of 2026. FACC is investing around EUR 21 million in the expansion of its Croatian site.

NOV 23

FACC signs major contract with Pratt & Whitney Canada Corp for the repair and overhaul of engine components.

Following the agreement for the maintenance, repair, and overhaul of fan cases, concluded with renowned engine manufacturer Pratt & Whitney Canada Corp., FACC is evolving into a full-service provider for component repairs in the engines segment. This new agreement with P & W Canada Corp. constitutes an important milestone for FACC as the company is now not merely a producer of engine components but is also developing into a full-service provider for components. This multi-year contract is of great importance to FACC.

© FACC

DEC 23

Modern cabin facelift of a Dassault Falcon 2000EX

© FACC

Highlights include the new seat design, which combines an elegant appearance with maximum comfort in carefully selected shades of warm beige. Modernized storage compartments and an innovative color concept provide contemporary flair, infused with light and a homely ambience created by the handmade woolen carpet. The interior paneling has been expertly reupholstered, and the wooden elements have been refurbished to emphasize their natural beauty.
A clear demonstration of FACC's expertise in enhancing aircraft interiors through precision and craftsmanship.

Employee
LIGHTS High

MAR 23

FACC expands its range of flexible work time models


© Georg Tiefenthaler

The number of different working time models at FACC has tripled in the last two years, with the focus on employee flexibility and innovative approaches that also enable part-time workers to occupy management positions, for example. Employees who are returning from parental leave or are undergoing further trainings are also offered highly flexible options for organizing their working hours. While there were around 80 to 100 different working time models on offer in 2021, there are now over 300 across the entire company.

> "It was great to have the chance to return to work on a flexible part-time basis after maternity leave."

Kristina Danninger, Senior Marketing Manager at FACC

JUN 23

LIFE Program: FACC launches a comprehensive package of employee benefits

With its LIFE program, FACC has developed a package of measures for its employees, comprising both existing and new initiatives. Our new LIFE program is based on five pillars and is available to everyone. The focus is on supporting the entire workforce with individualized offerings to encourage their personal development. The newly defined core areas are: **Family Life, Social Life, Vital Life, Green Life and Career Life.**


© FACC - Rambossek

SEP 23

FACC Wings for Women/ The new network for women

© FACC - Rambossek

A kick-off event saw the launch of the "FACC Wings for Women" women's network. It marks an important step towards equal opportunities and diversity. On the initiative of employees, this network will help to make women's opportunities in the company more visible in the future and develop measures to further promote diversity at all management levels - networking to boost careers.

OCT 23

FACC hands over first e-cars to employees

© FACC - Rambossek

As a part of its Smart Mobility Initiative, FACC provides employees with e-cars for their commutes to and from the workplace. In order to be assigned one of the new VW ID4 cars, employees must form carpools of 4 people or more. These cars can be charged with green electricity at no cost on the company premises. For a fee of EUR 1.00 per day, carpool members are also permitted to use their e-car in their free time. It did not take long for more than 30 carpools to organize themselves, and with our special app this is so easy to do.

Award

LIGHTS High

JUN 23

FACC crowned innovation champion

© FACC

FACC AG was voted Austria's most innovative company in the "Aviation Industry" category by the Institute of Management and Economic Research (IMWF).

The award was conferred primarily for the development of the new business fields of Space and Urban Air Mobility as well as for solutions towards sustainable aviation. This ranking is based on a comprehensive empirical analysis of around 1,800 of Austria's largest companies.

OCT 23

FACC receives Best Practice Supplier Award from Rolls-Royce for outstanding supplier performance

© Rolls-Royce

The award was presented to FACC at the Rolls-Royce Supplier Conference in Silverstone (UK). Our outstanding delivery performance and excellent supplier management were particularly highlighted. "This award from our long-standing partner Rolls-Royce makes us very proud - it is a testament to the dedication and commitment of our entire crew to delivering excellence on a daily basis and to meeting the requirements of our customers to the best of their ability," emphasized CEO Robert Machtlinger. A special distinction for FACC this year was also the nomination for the Rolls-Royce "Supplier of the Year" award. FACC was honored in Silverstone as one of the top 3 suppliers to Rolls-Royce worldwide.

Long-standing partnership

FACC looks back on a long-standing partnership with the renowned engine manufacturer Rolls-Royce: In the production of its engines for civil aviation, Rolls-Royce has relied on FACC-made solutions for more than 20 years.

OCT 23

INDUSTRIE REPUTATION AWARD /1st Place

FACC was awarded first place in the Supplier Industry category as part of Industriemagazin's annual rankings. This ranking compares the image and reach of 439 B2B companies on their own channels, in public media and on social media.

In the overall ranking of all B2B companies, FACC numbers among Austria's four strongest brands.

NOV 23

Cybersecurity AWARD at Austria's Leading Companies business competition

© Peroutka/DiePresse

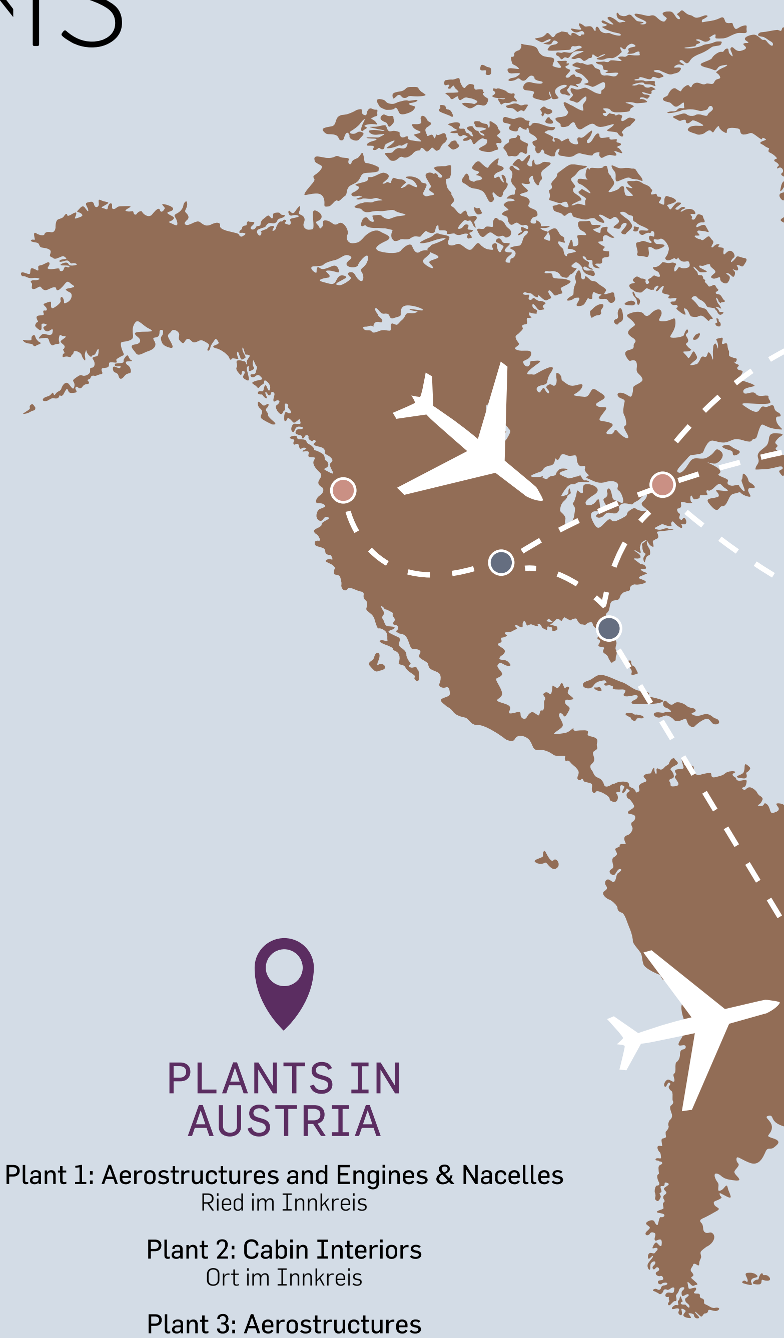
Austria's Leading Companies presented FACC with the first ALC Special Award for Cybersecurity at the Vienna Hofburg. Having itself been the target of an incident of social engineering fraud in 2015, FACC implemented a number of comprehensive measures to protect the company in the years that followed. Barely 8 years on, FACC now ranks among the companies in Austria with the highest security standards and certifications.

GLOBAL PRESENCE

FACC

LOCATIONS

FACC operates at locations in Europe, Asia, and the Americas and continues to systematically expand its global presence. The company's key priority is to ensure maximum customer benefit. This is why FACC has on-site offices at its customers' headquarters, e.g., in Seattle for Boeing, in Toulouse and Hamburg for Airbus, in São Paulo for Embraer and in Montreal for Bombardier. Through production plants and partnerships in various places from China to the Middle East, FACC continues to generate economic advantages for its customers and support them in growth and target markets. Furthermore, FACC's international engineering centers bring together, pool and connect the best minds of the industry. What is more, experts for aftermarket services are based in the aircraft city of Wichita, Kansas, right in the heart of the U.S.



GROUP HEADQUARTERS

FACC AG
Fischerstraße 9, 4910 Ried im Innkreis

DESIGN AND ENGINEERING CENTERS

China: Shanghai
India: Pune
Austria: Vienna
Slovakia: Bratislava

PLANTS IN AUSTRIA

Plant 1: Aerostructures and Engines & Nacelles
Ried im Innkreis

Plant 2: Cabin Interiors
Ort im Innkreis

Plant 3: Aerostructures
Ort im Innkreis

Plant 4: Engines & Nacelles
Reichersberg

Plant 5: Technology Center
St. Martin im Innkreis

Test Center CoLT
St. Martin im Innkreis

ON-SITE OFFICES

Brazil: São Paulo
Germany: Hamburg
France: Toulouse
USA: Seattle

PRODUCTION PLANTS AND AFTERMARKET SERVICES

USA: Wichita
USA: Melbourne
Canada: Montreal
Austria: Ried
Croatia: Jakovlje

PARTNERSHIPS

China: Zhenjiang
India: Bangalore

Our DIVISIONS

1 AEROSTRUCTURES

Lightweight components for wings, tail units, and fuselages have been FACC's core competence for more than 30 years. Apart from manufacturing them, FACC also is the go-to partner for their development, qualification, and certification. In this way, FACC's customers are given full-fledged turnkey solutions from a single source.

SUPPLIER FOR THE FOLLOWING PLATFORMS

1.0 Leading Edge
Boeing 777, Boeing 767

1.1 Winglets
Airbus A320, A350, Embraer E2, COMAC C919, Boeing 737NG, Dassault Falcon X, Falcon 2000, Hawker 800

1.2 Spoilers
Boeing 787, Airbus A330, A350, Embraer E2, COMAC C919

1.3 Aileron
Bombardier Global 7500, Embraer E2

1.4 Flap Track Fairings
Airbus A330, Embraer E2

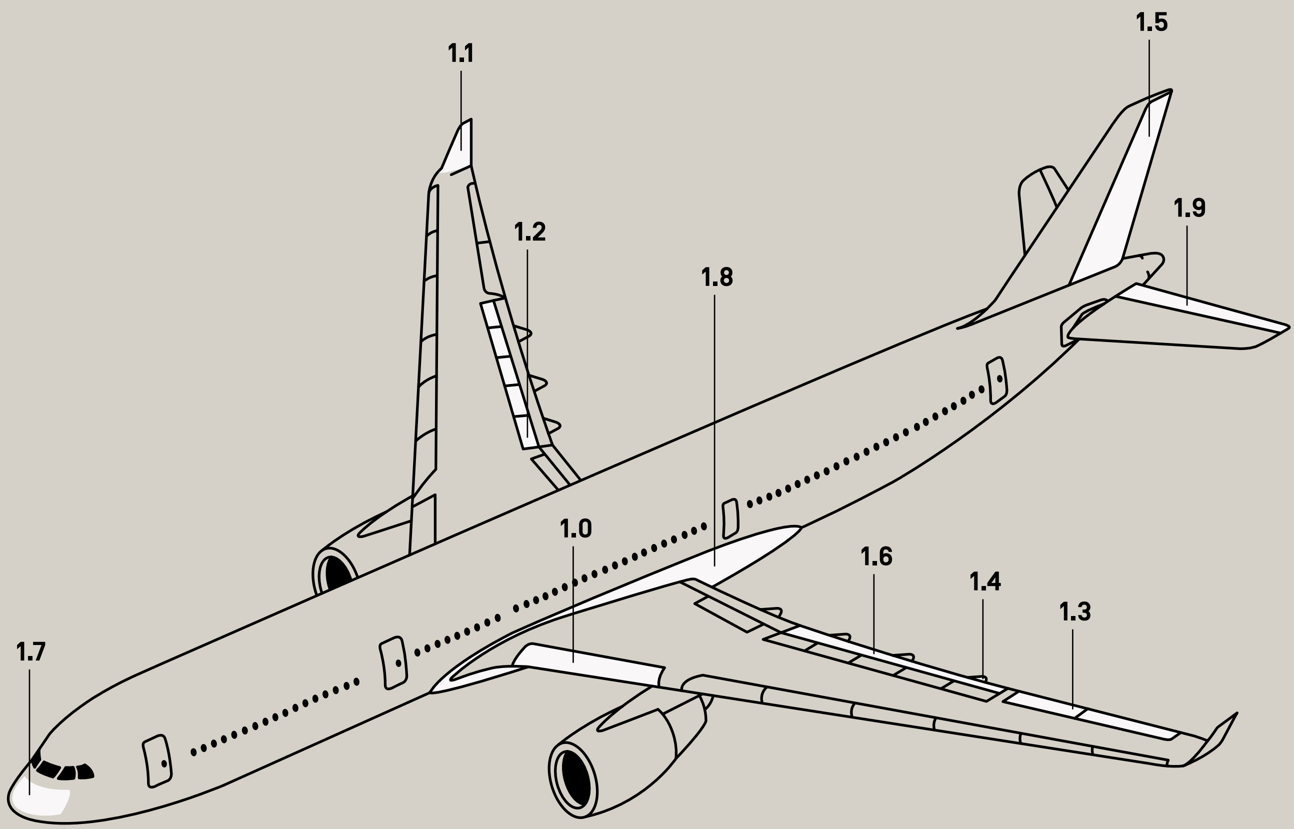
1.5 Rudders
Airbus A220

1.6 Outboard Flaps
Airbus A320, Embraer E2

1.7 Radomes
Airbus A220

1.8 Wing-to-Body Fairings
Airbus A220, A320, Bombardier Global 7500, Challenger 3500

1.9 Elevators
Airbus A220



WINGLET

Our DIVISIONS

2

ENGINES & NACELLES

Plastic components that are used in and close to engines are exposed to extremely high mechanical stresses. At the same time, they must have low weight and meet stringent requirements in terms of noise abatement and aerodynamics. FACC develops and produces these components with cutting-edge manufacturing technologies.

SUPPLIER FOR THE FOLLOWING PLATFORMS

2.0 Translating Sleeves and Thrust Reversers

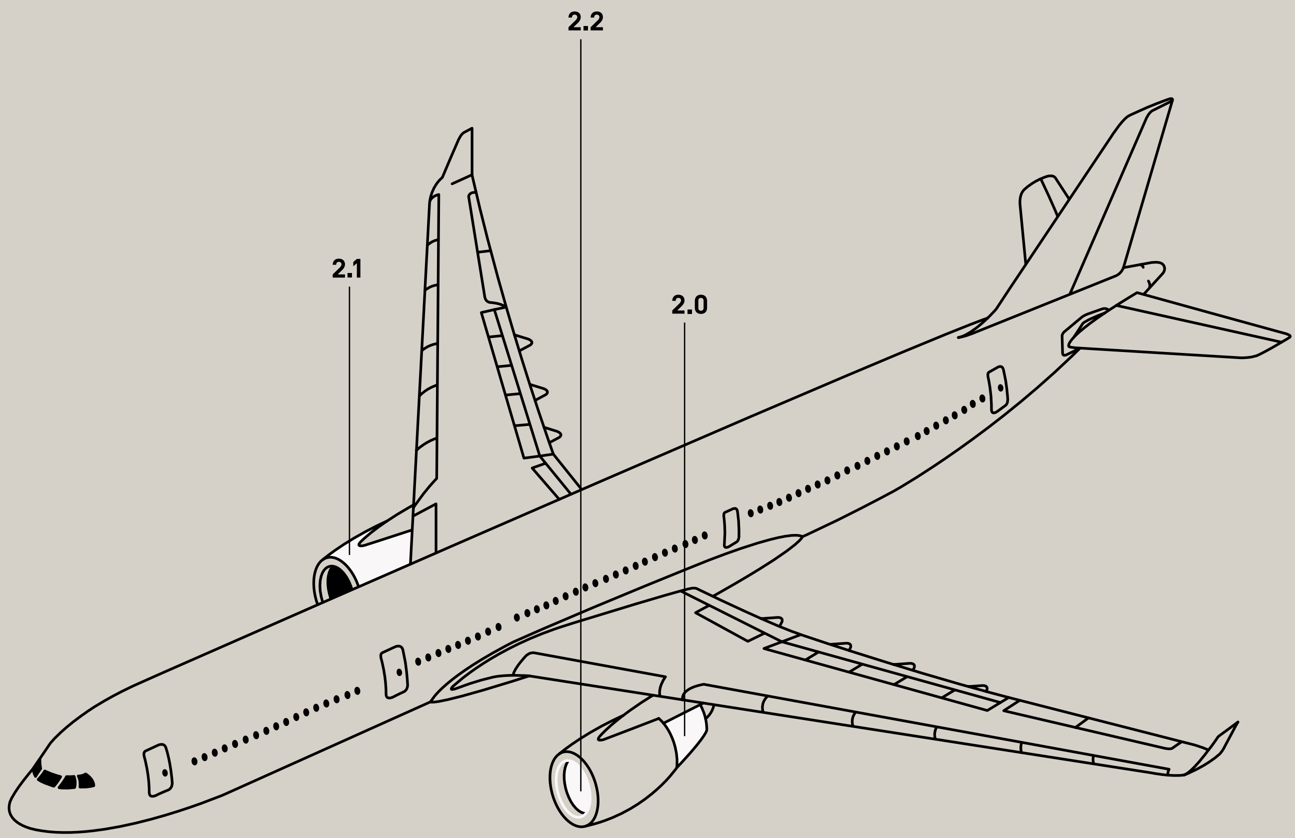
Boeing 787, Airbus A350

2.1 Engine Cowlings

Airbus A330, A320neo

2.2 Engine Components

Pratt & Whitney PW300 und PW800,
Rolls-Royce TXWB/T7000/T1000, Pearl; BR725
Gulfstream G500, G600, G700



OUTER BYPASS DUCT

Our DIVISIONS

CABIN INTERIORS

3

From overhead compartments to lavatories: FACC delivers series-produced ready-to-install interiors to aircraft manufacturers and airlines, but also custom-designed solutions for business jets. Apart from low weight, high functionality and long lifetime, cabin interiors should also boast an appealing appearance and pleasant-to-touch surfaces. Once again, FACC offers complete solutions from a single source.

SUPPLIER FOR THE FOLLOWING PLATFORMS

3.0 Passenger Cabins & Cockpit Linings

COMAC C919, ARJ21, Boeing 717

3.1 Floor-to-Floor, Hatracks, Sidewall, Ceiling and Cove Light Panels, Entrance Areas Passenger Door Linings, Baggage Compartments, and Linings

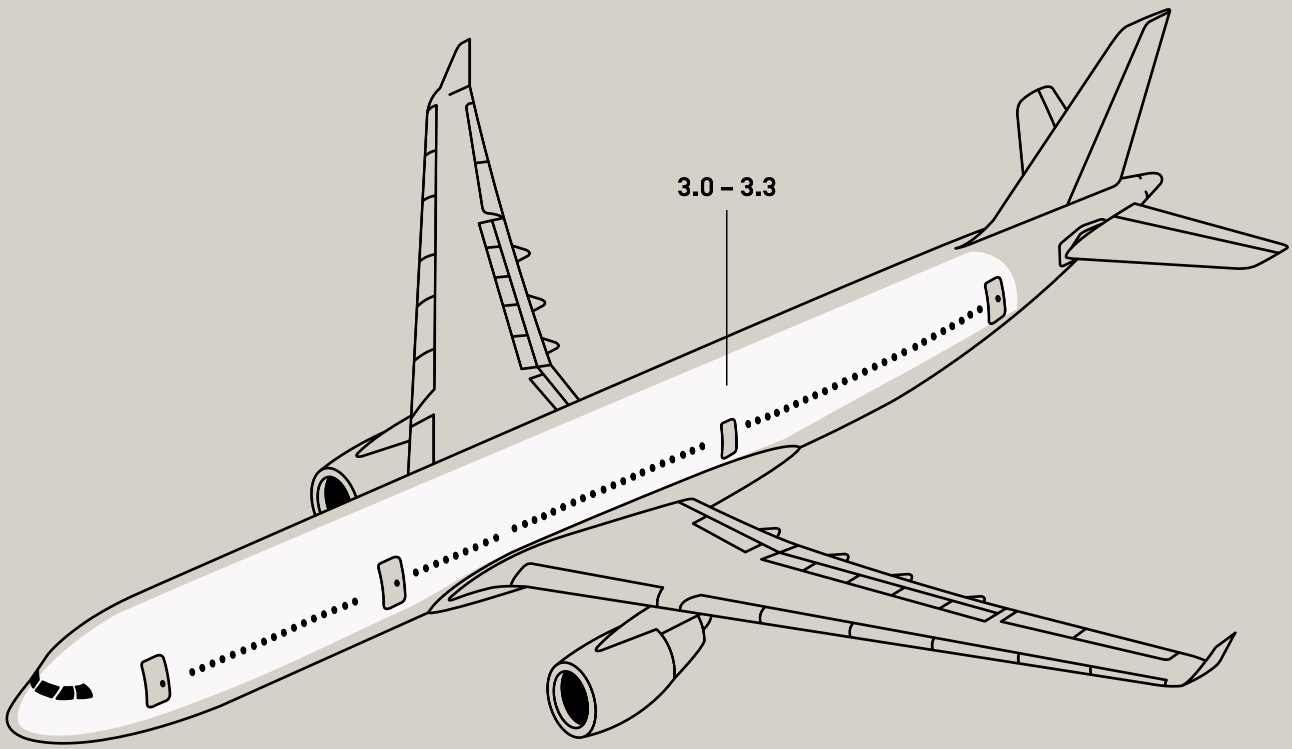
Airbus A319/320/A321, A350, Dassault FX10, Archer Midnight, A380

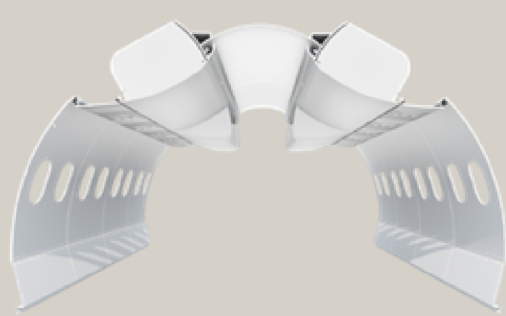
3.2 Passenger Door Linings

Airbus A350

3.3 Individual High-End Business Jet Cabins

Business jets from Embraer and Bombardier





PASSENGER CABIN –
FLOOR TO FLOOR

WE GUARANTEE LASTING PERFORMANCE: AFTERMARKET SERVICES

FACC ensures the lasting performance of its products via an efficient service network for maintenance, repair, and retrofits in the Americas, Asia, and Europe. Aircraft including FACC-made components are serviced, repaired, or modified locally and will therefore be ready for take-off faster and at lower cost.

THE EQUITY STORY OF FACC

Equity story: FACC epitomizes not only innovation and quality, but also sustainable and value-oriented corporate governance. Based on clearly defined strategic goals, we focus on long-term growth and a sustainable increase in value for our shareholders.

Market OUTLOOK

The aviation sector is experiencing steady global growth, driven by increasing demand for travel and the need for innovative, sustainable technologies. The ever-increasing volume of fiber-reinforced composite structures in aircraft is reflected in our growing share of the value chain.

FACC

Boasting 35 years of experience, FACC is ideally positioned in the field of fiber-reinforced composites segment, making it a reliable partner for all major OEMs. Our comprehensive turnkey capabilities range from basic research and component development to global production and product support for a broad product portfolio. Long-term contracts have increased FACC'S order backlog to USD 5.8 billion, which greatly facilitates forward planning.

The priorities of STRATEGY 2030

REVENUE GROWTH

Annual increase in revenue at least on a par with global aviation growth

EBIT MARGIN

At Group level, the target is a consolidated EBIT margin of 8%

POSITIVE CASH FLOW

- **Investments**
  For growth in existing and new business segments
- **Distribution of dividends**
  FACC's long-term dividend policy aims at a distribution of 20-30% of the Group's consolidated profit after taxes
- **Reduction of debt**
  The long-term target is leverage below 2.5

WHAT WE SAFEGUARD

THROUGH THE 3 PILLARS
OF OUR STRATEGY

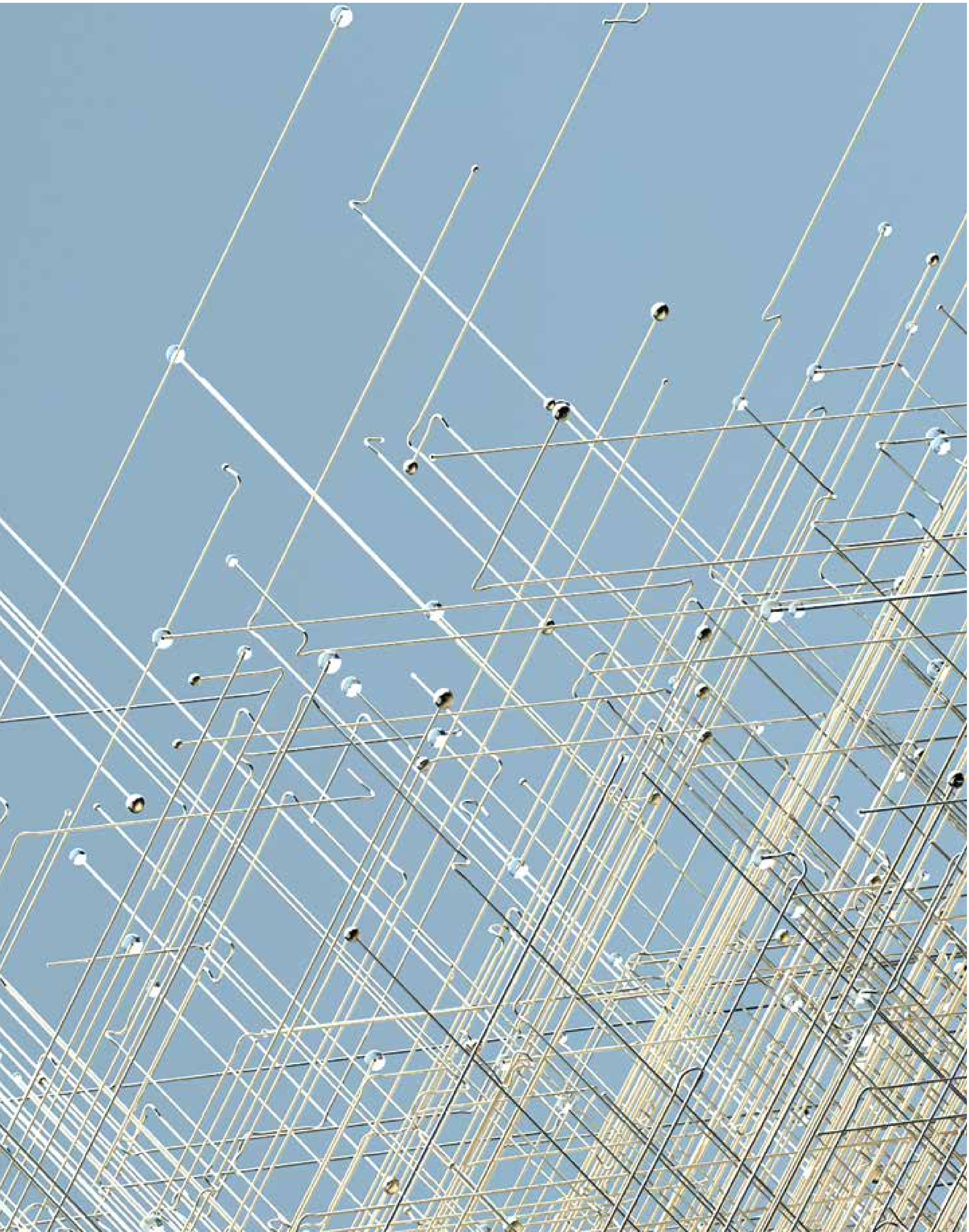
1. Performance
Global player and Tier 1 supplier for the who-is-who of the aerospace industry

2. Sustainable transformation
Solutions for environmentally friendly air travel

3. New markets
Diversification into new business segments (AAM), monitoring of space travel developments, leveraging of the sustainability trend ("Repair vs. New")

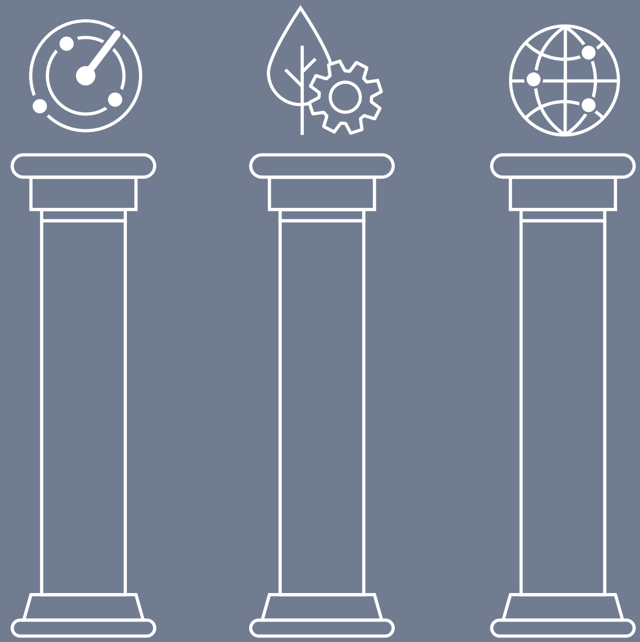
Sustainable increase in value

OUR STRATEGY



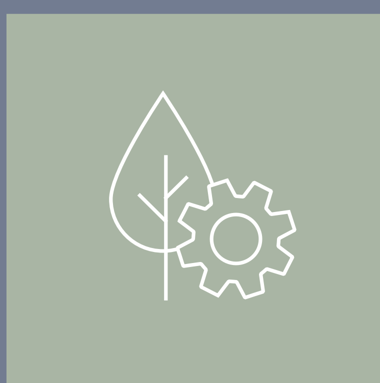
FACC 2030

Based on three pillars, FACC intends to position itself on a broader 2030, not only with existing customers, but also in new market segments, with a particular focus on sustainability.



PILLAR 1
PERFORMANCE

FACC is a best-in-class performer and a reliable and strong partner for both manufacturing and development. Based on these unique selling points, FACC strives to increase its market share steadily by acquiring new orders from existing customers.



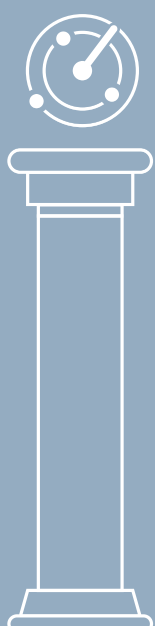
PILLAR 2
SUSTAINABLE TRANSFORMATION

FACC uses new technologies to replace existing components with ever more efficient parts. In doing so, the company creates growth while at the same time promoting its transition from a linear to a sustainable circular economy.

PILLAR 3
NEW MARKETS

FACC is constantly expanding its customer and product portfolio. On the basis of its expertise in lightweight construction, the company aims to strengthen its presence in the new Advanced Air Mobility and Space markets and thus further diversify its product portfolio.

PERFORMANCE



PILLAR 1 OF THE STRATEGY
Optimizing and expanding existing business relationships.

As a long-standing and reliable production and development partner to major aircraft manufacturers such as Boeing, Airbus, Bombardier, Embraer and COMAC, and to engine producers Rolls-Royce and Pratt & Whitney, FACC not only boasts high-quality products but also excellent customer relationships. FACC intends to expand and deepen these relationships in line with long-term planning, which is particularly important in the aviation industry.

Airbus, for example, anticipates a demand of about 41,000 new aircraft by 2042. In order to estimate this figure, it makes sense to compare the forecast data from 1997 with those from 2017. The forecast at that time for two decades was correct to within 1% - despite several mega crises such as Kuwait, the Iraq war, 9/11 and Lehman Brothers. This indicates a high degree of planning reliability and makes it certain that the approximately 41,000 new aircraft will indeed be ordered by 2042.

THE FOCUS REMAINS ON CIVIL AVIATION

Goals:

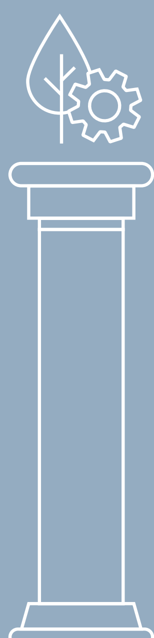
- To be ranked one of the world's 50 biggest companies in the aerospace industry
- Annual increase in revenue at least on a par with global aviation growth
- Tier 1 partner for integrated subsystems
- Global presence at all strategically important locations

We can certainly achieve this by:

- Continuously increasing the level of automation in order to improve the results (processes, materials and technologies) consistently

Implementation in 2023:
New orders received in all divisions, presence expanded in strategically important locations (Seattle and Hamburg), recruitment of additional employees in metal working

SUSTAINABLE
Transformation



PILLAR 2 OF THE STRATEGY
Implementing a sustainable transformation.

The airplane is one of the most efficient means of transportation for traveling longer distances, especially in terms of its indirect environmental impact. This is because the roads used by air traffic are provided by the air, thus eliminating the need to build thousands of kilometers of highways in the landscape. This does, of course, not detract from the sustainable transformation that FACC wants to implement first and foremost through its 35-year specialty, lightweight construction in the aviation sector. Ultimately, the less mass you need to lift to, and maintain at cruising altitude, the more efficient an aircraft becomes. Thanks to lightweighted winglets alone, the worldwide Boeing 737 fleet has saved more than 60 billion liters of fuel over the last 20 years. Furthermore, FACC is conducting intensive research into the recycling of fiber-reinforced plastics and developing the technology for the next generation of aircraft.

At FACC, we believe that sustainability is more than just climate protection. FACC supports higher technical colleges in the surrounding area, awards university scholarships, and sponsors important organizations in the region. One of the main priorities is giving back to all those involved: not only to the stakeholders and shareholders but also to the company's employees and their families, and to the region as a whole. However, all decisions must be made with a view to ensuring the company's long-term prosperity. For only an economically sound business will be able to support people and the environment in the long term.

"I believe in the *positive* transformational *power* of engineering and innovation. The ENERGY TRANSITION and the climate crisis cannot be managed and solved through bans and prohibitions alone, but only in combination with *innovative technologies.*"

Robert Machtlinger

SUSTAINABILITY IS AN INTEGRAL PART OF THE CORPORATE STRATEGY

Goals:

- To reduce CO_2 emissions by 40% by 2030 (compared to 2008)
- To provide solutions for environmentally friendly air travel
- To foster diversity at all management levels
- Internal CSR rating of top suppliers

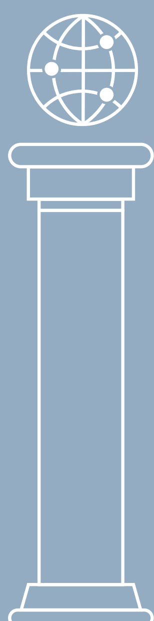
We can certainly achieve this by:

- Using sustainable energy sources
- Fostering sustainable mobility
- Promoting the transition towards a circular economy
- Focusing on R&T (processing of thermoplastics and thermosets, biobased prepregs, residue-based resin systems)
- Designing our various work time models with a high level of flexibility, and offering professional training and education programs

Implementation in 2023:

- 60% of the company's total energy is generated from sustainable resources; the waste heat from various plants is recovered and fed back into the cycle
- Establishment of "Wings for Women", scholarships granted primarily to women (2023: 4 out of 7), support provided to "internationals" for their relocation and integration (language courses, "international cafés"), Expert Career, Kids Club, Smart Mobility, "Healthy and Happy" initiatives, LIFE Program
- Training courses for compliance and self-assessments, CSR training for purchasing, awareness through employee app, remuneration policy incl. ESG criteria

NEW MARKETS



PILLAR 3 OF THE STRATEGY
Increasing diversification.

The principle of decarbonization applies to all providers of mobility solutions equally, whether air, rail or car. This has opened up entirely new markets for FACC, offering potential revenue growth through development, production, and maintenance. One such promising market is for air taxis and drones that are used in the logistics sector to deliver parcels the “final mile”, or in healthcare to transport urgently needed organs. This form of mobility is becoming increasingly important in cities around the globe.

FACC has been part of this development from the very beginning.

FOCUS APART FROM CIVIL AVIATION AAM / OBSERVING SPACE

Goals:

- 3+ divisions and Aftermarket Services

We can certainly achieve this by:

- Participating in development projects
- Concluding global contracts for maintenance and replacement parts with existing and new customers

Implementation in 2023:

- Archer: initial delivery & fit check for Midnight eVTOL passed
- Contract for the maintenance of engine components from Pratt & Whitney Canada Corp.

Sustainably

SUCCESSFUL

Reconciling ecology with the economy is a challenge that all areas of society must face.

Sustainability is therefore a key issue that will continue to gain in importance in the future. Consequently, it is imperative to apply a pioneering spirit in research and development to develop new materials, production processes and technologies that have a positive impact on both the environment and economic efficiency.

FACC rises to these challenges by exploring new processing technologies and manufacturing processes that serve as stepping stones towards innovative products. Examples include fiber-reinforced thermoplastic composites used in structural and engine environments, the production of fiber composite components by using fast-curing resin systems, and the manufacture of aircraft cabin interiors from renewable raw materials.

GROWTH THROUGH REDUCTION.

The declared goal of the industry is to enable CO_2-neutral air travel by 2050 through the use of synthetic fuels, but also through weight reduction: Reducing CO_2 emissions primarily requires reducing the mass of an aircraft in order to further lower its fuel consumption. This is why FACC has been working intensively for many years on optimizing its lightweight construction in order to make air travel more efficient and less harmful to the environment. Reducing the mass of components also helps decrease the amount of resources and energy consumed in production. Ultimately, it is also a question of reducing production times and raw material consumption, which can be achieved by automating processes, in order to increase cost efficiency and ensure sustainable economic success.

CONNECTING PEOPLE, GENERATIONS AND PERSPECTIVES.

Sustainability is not only a matter of ecology and economy, it also extends to the social sphere. By providing solutions for aviation, FACC ultimately helps to connect people, markets and cultures, which is an indispensable ingredient in a globalized world making for a prosperous society. It goes without saying that sustainable management is particularly aimed at preserving an environment which offers a high quality of life for future generations.

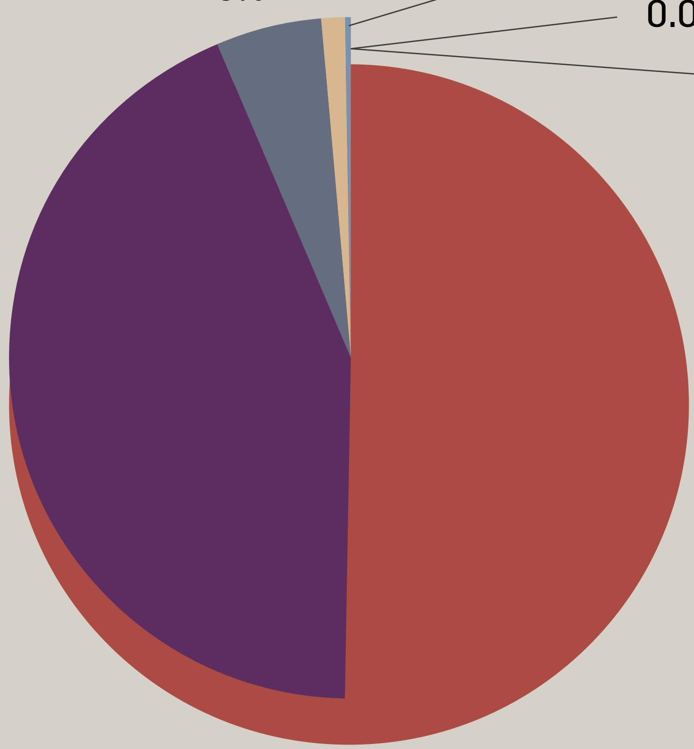
However, lightweight construction is also of major significance in terms of strengthening the region, the economy and job security. According to a study commissioned by A2LT Austrian Advanced Lightweight Technology and the Upper Austrian Chamber of Commerce, around EUR 9.4 billion in added value and 77,000 jobs can be directly attributed to lightweight construction; if secondary effects in the entire network are factored in, the figure is as high as 185,000 jobs and EUR 16.4 billion in added value.

Research at FACC

More than 500 employees in the Group are involved in research & development. A research quota around 10 percent and more than 485 patents clearly demonstrate the importance of innovations for FACC. Our in-house research departments maintain excellent links with international universities and specialist institutions and also enjoy direct contact with customers.

SA aircraft

LIFE CYCLE



SA aircraft **Life cycle**

- Kerosene production
- Cruise flight
- Landing & take-off cycle (LTO)
- Airport energy consumption incl. ground handling
- Material production
- Use of production facilities
- Aircraft design & development

Parameters	SA aircraft
* Engine	CFM 56-5A
** Fleet size (-)	20,000
** Design service goal (years)	25

* Johannig, A., Scholz, D.: "Conceptual aircraft design based on life-cycle assessment, 29th Congress of the International Council of the Aeronautical Sciences", St. Petersburg, p1-2, 2014
** Johannig, A., Scholz, D.: "First step towards the integration of life-cycle assessment into conceptual aircraft design", Deutscher Luft- und Raumfahrtkongress, p5-6, 2013

CO_2 EMISSIONS CAUSE AND SOLUTIONS

98% of cumulative CO_2 emissions (20,000 aircraft over 25 years) are caused by operating the aircraft. It is therefore essential to reduce the mass of aircraft components as this will directly reduce the weight of the aircraft and thus its CO_2 footprint. In order to achieve an even greater reduction in the mass of components that have already been largely optimized, new technologies, materials and processes need to be developed, and always with a view to cost-effectiveness, in order to prevail on the market and continue to grow. The conflicting priorities of lightweight construction, sustainability, cost efficiency and automation therefore dictate the path we take towards our research goal.

Even if the pie chart apparently shows that production is a low CO_2 emitter, we still need to ensure sustainability in this area. Consequently, we have to reduce our consumption of fossil raw materials - and energy input as a whole - allow for future EU requirements and design components with their service life and end of life in mind. It boils down to the fact that we bear responsibility for society, the entire region and beyond.

THERMOPLASTIC COMPOSITES

With the aim of **increasing the share of lightweight materials** in FACC's components, our research engineers are focusing increasingly on the use of fiber-reinforced thermoplastic composites. Unlike thermosets, they can be reheated and reshaped and then fed into the circular economy as part of a recycling process. In the future, materials are to be recycled for use within the aerospace industry (e.g., structural components can be recycled into cabin components), and production waste is to be shredded and reused in injection molding or compression molding processes. This end-of-life scenario is a decisive factor in component development which pays special attention to the paraments of weight, cost, producibility and sustainability.

However, thermoplastics also help to reduce costs as a result of increased automation, shorter production times and higher production volumes, lower in-service costs during aircraft operation, and their specific material properties such as the resistance of polymers to chemicals and mechanical influences.

The malleability of thermoplastics allows them to be welded together without the need to add any extra materials that are not part of the component. This means that rivets, bolts, screws and bond seams can be eliminated from aircraft components wherever possible, as they are difficult to process, slow down production processes, may represent local weak spots and increase the weight of the product.

Induction welding head for joining thermoplastic components

ENGEL pick & place fiber placement system for thermoplastic fiber-reinforced composites

Wing fitting of thermoplastic fiber-reinforced composite material

Wing fitting of thermoplastic fiber-reinforced composite material, manufactured by stamp forming and co-consolidating.

Thermoplastic engine guide vane

Engine guide vane manufactured from UD tape. Functionalized by injection molding.

Widebody winglet rib

Thermoplastic winglet rib made of PEKK-FC in collaboration between SYENSQO and FACC.

Maintenance flap

Thermoplastic maintenance flap produced by hybrid injection molding. Project partners: FACC, ENGEL, ENSINGER, Neue Materialien Fürth.

THERMOPLASTIC COMPONENTS IN ENGINE CONSTRUCTION

An ongoing research project at FACC is aimed at developing an engine guide vane (EGV) produced from fiber-reinforced thermoplastic composites (FRTPs). At present, this component is machined from aluminum. As previously stated, the advantages of FRTPs are that they have a high production rate and can be automated (bearing in mind that around 60 EGVs are needed for one engine), and their excellent mechanical properties and damage tolerance.

The first model was developed for a PhD thesis at the CHASE Competence Center in Linz, Austria, in the course of a 4-year project. Currently, the component is in its testing phase. Customers have already shown interest, which suggests a highly promising market demand for this product.

MANUFACTURING PROCESS: HYBRID INJECTION MOLDING

The blade profile of the engine guide vane is produced from unidirectional layers (UD tapes). The UD tapes are cut to size and arranged into a layer structure using a pick & place system. The requisite system for this is supplied by ENGEL and is currently being refined as part of a collaborative effort between ENGEL and FACC to optimize product requirements. This layer structure is then compacted in a press for a specific time and at a specific pressure and temperature to form a 3D laminate with the same geometry as the airfoil. The connecting surfaces and interfaces to the engine are overmolded in an injection molding process. Thus, in hybrid injection molding, a prefabricated laminate is overmolded with an injection molding compound and thereby functionalized.

Advantages

The advantages of the process include a high degree of design freedom, which makes it possible to produce complex geometries as well as load-bearing components. Generally, the injection molding process can be fully automated and is thus very stable and reproducible.

Disadvantages

The disadvantages are that the bonding of the injection molding material to the UD tape laminate is a crucial and critical aspect which needs to be analyzed in detail through further research.

COMPOSITE PRODUCTION USING FAST-CURING RESIN SYSTEMS

The research focus here is on draping and forming dry fibers from a 2D blank into a 3D geometry, whereby care must be taken to ensure that the fibers warp with only minimal deviation during the forming process. The placement of dry reinforcing fibers using Automated Fiber Placement (AFP) and Pick & Place methods is the subject of intensive research conducted within the scope of development partnerships.

The advantages of this technology: The level of automation in production is increased as are unit volumes for the Advanced Air Mobility and conventional aircraft construction sectors. In addition, it is possible to use existing production infrastructure, which means that no significant investments are required.

THE AIRCRAFT CABIN OF TOMORROW

As with all of FACC's other research activities, those aimed at further developing and upgrading aircraft cabins are focused on automating production, circular economy, and reducing the mass of components. Other objectives include improving surface quality and reducing complex work processes such as surface preparation, particularly grinding. The use of alternative resin systems in FACC's fiber-reinforced composites - i.e. REACH-compliant epoxy resins instead of phenolic resin-based materials - allows for high production volumes and improves the quality of the components (surface quality before painting). This is particularly interesting when it comes to greening processes: Resin systems can be used that are based on renewable raw materials such as sugar cane, for example, which supports the departure from fossil raw materials and thus the goal of decarbonization. Research is also being conducted into the use of thermoplastic materials in cabins in order to enable components to be recycled once they have reached the end of their useful life.

Current research and development projects at FACC

FACC is currently involved in more than 20 different research projects investigating how flying can be made more environmentally friendly, safer, more economical and more comfortable in the future. The spectrum ranges from tests on material processing and optimizing manufacturing processes through to developing specific aircraft components produced from new materials and using new processes.

CHASE PERIOD 2
Recycling
fiber-reinforced thermoplastic
composites
and circular economy

Funding body:
FFG K1 Center

CLEAN AVIATION
UP WING
EU research project
in collaboration with AIRBUS
and DLR on
complex control surfaces
for SA aircraft

ADIOS Rivet
Research into
welding methods for
joining fiber-reinforced
thermoplastic composite components
by means of induction and
resistance welding methods

Funding body: FFG

TPRC
Consortium member at the
Thermo Plastic Composites
Research Center in Enschede (NL).
Material and
process-related
research for processing
fiber-reinforced
thermoplastic composites

NEO BLADE
Developing propellers with
optimized aerodynamic design made
of fiber-reinforced thermoplastic
composites for use in
unmanned drones.

Funding body: FFG

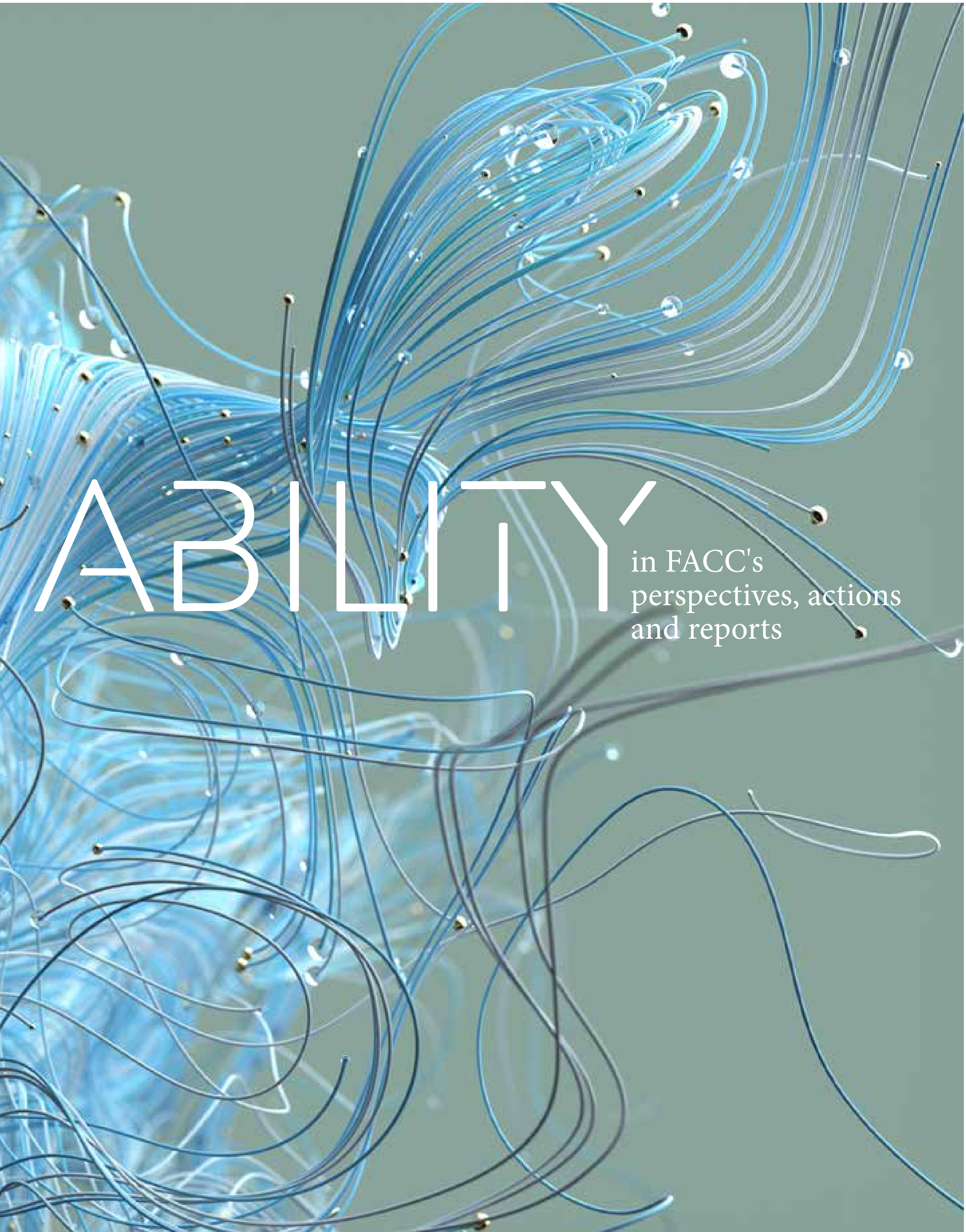
COMPASS
A data-controlled
recycling process
for sheet metal and thermoplastic
composite materials

Funding body: EU

sustaiNDT
AI super-resolution &
fast-inspection NDT upgrades
to accompany sustainable
manufacturing and
repair processes.

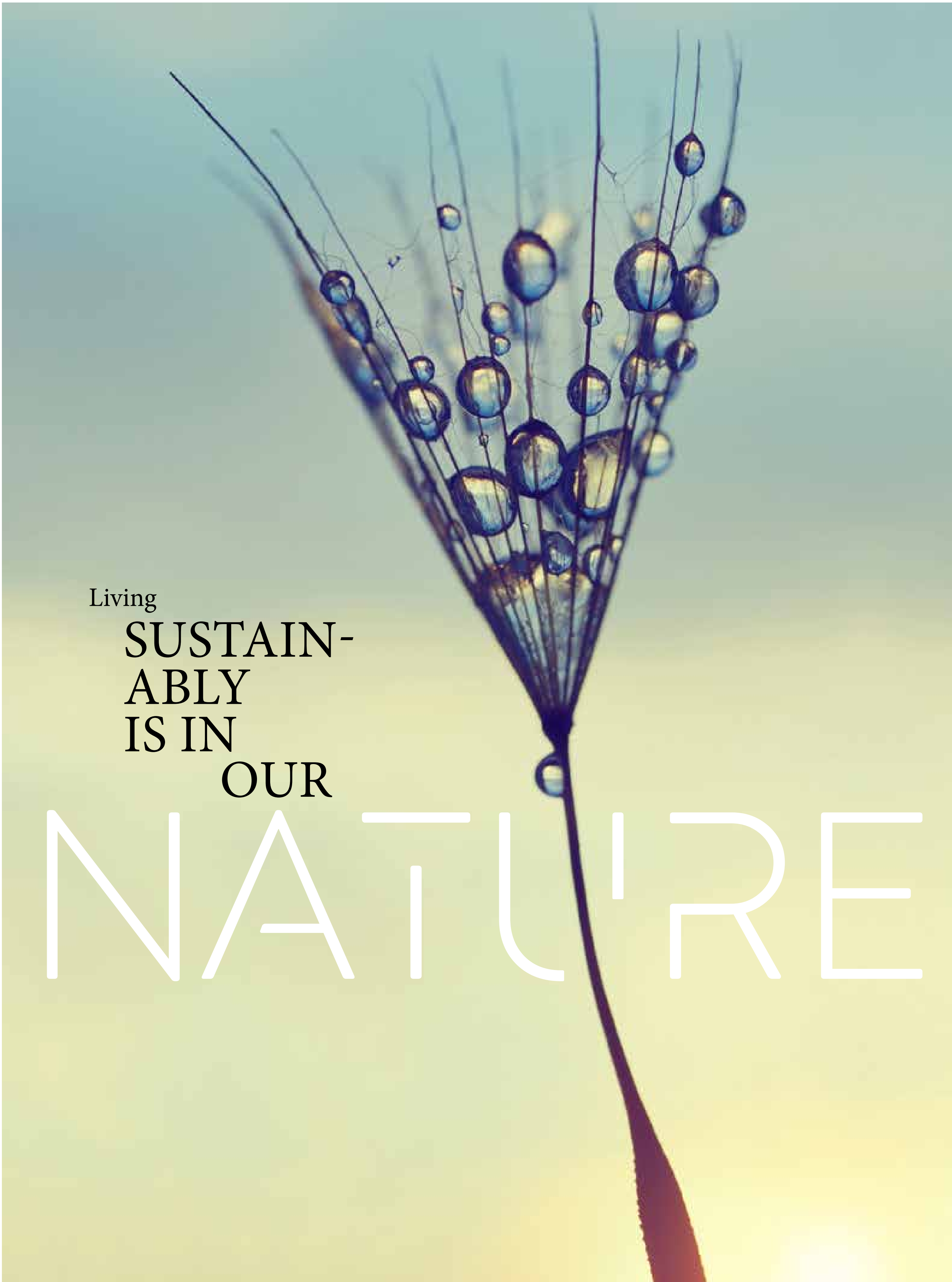
Funding body: FFG


SUSTAIN



ABILITY

in FACC's perspectives, actions and reports


Living
SUSTAIN-
ABLY
IS IN
OUR
NATURE

MAKE IT EASY FOR OURSELVES
Making sustainability a reality.

Above all else, we see mobility as a journey into the future. This is why we are constantly developing fresh ideas to counteract the climate crisis. It is also researching innovative technologies to save resources, further reduce CO_2 emissions and make more efficient use of energy. For us, however, sustainability is much more than just the *ecological aspect:* it is about the quality of life of our employees, which FACC safeguards by treating them with respect and promoting their health. We are fully aware of our responsibility towards people and the environment, and are happy to take on this challenge.

After all, living sustainability is in our nature.

Patrick Doppler, Mag.iur., Senior Manager Export Control and CSR

“CSR
is the tree trunk
where all
the ROOTS
converge.”

Our commitment to sustainability

Sustainability has been an integral part of FACC's corporate strategy and all our decisions since the company was founded. In order to underline how important this is, we are also integrating the Sustainability Report into our Annual Report this year. We have assumed the responsibility of acting in line with our ambitious ESG goals in all areas. In addition, we have committed to becoming CO_2 neutral by 2050 as part of the European Green Deal.

Our values, sense of responsibility, integrity and respect also govern our relationship with our employees as they are the foundation of our success and are extremely important if our company is to develop and thrive. We are therefore taking this opportunity to introduce and quote them in their respective departments.

Collaborating with a large number of specialist departments is extremely enriching and an absolute necessity for us. This is because no CSR department in any company can achieve progress on its own. We are the trunk of the tree, so to speak, while the specialist departments with their expertise and commitment form the roots.

A tree that is in full blossom.

Contents

FACC Sustainability Report 2023

Our ENVIRONMENTAL STRATEGY

Social STRATEGY & NEWS

Governance & NEWS

FLIGHT PATH

Sustainability Master Plan

With about 3,456 employees, a turnover of more than 700 MEUR, and locations around the globe, FACC ranks among the leading companies of the civil aerospace industry. However, given this major importance, the company also bears special responsibility for its customers, business partners, employees, society and the environment. FACC's Sustainability Master Plan sums up the most important measures on FACC's way towards a sustainable future.

TARGETS

50% quota of women for scholarships and apprenticeships

50 %

SOCIAL

Actively encouraging women to pursue a career in the technology and finance sectors by means of two annual school campaigns

2 x PER YEAR

SOCIAL

15-20

SOCIAL

Maintaining a mix of 15 to 20 nationalities at all management levels

CODE OF CONDUCT

GOVERNANCE

Zero violations against FACC's Code of Conduct

2040
ENVIRONMENT
Carbon-neutral manufacturing by 2040

2030
ENVIRONMENT
40% fewer CO_2 emissions by 2030 (compared to 2008)

2024
ENVIRONMENT
100% LED lighting by 2024, starting with sites in Austria

2023
GOVERNANCE
Expanding the CSR ratings of our suppliers in order to comply with the German Supply Chain Act and any future European legislation

2022
GOVERNANCE
Providing more training programs and promoting awareness of CSR and compliance by 2025

ENVIRONMENT

Green energy and energy efficiency

FACC is a pioneer in the use of energy from renewable sources. The company has been using geothermal energy for some 20 years. In recent years, the Group has also invested in developing other sustainable energy sources. Since the beginning of 2021, electricity for its Austrian locations has been sourced exclusively from hydropower, and for 2024 extensive photovoltaic systems are scheduled to be installed in addition to the already existing facilities. However, FACC has also recently taken effective measures in terms of consumption, by completely converting its production sites to LED lighting, for instance.

Changeover to e-mobility

FACC provides its employees with electric cars for their commute to work. To benefit from this service, employees need to have a relatively long commute and form car pools. The costs are borne almost entirely by FACC, and the charging current is generated in-house by photovoltaic systems feeding the e-charging stations. In the months to come, FACC will also electrify its existing vehicle fleet. Thus, company cars for executive employees will gradually be replaced by hybrid and electric vehicles.

Transformation to a circular economy

In its research activities, FACC focuses on processing ecologically compatible materials. These include, for example, biobased synthetic fibers and resins, as well as recyclable thermoplastics. FACC's goal is to transform into a sustainable circular economy whereby products are manufactured with a minimum use of resources, and can be recycled at the end of their life cycle.

Supplanting fossil energy sources

Currently, fossil fuels account for just under 30 percent of FACC's energy mix. This figure is to be further reduced in the medium term. At the moment, various projects are being examined. Various projects are currently under review. Autoclaves, for example, could be heated using solar energy or waste heat from production could be fed into district heating networks. Last but not least, FACC is evaluating the use of electricity and heat storage containers.

SOCIAL

Attractive employer

FACC is a highly attractive employer and a magnet for people from Austria and abroad. At present, the Group employs personnel from 45 different countries. The proportion of women in the workforce is approximately 30 percent, which is very high when compared to the industry as a whole.

Diversity and responsibility

FACC consciously promotes diversity within its workforce and cultivates a responsible, caring attitude towards its employees. In this way, the Group has succeeded in securing a favorable position for itself in a highly competitive labor market. Furthermore, the company intends to maintain this strategy in the future. FACC also actively promotes the economic regions in and around its locations.

GOVERNANCE

Continued development of good governance

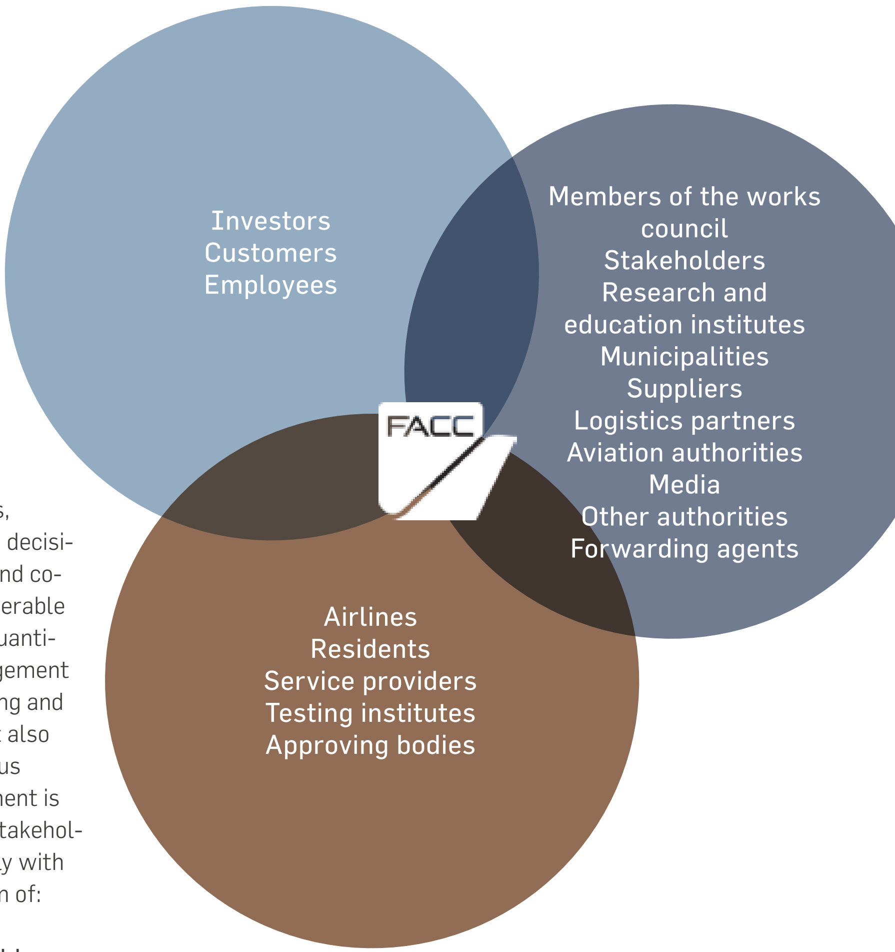
FACC regards good governance not only as an obligation but also as an essential pillar of its corporate culture. Ongoing adjustments to new legal frameworks and standards ensure sustainable economic success. FACC's Code of Conduct was last updated and amended in the 2022 financial year.

Zero tolerance towards corruption

Employees can anonymously report violations of the FACC Code of Conduct or general legal provisions via a dedicated whistleblower hotline. No violations were reported in the 2023 financial year. In addition, FACC organizes information campaigns to raise awareness of good governance and CSR among its employees. FACC is currently working on an internal CSR rating of its most important suppliers. Around 250 of them have already been assessed in terms of their CSR activities as part of the initiative. This figure is now to be gradually expanded in order to gain an overview of the entire supply chain.

STAKEHOLDER

Strategy of FACC



If ambitious visions and goals are to be sustained even under challenging conditions, the commitment of all our stakeholders is a decisive factor for success. Open dialog, debate and cooperation with all stakeholders offer considerable (growth) potential in both qualitative and quantitative terms. Consistent stakeholder management not only lays a solid foundation for developing and implementing joint ideas and strategies, but also forms the basis for long-term and prosperous development. FACC's stakeholder management is rooted in the field of CSR. In practice, our stakeholder management staff cooperate extensively with various specialist departments, with the aim of:

- Increasing the understanding of stakeholder management throughout the company
- Updating the "stakeholder map" on an ongoing basis
- Providing a detailed analysis of mutual stakeholder expectations through regular surveys in line with EN 9100 certification.
- Developing a new materiality analysis to meet the requirements of the Corporate Sustainability Reporting Directive (CSRD)

The insights obtained in the process are intended to advance ideas and projects, and to facilitate necessary decisions. At the same time, the stakeholders' trust thus gained is expected to strengthen the entire company. In total, the key stakeholder groups identified are indicated in the following diagram. The stakeholder survey is conducted at intervals of several years in which FACC employees are interviewed. Their answers to the question of which groups of people are relevant to FACC (suppliers, customers, investors, authorities, etc.) give rise to stakeholder mapping and clustering. Representative stakeholders are then selected from this cluster, interviewed and their responses collated. From this cluster, representative stakeholders are selected and questioned, with their responses being compiled. The FACC employee survey is repeated at regular intervals and the list of stakeholders is subsequently updated. The answers obtained in the new survey are compared with the answers from the previous one. FACC then surveys the relevant stakeholders anew and later analyzes their concerns in order to be able to take appropriate measures.

The FACC stakeholder dialog

As this dialog is geared towards each stakeholder's specific communication and information needs, it does not follow a fixed schedule. To reach as many interested parties as possible and to receive valuable feedback, communication

Stakeholders	Topics	Forms of contact
Aviation authorities	– Flight safety – Aircraft noise reduction – Good governance – Training and development of employees	– Direct communication regarding the approval as a manufacturer of aircraft components (POA/DOA/MOA) as well as the approval of FACC's management –Direct communication regarding specific issues such as flight permits (e.g. EHang) – Audits – Meetings
Other authorities (e.g. district authorities, embassies)	– Good governance – Stable and fair jobs	– Residence permits and visa applications – Meetings – Audits
Works council		Regular and direct coordination
Customers	– Occupational health and safety – Flight safety – Aircraft fuel efficiency	– Contracts covering all work packages – Regular meetings on site at customers' or FACC's premises – Visiting aviation fairs – Phone calls – FACC Service Portal
Investors	– Aircraft fuel efficiency – Training and development of employees – Good governance	– Annual General Meeting – Conferences and roadshows – Investor talks – Trade fairs – Financial communication
Research and education institutes	– Occupational health and safety – Training and development of employees	– Joint research projects – Supervision of graduate and doctoral students
Suppliers	– Flight safety – Stable and fair jobs – Social impacts along the supply chain	– Supplier conferences – Aviation fairs – Regular meetings at suppliers' and FACC's premises to ensure contract performance – FACC Service Portal – WKO (Austrian Federal Economic Chamber) events – Supplier audits
Logistics partners and forwarders	– Social impacts along the supply chain – Customs clearance	– Direct communication via Marketing and Customs department

is conducted via various channels and platforms, depending on the target groups and topics concerned.

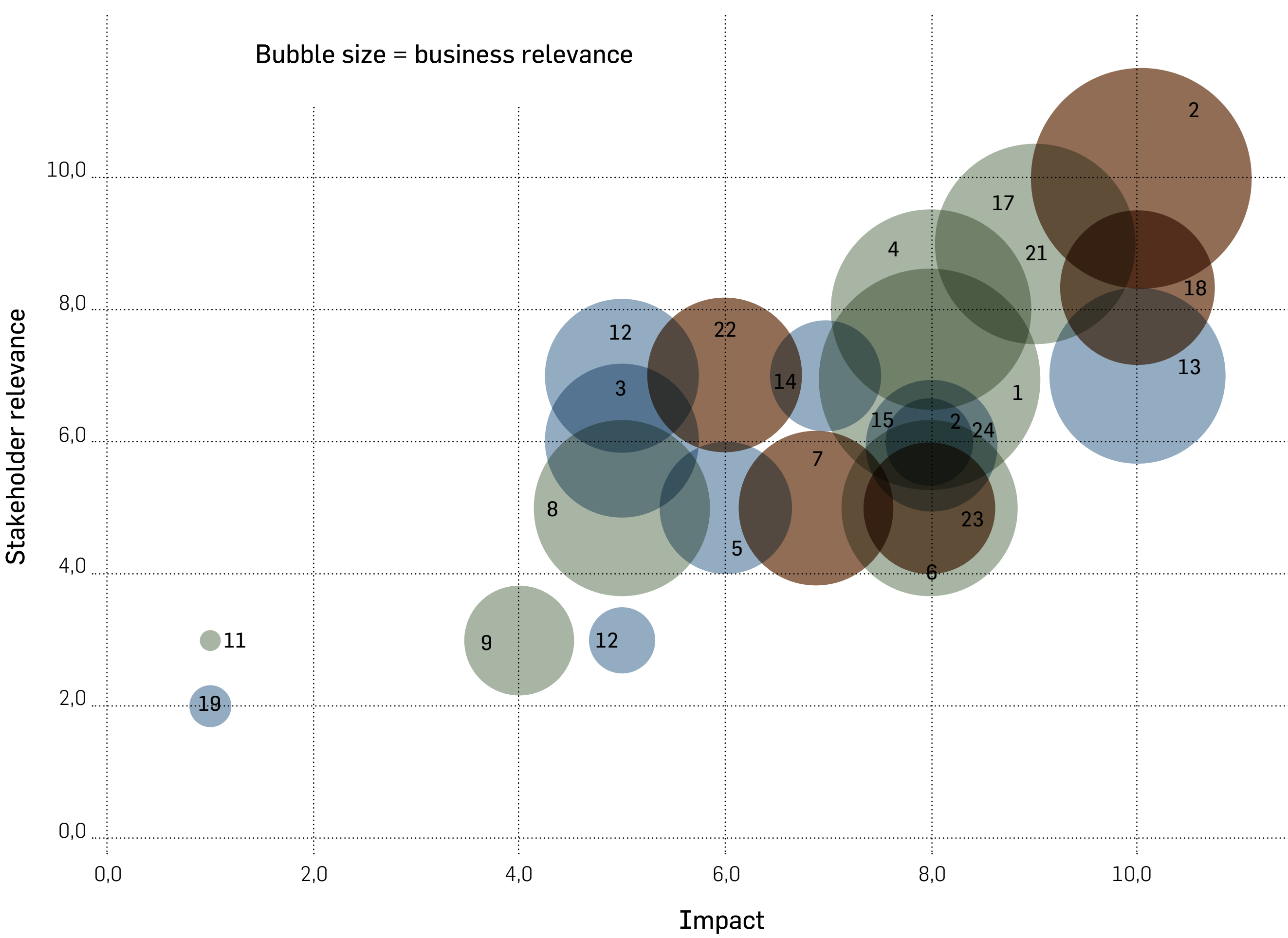
Stakeholders	Topics	Forms of contact
(Potential) Employees	– Stable and fair jobs – Occupational health and safety – Training and development of employees	– Emails – Executives – Works meetings – Management days – Employee app – Corporate magazine – Bulletin board – Advertising space (posters, lock screens, screens in production) – Social media – Summer party – Christmas party – Flight Club – Parties for people celebrating jubilees – FACC Leonardo – CEO breakfast
Municipalities	Waste and water consumption	– Emails – Meetings – Phone calls
Approving bodies / testing institutes	Special tests	Commissioning, e.g. by CoLT
Service providers	– Repair / maintenance activities at customers on behalf of FACC – Catering service for employees	– Contracts – Meetings
Insurances	– Risk analyses – Compliance – Occupational safety	– Contracts – Emails – Phone calls
Banks		– Contracts – Emails – Phone calls
Media		– Contracts – Emails – Phone calls

MATERIAL Issues

Like many other companies, FACC has also taken advantage of the introduction of the Austrian Sustainability and Diversity Improvement Act (NaDiVeG) to address the sustainability issues that are essential to its business model and its stakeholders more thoroughly and comprehensively than before. Therefore, in July 2017, all FACC department heads, who were affected, analyzed the company's value chain in two workshops and examined its potential implications and risks for the environment, economy and society, focusing in particular on those issues stipulated by the NaDiVeG. In 2021, a re-evaluation was carried out based on empirical values. In 2023, COVID-19 ceased to be an issue,

The FACC materiality matrix

The result of the process described consists of a materiality matrix summarizing the impact (x-axis), stakeholder relevance (y-axis), as well as the business relevance (bubble size) of the various topics. In order to the material topics and business relevance, stakeholder interests were prioritized across all topics, while the impacts were prioritized within each of the topic clusters (environment, social, and governance). This ensured that all issues were given adequate consideration.



and the item was therefore removed. FACC has decided to include the stakeholder analysis in this form in the non-financial report for the last time. At the same time, the company is already working on the analysis and evaluation for the 2024 report in line with the provisions of the Corporate sustainability Reporting Directive (CSRD), which restrict the materiality analysis. In future, this report will be divided into two perspectives:

Inside Out ("Impact Materiality"): Which potential positive or negative impact does FACC have on the environment or society?

Outside In ("Financial Materiality"): Which opportunities or risks arise for FACC from the environment or society, also with regard to further developments?

In addition, the completeness and relevance of the topics covered were ensured through an analysis of relevant standards and reports from suitable peer groups.

This has resulted in a list of topics that are addressed in this report and discussed in more detail on the following pages:

	Page		
ENVIRONMENT	1	Aircraft fuel efficiency	Significance of FACC products in terms of aircraft fuel consumption and emissions
	4	Product durability and circular economy	Materials and technologies that have a positive impact on service life and enable a circular economy
	6	Materials and chemicals used	Quantity and ingredients of materials used for production and packaging incl. chemicals
	8	Energy consumption and production-related emissions	Consumption and emissions ascribed from our own production (excl. supply chain); carbon-free energy generation
	9	Emissions caused by transport and logistics	Transport of resources, products and employees
	12	Waste	Hazardous and non-hazardous waste from our own production; waste prevention and separation
	11	Water consumption	Management of water used in production, especially for cooling and product testing
	21	Reduction of CO_2 emissions	Measures to reduce CO_2 emissions in production and along the entire supply chain in pursuit of the goal of carbon neutrality
SOCIAL	3	Aircraft noise reduction	Significance of FACC products in terms of aircraft fuel consumption and emissions
	5	Mobility increase	Contribution to greater mobility and globalization; making air travel affordable for everyone by raising efficiency and enabling a circular economy
	12	Stable and fair jobs	Workforce fluctuation (turnover, skills shortage); observation of collective bargaining agreements and provisions on working hours as well as fair remuneration systems and non-hazardous packaging (incl. chemicals)
	13	Occupational safety and health of employees	Accidents and sick leave; mental and physical stress at the workplace incl. hazardous vapors and materials in production
	14	Training and development of employees	Employee qualification and advancement
	15	Employee diversity and anti-discrimination measures	Diversity in terms of contract type (blue-collar/white-collar), sex, age, nationality/origin, education, disability, etc., as well as protection against discrimination
	19	Residents and local communities	Respectful relationship with local residents; promotion of local associations and activities
GOVERNANCE	2	Product safety	Product quality incl. product documentation and traceability of aircraft fuel consumption and emissions
	7	Supply chain and its effects	Exerting a positive influence from an economic, ecological and social perspective, and enabling a circular economy.
	16	Economic responsibility and effects in the region	Jobs; attractiveness of the region; taxes; investments; spatial development; cooperation with educational institutions
	17	Anti-competitive behavior and cartel agreements	Fighting corruption and anti-competitive behavior in our own business activities and along the supply chain
	18	Good governance (responsible corporate governance)	Transparency; external and internal communication; crisis management; active learning, and further development as an organization
	22	Diversification of the product range	Expanding FACC's product range; developing new markets
	23	Import and export control	Preventing military/terrorist use (export control); compliance with customs regulations for imports
	24	Measures against bribery and corruption	Awareness-raising events on corruption; inclusion of ethical aspects in training materials; publication of ethical rules, e.g., in the form of a Code of Conduct

STAKEHOLDER

Management – Opportunities and Risks

ENVIRONMENT

Climate change & pollution

Greenhouse gas emissions, such as CO_2 emissions, are the primary contributor to climate change. This is an issue that affects us all from private individuals to companies. Since FACC is no exception, the following significant opportunities and risks have been identified for the company as a result:

1. Climate protection and adjusting to climate change

- **Greenhouse gas emissions in FACC's own business operations (e.g., energy consumption for product manufacturing) pose an immediate challenge, but also in the long term. Both statutory legislation and the market agree that emissions must be reduced.** FACC currently obtains almost 60% of its total annual energy consumption from sustainable sources. The company considers that low-emission production gives it a competitive advantage over its competitors, especially in the medium to long term. However, this opportunity also poses a risk should FACC fail to seize the opportunity and take necessary action in good time. Of course, the sword of Damocles in the form of rising emissions tax also continues to hang over its head.
- **The negative effects of climate change on FACC (e.g. increased cooling demand due to hot spells, measures to prevent flooding, disruptions in the supply chain owing to natural disasters) pose a real threat in the long term.** FACC is attempting to counteract this threat by constructing new, state-of-the-art buildings, modernizing existing production facilities and buildings and implementing intensive supply chain management/monitoring. The aim is to minimize risks and preempt them wherever possible. Although climate change also has a positive impact on FACC (e.g. a reduced number of heating degree days due to warmer winters), we do not view this as an opportunity. Our goal is to work in line with the legally binding Paris Agreement on climate change.

2. Pollution of air, water, soil, living organisms and foodstuffs

Environmental interests are also impacted by the nature of FACC's products. On the one hand, aviation components are usually used for several decades; on the other hand, however, it is almost impossible to recycle such components, and where

ENVIRONMENT

this is feasible, then only at great expense. Given the current state of technology, the circular economy is not yet possible for fiber composites, especially in the area of structural components for the aircraft industry. However, FACC is endeavoring to overcome this obstacle through a variety of research projects and the use of biobased prepregs.

3. Substances of concern affecting health, people, and the environment

The risks in this area result from the use of chemicals (REACH) and hazardous materials. However, they are minimized by consistently observing and complying with safety and health regulations. The issue of microplastics plays virtually no role in FACC's components.

Water and marine resources

The water consumed by companies may adversely affect surface water and groundwater and their resources. Additionally, water bodies may be damaged by using maritime resources or by discharging sewage. However, FACC uses almost no water in its production processes, only in sanitary facilities. Therefore, this issue is not relevant for FACC.

STAKEHOLDER
Management – Opportunities and Risks

SOCIAL

Employees

The most important resource for a successful company is its staff. Therefore, the way employees are treated greatly affects the sustainable development of companies.

4. Working conditions

FACC strives to establish the best possible working conditions for its employees and to ensure health and safety (e.g., with the help of company doctors) at the workplace, the latter evidenced by annual audits and ISO certifications. The measures implemented include flexible work time models as well as German courses to improve integration and to support the self-empowerment of employees with a migration background. All this contributes to reducing and/or avoiding mental and physical health problems. **In this regard, a correlation is perceptible between well-trained, skilled and satisfied employees with low staff turnover and fewer accidents at work.**

5. Equal treatment and equal opportunities

Avoiding discrimination against individual employees, e.g., unequal treatment in terms of recruitment, remuneration, career opportunities, or training and development, increases workplace attractiveness, and is therefore of paramount importance to FACC. FACC, therefore, places great emphasis on equal opportunities and inclusion, actively embracing diversity.

- **Increasing workplace attractiveness through equal opportunities, diversity, and inclusion**
- **Helping to prevent discrimination towards employees (e.g., unequal treatment in terms of recruitment, remuneration, career opportunities or training and development)**

6. Labor rights and respect for privacy:

FACC attaches great importance to ensuring that the personal privacy of its employees is safeguarded within the company by complying with the GDPR, and to preventing the violation of the right of its employees to personal privacy within the company by preventing cyberattacks and data theft. These are the responsibilities of the Compliance/Legal and IT Security departments. FACC is well aware of the possible risks involved (penalties, data breaches, loss of reputation, etc.) and sees itself as a strong and reliable partner that is also appreciated as such by customers.

GOVERNANCE

Workforce in the value chain

Just as with the company's own workforce, the working conditions of employees in the value chain also have an impact on the sustainability of the company itself. The value chain maps the path a product/service takes from production to use.

FACC considers the Code of Conduct to be quite simply the most important document of all. It is constantly monitored by the Legal department and adapted as necessary. It constitutes the set of rules that govern the company's daily activities and actions. However, FACC is also aware that even the best internal values can only achieve their full effect if its business partners have at least similar values. For this reason, FACC has developed a Supplier Code of Conduct that communicates its system of values to all its partners.

For more details on the supply chain, please refer to page 92.

Local communities

FACC sees itself at all of its production sites as a company that strengthens the surrounding communities as well as the economy by promoting regional services and products or by creating new jobs.

Corporate governance

The general corporate policy of a company has a strong impact on its environment. As already mentioned, a good business climate and a corporate code built on trust and reliability have a positive effect, while a tendency towards corruption and bribery may have extremely severe repercussions.

FACC implements measures to prevent corruption, bribery, money laundering and the financing of terrorism by way of diverse training courses and self-assessments conducted by the Legal/Compliance department.

SUSTAINABILITY
Strategy

In the 2022 financial year, FACC took an important step in terms of sustainability by integrating its sustainability goals into the Group strategy, thus making them an integral part of the Group strategy and a requirement to be met when awarding bonuses to the Management Board. There is no doubt at FACC that the economy and society must act more sustainably. One other thing is clear to FACC: sustainable conduct in all dimensions - ecology (Environmental), society (Social) and upright management (Governance) - will ensure the company's long-term economic success.

Therefore, FACC continues to adhere to its concrete sustainability targets. **The most important goals include: establishing carbon-neutral production, promoting diversity, and strengthening CSR and a sense of responsibility within the company.** These objectives and other sustainability goals were defined as early as 2021 in a bottom-up process involving representatives from various specialist departments. Our targets are evaluated on an ongoing basis and updated and/or adjusted as necessary to respond to legal changes, on the one hand, and and to set ourselves challenges and develop further, on the other.

Today, FACC's sustainability goals are central points of reference for all decisions made in the company, from research to organization, production and logistics.

ENVIRONMENT

Carbon-neutral production by 2040

40 % reduction in CO_2 emissions by 2030 (compared to 2008)

100 % LED lighting by 2024 starting in Austria

SOCIAL

Maintaining a quota of 50% women for scholarships and apprenticeships

Actively encouraging women to pursue a career in the field of technology and finance through two school campaigns per year

Maintaining a mix of 15 to 20 nationalities at all management levels

GOVERNANCE

Zero breaches of the FACC Code of Conduct

Further increasing of awareness of CSR and compliance

Expanding the CSR ratings of our suppliers in order to comply with the German Supply Chain Protection Act and future European legislation

CSR management

FACC attaches great strategic importance and economic significance to sustainability, which enjoys a high level of recognition. For sustainability is also synonymous with progress and the future of the company. FACC deliberately used the COVID crisis in 2020 and 2021 as an opportunity to delve further into the topic of sustainability and Corporate Social Responsibility (CSR). As a result of this sharpened focus, the term "Sustainability Management" was changed internally to "CSR Management" in order to better illustrate the scope of this topic. Many people associate the term "sustainability" solely with environmental and climate protection but this approach is clearly too narrow.

The term "Corporate Social Responsibility", on the other hand, describes the overall social responsibility of a company that voluntarily addresses the social and environmental implications of its corporate activities as well as all interactions of the company with its various stakeholders. CSR must be actively promoted and professionally managed on the basis of a clear set of values, quantifiable goals, realistic deadlines, clearly defined areas of responsibility, agreed success criteria, and close teamwork. In early 2021, in order to oversee all these agendas, FACC created the position of a CSR manager who reports directly to the Management Board and collaborates with the Management Board in a steering committee to develop and refine FACC's CSR strategy. As a cross-cutting issue, CSR penetrates every inch of the company like a network of roots. Within FACC, the CSR topics are handled by a so-called core team, headed by the CSR Manager. The team is made up of one department head from each of the eleven core areas of Human Resources, Legal, Purchasing, Marketing & Communication, Customer, Controlling, Environment, Strategy, Quality, Operations and Health & Safety. To ensure diversity in the team, it (currently) consists of five women and six men. The team's task is to define corporate goals in the field of CSR and thus have a decisive influence on the corporate strategy. This bottom-up approach lent the entire goal-setting process a completely fresh and innovative aspect, always with a focus on the international principles, guidelines and standards of the CSR guideline ISO 26000, which is valid worldwide. In order to determine FACC's current position in terms of CSR and to identify potential for improvement, FACC carried out a CSR assessment in collaboration with Quality Austria and eccos22® for the first time in November 2020. It was based on international standards for the independent verification of sustainable business practices and the evaluation of a company's innovation capacity and future viability. As a result of the assessment, FACC was awarded the international "eccos22® Excellence in Sustainability and Corporate Social Responsibility" quality seal and the "qualityaustria eccos22®" certificate. Furthermore, a reassessment was conducted in 2022 to analyze progress and prepare an interim report. The next major assessment will take place in April 2024.

Moreover, FACC became a member of the non-profit organization CSR Dialogforum in 2020. In August 2021, FACC's Plant 4 successfully passed a SMETA (Sedex Members Ethical Trade) audit, one of the most widely used procedures for verifying sustainable and ethical conduct in business relationships. The Sedex audit applies best practices in order to assess the ethical conduct of companies and covers the entire supply chain of a product along with all relevant processes. Unlike internal measures, this external audit is an independent review and evaluation and will be carried out again in 2024.

Global development goals

At the 2015 United Nations Sustainable Development Summit in New York, 193 UN member states unanimously adopted the Sustainable Development Goals (SDGs) for 2030. These 17 sustainability goals aim, among other things, to eradicate poverty and hunger around the globe by 2030. FACC has also explicitly committed itself to five SDGs in its business activities:

SDG 5: Gender equality

Equal opportunities constitute an important goal of FACC. Currently, there are 13 women on the Supervisory Board, the Management Board, and in other top management positions at FACC. In order to increase the proportion of women in the lower management levels, FACC showcases itself at job fairs as a company committed to gender equality, addressing high-potential female employees directly. FACC pays particular attention to recruiting more women.

SDG 9: Industry, innovation and infrastructure

With its products and innovations, FACC makes an important contribution to innovation and infrastructure in the entire industry. It also makes a significant contribution towards conserving resources and increasing eco-efficiency for its customers by continuously developing and improving its technologies.

SDG 8: Decent work and economic growth

Decent work is a fundamental principle of FACC. In Austria, national regulations guarantee occupational health and safety at the workplace. Child labor and forced labor are not accepted at any of FACC's international locations. Through numerous initiatives and measures, the Group also offers its employees the opportunity of workplace health promotion. What is more, FACC passes on its high standards to its suppliers via its Code of Conduct.

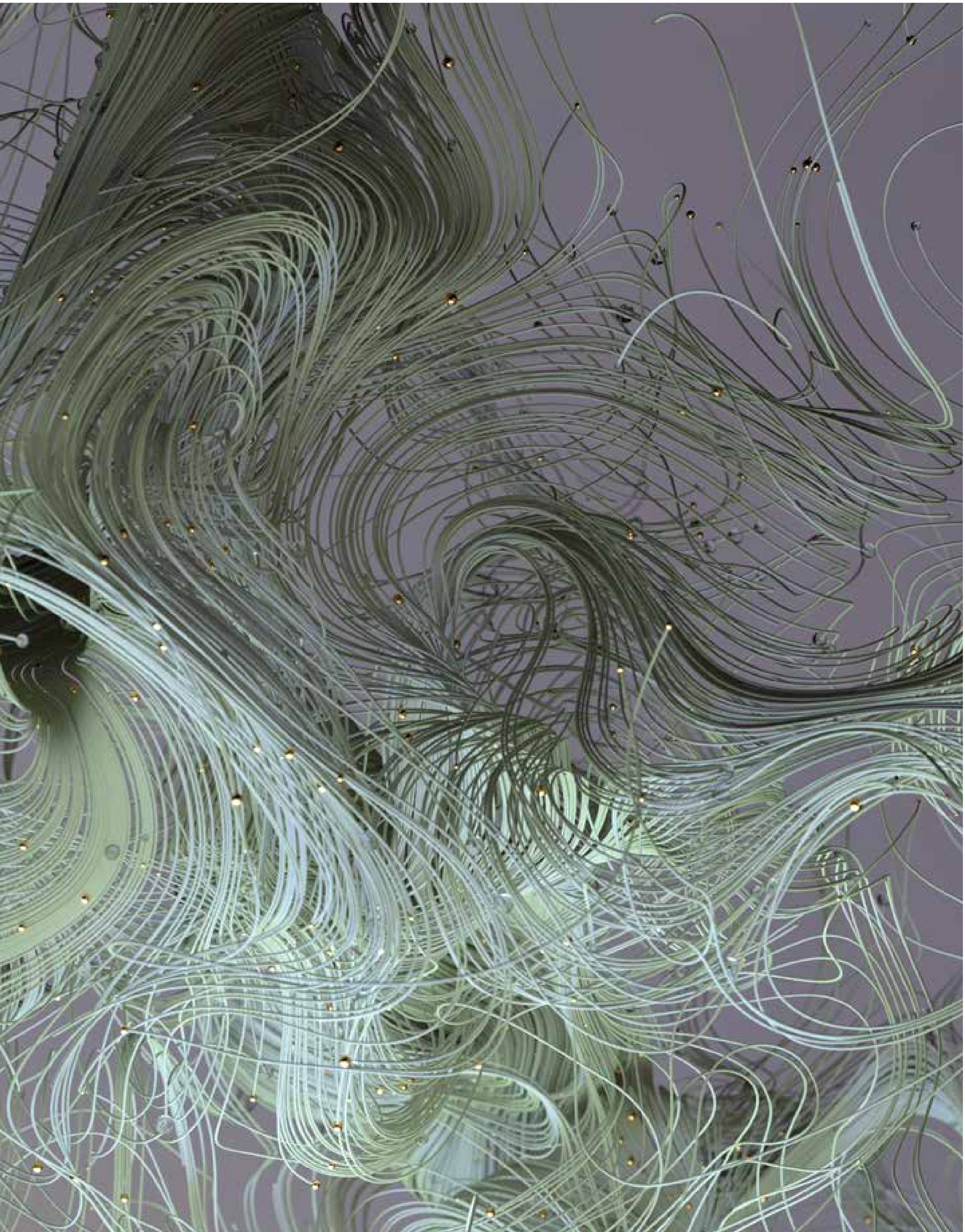
SDG 12: Sustainable consumption and production

FACC stands for sustainable production and pursues the goal of maximum ecological efficiency with its products. Sustainability is the guiding force in the manufacture of its products, and the focus in its maintenance shops lies on resource-saving repairs rather than on replacing parts. In its environmental management, the company pursues an integrated approach and assesses the possible impact of its production processes and products on the environment right from the strategic corporate decision-making stage.

SDG 13: Climate protection measures

FACC's product development is geared towards substantial fuel savings and thus also towards a considerable reduction in CO_2 emissions. By continuously reducing the weight of its components, the company is making the greatest possible contribution to sustainable aviation. Its commitment in the field of urban air mobility is another significant contribution in this context.

OUR ENVIRONMENTAL STRATEGY



REDUCING ENERGY CONSUMPTION

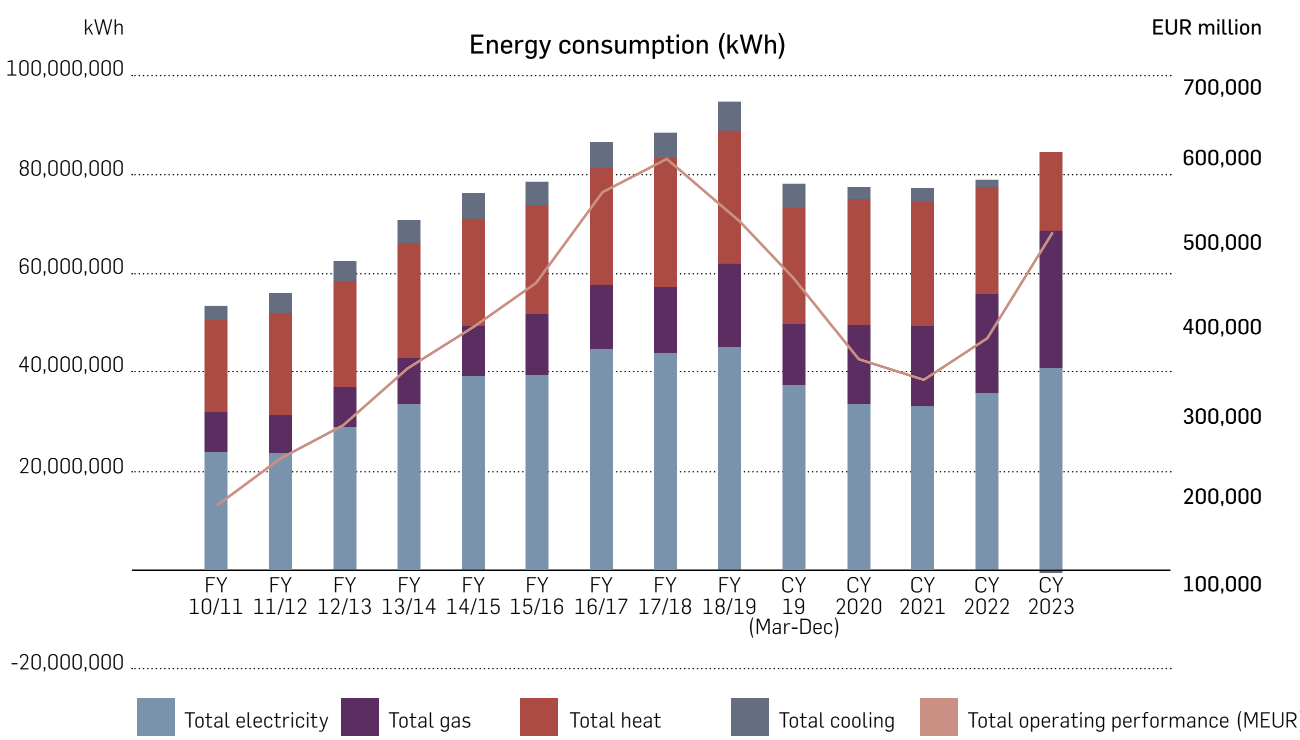
and production-related emissions

MOVING TOWARDS CARBON-NEUTRAL PRODUCTION

FACC aims to make its production entirely carbon-neutral by 2040. By 2030, the Group's manufacturing operations are expected to emit about 40 percent less CO_2 than in the reference year 2008. With its measures to improve energy efficiency and to make greater use of renewable energy sources, FACC is well on track toward achieving these targets.

CONTINUOUS OPTIMIZATION

FACC also achieves ongoing improvements through measures such as energy monitoring, the use of control systems, the central monitoring of technical building systems, the continuous further optimization of plant utilization, and the ongoing systematic optimization of all processes. FACC is currently assessing the CO_2 footprint of its Austrian sites and expects the findings to provide insights into the potential for reducing CO_2 emissions in its supply chain.



EFFICIENT LIGHTING

FACC is taking a very ambitious and confident approach to achieving its CO_2 reduction targets. Admittedly, is also dependent in some areas on technological developments over which it has no direct control, such as developments in the area of energy-saving manufacturing technologies. Nevertheless, it has already set an important course. For example, the switch to LED lighting at the Group's production sites was virtually complete by 2022 - around 2,000 lights have been replaced over the past five years. In 2024, all of FACC's Austrian sites are to be converted entirely to LED. The initiative will then also be rolled out to locations abroad.

FACC Environmental-Team

GREEN MOBILITY AND HEAT SUPPLY

Furthermore, FACC's vehicle fleet is to be fully converted to hybrid or electric vehicles by 2030. Currently, the Group's vehicle fleet consists of 60 passenger cars of which 24 are IC cars, 9 are hybrids, and 27 are electric cars. Hence, FACC has already transitioned about 60 percent of its fleet to hybrid or electric vehicles. In addition, the company supports its employees in organizing car pools for electric vehicles. Today, 98 percent of the space heating and ventilation heat for air conditioning in the production areas is already supplied from renewable sources such as geothermal energy or heat recovery. By lowering the temperature level of the distributed heat (for example, the return flow temperature for space heating is below 32 °C), direct heat recovery is possible in most of the thermal processes. This would otherwise only be feasible with the aid of heat pump systems.

CLEAN ELECTRICITY

Since the first quarter of 2021, FACC has been sourcing electricity for its Austrian locations exclusively from hydropower. Moreover, the company has been using photovoltaics for many years to cover its electric power supply requirements. For example, a 200 kWp photovoltaic system on the roof of Plant 3.02 was put into operation in 2019. 99.2 percent of the electricity that it generates is consumed on site. As part of its sustainability strategy, FACC plans to expand its photovoltaic installations on a massive scale in the coming years. For the 2024 financial year, the company intends to expand its systems at all Austrian sites with a capacity of around 4 MW. The expansion is expected to be completed in the first quarter of 2024.

INCREASING EFFICIENCY OVER DECADES

Irrespective of its future objectives, FACC has already made a lot of headway in terms of climate and environmental protection. The most energy-intensive process step in FACC's production is the manufacture of composite components in autoclaves. This is where the components prepared in the clean room from fibers pre-impregnated with resin are cured at high temperature and under high pressure. Since its foundation in 1989, FACC has grown continuously, and so too has the energy consumed by the company's autoclaves and other equipment. Thanks to a large number of efficiency enhancement measures, however, the overall increase in energy consumption has been significantly lower than the overall increase in operating performance.

TO DATE

What has been achieved to date:

Increased efficiency by
optimizing processes and
increasing plant utilization

-18.66 % reduction

^

201.00
MWh/MEUR
CY 2022

163.50
MWh/MEUR
CY 2023

-93 % reduction

^

216.34
GRAMS CO_2/kWh
Heat from gas (left bar)

14.00
GRAMS CO_2/kWh
Geothermal energy (right bar)

FACC has been committed to geothermal energy and its long-term effects since 2000.

IN THE FUTURE

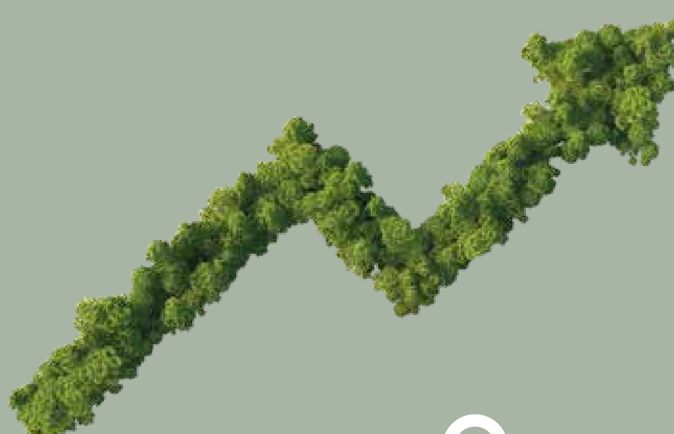
Plans to achieve FACC's targets:

Use of solar
energy to attain the
required
process heat

**Interplant
utilization of waste heat**
Research project with
Reichersberg Business
Park and the
geothermal plant in St. Martin

**Use of a
heat pump**
to bring the process
heat back up to process
temperature

Thermoplastics
vs.
thermosets



Biogas
for autoclaves

Biobased prepregs

**Reduction of
compressed air**

LONGEVITY

of products and circular economy

In order to be able to use aircraft parts in a circular economy in the future, FACC is conducting intensive research into new processing methods and manufacturing processes. Although FACC's products are generally used for many years, the long-term goal is to recycle them or their components at the end of their service life. In recent years, FACC has focused increasingly on developing and implementing a circular economy.

Life cycle analyses

The term "life cycle analysis" is being used with increasing frequency in conjunction with the service life of a product. It denotes the precise evaluation and quantification of the resources consumed and CO_2 emissions generated by a product from its production to its disposal. Last year, FACC launched such a life cycle analysis for the “Wing of Tomorrow” program. In this project, the Group is collaborating with Airbus on developing a next-generation aircraft wing. As part of the life cycle analysis, all process steps (from the purchase of raw materials and pre-products to the finishing stage) are an increasing number of their CO_2 emissions and material consumption. FACC anticipates that there will be more and more such requests in the years to come and that life cycle analyses will soon be required for every new project.

Recycling carbon fibers

In cooperation with ‘Carbon Cleanup’, a Linz-based startup, FACC has already launched initial trials to determine how carbon fibers can be recycled efficiently and cost-effectively. To this end, reprocessing plants and collection containers equipped with cameras, sensors, and appropriate software are employed to classify the material. This ultimately produces short fibers in the form of pellets that can be further processed in injection molding systems or used for 3D printing to produce furniture, sunglasses and many other items, for example.

Aftermarket Services caters to the "sustainability trend"

Our mission in the Aftermarket is simple to explain:

When FACC started to get involved in the Aftermarket Services segment in 2018, the 3 possible approaches (Repair, Refurbishment, Replacement) were all treated equally. In line with the idea of sustainability, however, this construct became a strategic one. In other words, we repair wherever possible; alternatively, we overhaul.

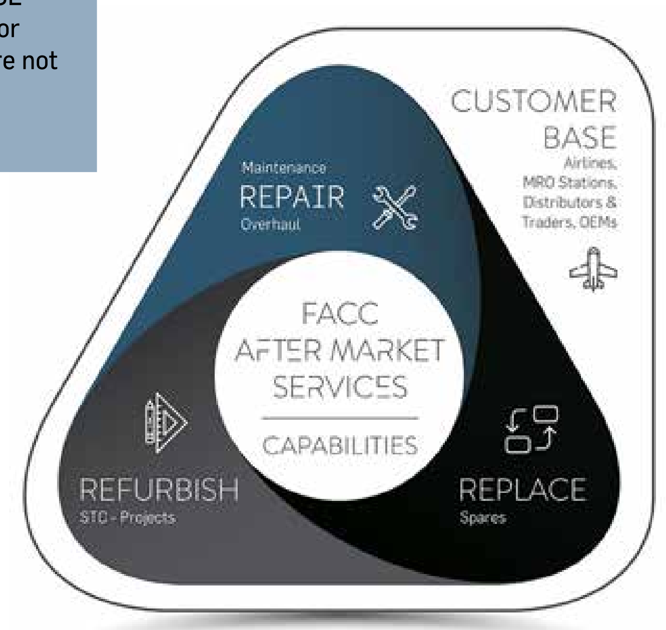
R/N

REPAIR
VS.
NEW
Never again scrap your composite components

R/N/R

REFURBISH
VS.
NEW. REPLACE
only if repair or refurbishment are not feasible

If the two previous alternatives are clearly not feasible, the component in question will be exchanged or replaced. In this way, FACC endeavors to prolong the life cycle of aircraft components, which are by nature extremely durable, and to further improve their CO_2 footprint.



What is

AN ECO-BALANCE/ A LIFE CYCLE ASSESSMENT?

Making sustainable decisions is more important today than ever before, and at FACC the concept of **Life-Cycle Assessments (LCA)** plays a crucial role in connection with the service life of a product. An eco-balance provides a comprehensive overview of the environmental impact of an aircraft from its production to its disposal. LCAs analyze different phases including raw material extraction, production, transportation, resource consumption, and EOL and, in this way, help identify opportunities to implement sustainable practices and achieve improved resource efficiency. As part of its efforts to minimize its carbon footprint, FACC launched relevant projects in 2023 in cooperation with partners such as **Airbus and Embraer,** which focus on weight reduction and include life cycle analyses in the **early design phases.**

Which benefits does an eco-balance or a life-cycle assessment entail for FACC?

Resource efficiency and waste reduction

- Goal of reducing the consumption of fossil resources.
- Waste of energy: identification of areas where the use of materials or energy can be reduced to save costs and improve efficiency
- Minimization of the environmental impact of waste disposal during the production phase. The eco-balance helps define waste management strategies such as recycling or reuse.

Sustainable product design

- The circular economy is driven by design - components should be designed for end-of-life scenarios right from the initial design phase. It is precisely here that an LCA supports decision-making even before a product is launched on the market.

Social responsibility of businesses

- FACC fulfills its responsibility towards society by assessing and minimizing the environmental impact of its products.
- Eco-balances are of relevance to the annual Sustainability Report, ensuring the provision of transparent information to stakeholders, customers and investors.

Legal compliance

- European law requires FACC to record Scope 3 emissions (CSRD, CBAM, CSDDD).
- Specific contractual requirements of a few customers call for mandatory life cycle assessments (LCA).

BIO-BASED
prepregs and thermoplastics

The mobility of the future depends crucially on new technologies and materials. In this respect, FACC is thinking beyond existing horizons: from the development and use of new materials to more sustainable, more economical and more efficient production technologies for fiber composite components.

Fiber-reinforced composite components for aircraft interiors are made of so-called prepregs that are based on phenols, various aldehydes, and formaldehyde. In the field of bio-based matrix systems, FACC is focusing on an innovative idea: the use of waste from sugar cane production. This is because new and, above all, sustainable solutions also require innovative approaches in the production of cockpits, aircraft cabins and cargo areas.

The new type of prepreg consists of reinforcement material pre-impregnated with resin, and is mainly used in the production of fiber-reinforced composite components. The raw material used is so-called bagasse. This is a fibrous, ground residue from sugar production, which is left over after the sugar cane has been pressed and which can be used in a variety of ways such as in the aerospace sector, for example.

In a joint effort with partner companies, FACC's **Research and Development department** is extracting **polyfurfuryl alcohol (PFA) from bagasse**. This PFA is subsequently converted into resin and contains only minimal amounts of formaldehyde and VOC. In addition to its environmentally friendly properties, PFA exhibits excellent temperature and chemical resistance and is also fire-retardant. In the manufacture of products of the Cabin Interiors Division, the material is cross-linked in autoclaves or presses to create a hard, robust, and break-proof surface. The material costs for bio-based prepregs are comparable to those for conventional materials. However, the improved surface quality helps save valuable process time and reduces manufacturing costs by about 20 percent. In addition, bio-based prepregs have the added benefit of being insensitive to environmental influences during production: fluctuations in temperature or humidity have absolutely no effect on the quality and efficiency of the manufacturing process.

With the development of this innovative material matrix, FACC has taken another important step towards bringing sustainability to product design. Following intensive research efforts, FACC presented its new aircraft cabin concept featuring bio-based prepregs at the **Aircraft Interiors Expo (AIX) in Hamburg** in June 2022. Plans for further national and international research projects based on the current state of development are in the pipeline. Major OEMs such as Airbus are showing great interest in new and, most importantly, sustainable reinforcement materials, thus confirming that FACC is on the right track when it comes to technology development.

For further information on thermoplastics, please see page 41.

Peter Glaser, Vice President Engineering & Head of Design

SMART MOBILITY

FACC makes EV fleet available to employees

Commuting to and from work each day in the company's e-cars: Since 2023 FACC is offering all of its employees the opportunity to use one of FACC's e-cars for commutes to and from work. All that employees have to do is form carpools of at least 4 people. They will then be allocated an e-car which can be charged free-of-charge on site with green electricity from hydropower. Every carpool of 4 people will be assigned a VW ID.4, while carpools of 7 people or more will be provided with an electric van.

"The cost of living has risen sharply of late. This is why we want to support our employees through our new fleet of *electric cars,* which will help lower *commuting costs* and, at the same time, EASE the impact on the environment," emphasizes CEO Robert Machtlinger. "Every kilometer driven in FACC's shared electric vehicles will help to lower overall CO_2 emissions and significantly *reduce* the *volume of traffic* in the region."

Robert Machtlinger,
CEO FACC

ALSO AVAILABLE FOR WEEKEND USE

The new Smart Mobility project was presented to the entire FACC staff at this year's Christmas party as an early Christmas present, and has already generated considerable interest in-house. Members of the individual carpools can also use the vehicles at weekends for private outings or other trips. Apart from the cars themselves, FACC also provides the necessary electricity. The energy required for the new EV fleet is generated by the company's in-house photovoltaic plant. The monthly cost contribution per person is just € 20 for a van and € 30 for an ID.4, i.e., by all accounts, a rather small amount compared to the fuel costs saved.

SPECIAL APP TO FIND CARPOOLS

The company is currently working on its own Smart Mobility app which offers around 3,000 employees the opportunity to register and find colleagues living close to them who also wish to join a carpool. This will make car sharing much easier in the years ahead.

FACC provides electric vehicles to its employees helping to reduce commuting costs considerably. In this way, FACC is providing a strong impetus towards greater sustainability and contributing to a significant reduction in commuting costs.

SUSTAINABILITY INITIATIVES AT FACC

The Smart Mobility project is part of a large-scale sustainability campaign at FACC:

- **In May 2021, a company bike campaign was launched, offering employees bicycles and electric bicycles at highly discounted rates.** Employees simply select a bike at a retailer's. FACC will then take care of the rest by leasing the bicycle and making it available to the employee.

- **FACC's entire manufacturing operations are to be carbon-neutral by 2040.** In order to achieve this target, FACC is currently working on a number of large and small-scale adjustments: FACC already makes 100% use of geothermal energy and heat recovery for space heating and, in addition to an in-house PV facility, solely relies on electricity from hydropower, while energy-saving LEDs are used for lighting.

- **With ultra-lightweight materials made from renewable sources, FACC is contributing to a significant reduction of the CO_2 emissions generated by aircraft.** As part of a multi-year research project, the company has developed a novel lightweight material derived from sugar cane and featuring properties that make it well-suited for use in aviation. This material boasts a surface that is not only extremely robust, but also resistant to heat and chemicals. As a result, it could soon find its way into the interior of modern aircraft.

Our Logistics department presents:

GREEN Packaging

One of FACC's main objectives is to develop innovations geared towards greater sustainability. With "Green Packaging", our logistics team has developed a new packaging concept that takes environmental protection very seriously.

As an aerospace company with an export ratio of 100%, it goes without saying that logistics, and therefore packaging, play an important role. Thousands of aircraft parts have to be safely packaged each month. Given FACC's high shipping volumes, all optimizations have a major impact and make a huge difference. By introducing a new and sustainable packaging concept, the FACC logistics team has now taken yet another major step forward. The goal: to make FACC's manufacturing operations carbon-neutral by 2040.

As of now, our logistics department is focusing on sustainable packaging: for smaller parts, FACC only uses packaging and filling material made from recycled cardboard, totally avoiding any plastic materials. For larger packaging units destined for overseas deliveries and complex systems that require additional filling material, FACC even produces air cushion foil from sustainable materials. This type of foil has a recycled content of 40% and is 100% carbon-neutral. What is also important is that the foil is not inflated until it arrives at its place of use. As a result, the foil requires around 25 times less space in transit than before, which alone helps us to eliminate 30 truck trips per year. In total, this equates to CO_2 savings of approximately 40 tons, equivalent to the annual emissions of around 20 single-family homes.

The foil has been specially tested by our logistics department and certified for use in the aerospace industry. In future, two newly purchased machines will supply this department with the sustainable packaging material it needs. What is more, FACC has also been using sustainable eco-liners in transportation for the past three years.

SUSTAINABILITY MEETS EFFICIENCY AND ERGONOMICS AT THE WORKPLACE

"Ideally, greater sustainability also means greater efficiency," explains CEO Robert Machtlinger, impressed with the optimizations achieved in the Logistics department: "We have not only minimized our ecological footprint through the measures we have taken, but also saved costs. And, equally important, by redesigning the packing table, we have significantly improved workplace ergonomics for our employees."

Perfectly configured for the human body and work routines, the new packing table significantly eases the strain on the muscular and skeletal systems of FACC employees. In addition, improved workflows have reduced the time and cost spent on packaging by half. This translates into significant savings, given that approximately 100,000 m^2 of cardboard are required per year.

FULL TRANSPARENCY

The total CO_2 savings achieved in the last three years by our logistics team thanks to this new green packaging concept and the sustainable eco-liners amount to more than 400 metric tons. A QR code printed onto each package allows our customers to view the total CO_2 savings centrally on our website. The packaging design itself was also revised and a new logo developed for "Green Logistics".

Review by FACC experts

What do our logistics experts have to say about “GREEN PACKAGING”?

“With FACC taking over packaging, we now have many opportunities to actively shape our shipping logistics. And in times like these, this must also include the issue of sustainability.”

Gernot Valentin
Director Exports & Customs

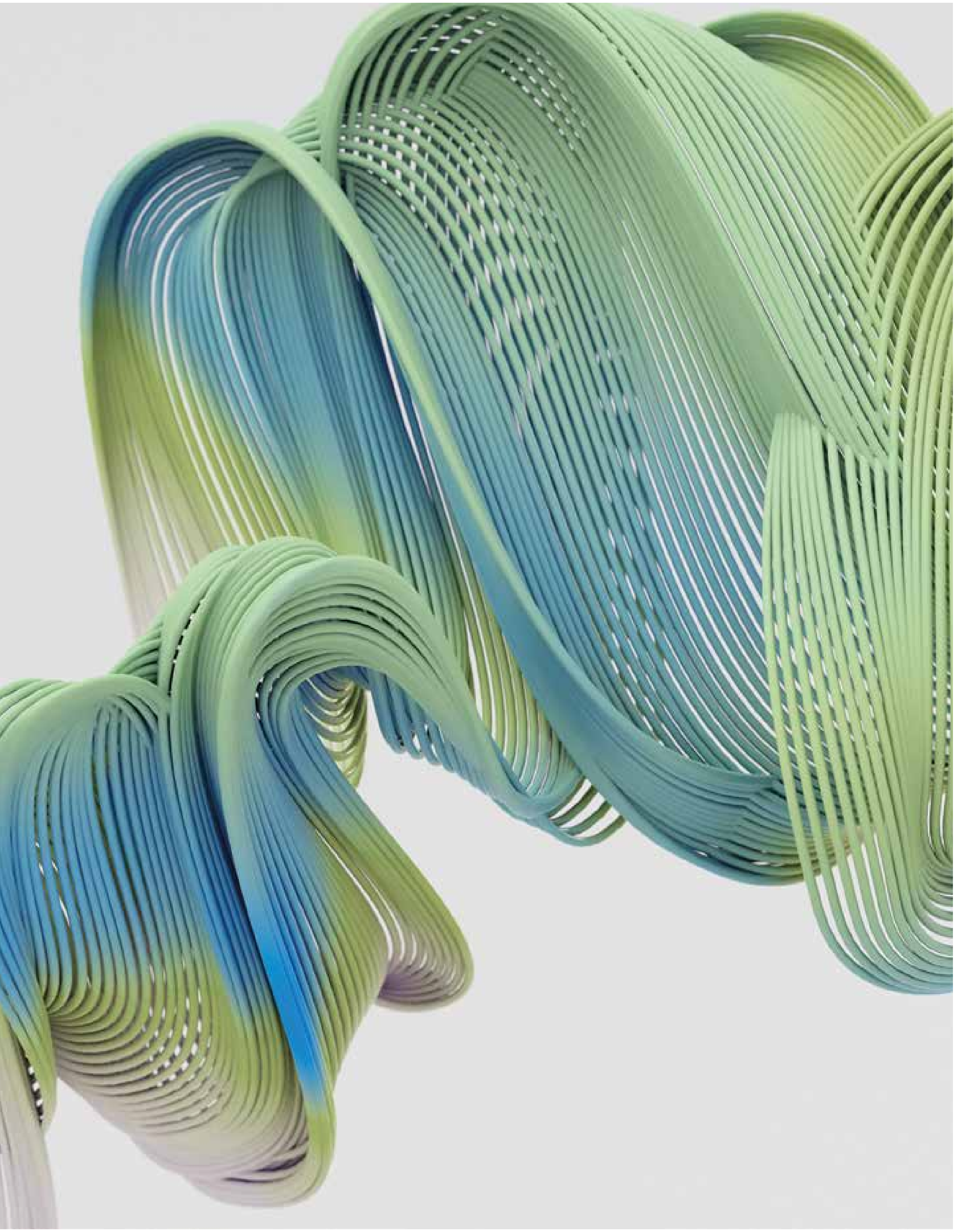
“In our department, we still see a lot of potential for improvement in terms of ‘sustainable packaging’ and are happy that the first phase was a step in the right direction.”

Mario Einheller
Expert Packaging

“At our new high-speed packing station, we are not only packaging goods sustainably but have also significantly reduced our throughput times for small packages. In my book, that’s a clear win/win situation!”

Stefan Sinzinger
Group Leader Packaging

SOCIAL STRATEGY & NEWS



1. EMPLOYEES

As of 31 December 2023, the FACC Group employed 3,456 full-time equivalents (previous year: 2,919 FTE). In Austria, 2,851 FTE were employed as of 31 December 2023. This corresponds to approx. 82.5 percent of the Group's total workforce.

FACC's internationality is also reflected in its employee structure. Citizens from 50 nations from all continents work at the Austrian sites. 48% of the workforce are Austrian citizens, 14% come from Germany. At 32%, the proportion of women in the total workforce remains at a high level for a technology company. The fact that 43% of FACC's apprentices are women is also particularly pleasing.

1.1. MOTIVATION AND HEALTH

FACC as a pioneer in employee satisfaction

In times of labor shortages, a motivated and committed workforce is indispensable. For this reason, FACC offers a wide range of schemes as part of its new LIFE Program:

Vital LIFE

Numerous health promotion activities, **including vaccination campaigns,** preventive healthcare as part of blood donation campaigns and fitness videos.

Career LIFE

FACC sets great store by the further development of its employees. The expert career program, for example, offers **development opportunities** for experts outside of the traditional management career path.

Green LIFE

Sustainability: FACC provides **electric company cars** and **e-vans** for carpooling as well as a second-hand sales platform. In addition, employees can lease bicycles or **e-bikes** with tax benefits. Carpooling is facilitated by the free "twogo" carpooling app.

Family LIFE

Reconciling professional and family lives: FACC offers **childcare places** all year round in the **FACC Kids Clubs** in St. Martin and Ried im Innkreis, part-time parental leave, care leave, one-month paternity leave, and a day off on birthdays. Employees can also take advantage of adaptable flexitime models, the option to catch up on bridge days, up to ten flexitime days, up to 15 flexitime Fridays, as well as flexible arrangements for working from home.

Social LIFE

Achievements deserve to be celebrated: with the **Leonardo Team Award** honoring special team performances every year, and with various employee events such as the Christmas party and a family festival, as well as staff rooms and canteens.

1.2. HUMAN RESOURCES DEVELOPMENT AND ADVANCEMENT

Academy

Investment in comprehensive extra-occupational training and further education opportunities is a key factor in FACC's corporate success. The relevant programs are implemented via the FACC Academy which, in 2023, organized a total of 544 internal training courses, some of them via e-learning, attended by 5,307 employees. Additional offers: "Competence Assessment Part 145", "Cyber Security Awareness Training", and "Environmental Compliance Refresher". The learning units can be completed directly at the workplace via FACC's SAP system.

Martina Hamedinger, Vice President Human Resources - VP HR

Development paths

The crew's expertise and talents should be utilized and applied as effectively as possible. The qualifications and strengths of the employees are bundled into three development paths:

Management career:
The most important factors here are leadership qualities, proactive strategic thinking, a broad scope for action, an impact on business success.

Expert career:
In this field, employees are characterized by a high degree of expertise, specialist knowledge, experience, independence and responsibility.

Project career:
Here, the significance and size of the project and the role an employee plays in it are just as important as organizational talent and flexibility.

Employer branding

New projects in the field of Urban Air Mobility and Space require new talents which FACC aims to attract through a variety of measures. The focus was primarily on recruiting employees in production. In the field of social media, video campaigns on platforms like TikTok were used. In March, "The Long Night of Apprenticeship Training" and an open house event took place, at which some 400 visitors were able to get an insight into the world of FACC during guided tours of a production plant, thus consolidating FACC's presence as a local employer. With the "FACC Future Crew", FACC is placing the spotlight on the young generation, i.e. its apprentices and their long-term development. To persist in this competitive market, FACC offers its apprentices proven incentives such as seven weeks of vacation, free lunches, and bonuses for the successful completion of part-time vocational school. The master's program offers students flexible working hours and thus the opportunity to gain practical experience in the aerospace industry and establish a close relationship with FACC. In addition, the company was able to further expand its cooperation with schools and offer sponsorships to two new school classes. Within the scope of the FACC HELD drone project, students from the higher technical colleges HTL Ried, HTL Andorf, HTL Braunau, and HTL Vöcklabruck were invited to develop and manufacture a parcel drone. The project includes two internships for the students as well as the opportunity to write a diploma thesis. The test flight of the drone is scheduled to take place in the spring of 2026.

1.3. GLOBAL FAMILY

As an international company with employees from 50 countries, FACC sets great store by cross-cultural dialog. To ensure good cooperation, most of our international employees attend language and intercultural training courses. The "International Cafés" and

twogo carpooling app

the association “Initiative Lebensraum Innviertel” ("Living in the Innviertel. An Initiative") provide platforms for colleagues to exchange experiences.

1.4. IN-HOUSE DEVELOPMENT OF YOUNG TALENTS

FACC also attaches great importance to apprenticeship training using the latest technologies and equipment, which is attested by the “State-Honored Training Company” seal of approval. At the end of 2023, a total of 39 apprentices were undergoing training in design engineering, metal working technology with milling, cutting and machining techniques as a main module, plastics process engineering, plastics technology, process engineering, information technology, application development (coding), and purchasing.

1.5. FACC GRANT

In 2019, an FACC grant with a total value of around EUR 100,000 was awarded for the first time in the “Lightweight Design and Composite Materials” degree course at the Wels University of Applied Sciences. FACC pays the tuition fees and offers internships in its own plants including supervision by competent FACC employees as well as participation in training courses and numerous other benefits.

1.6. DIVERSITY

The diversity of 50 nations brings a wealth of different perspectives and challenges. A focus on the various aspects of life-phase-oriented working not only promotes diversity in the workforce, but also opens up opportunities for growth in times of skills shortages.

Job sharing

In the last two years, the number of different working time models at FACC has tripled: The focus is on flexibility for employees and new approaches that allow part-time employees to take on managerial positions. Job sharing offers highly flexible working time options for career jumpers or lateral entrants, staff returning from parental leave, or those undergoing further training.

Promotion of women

A mentoring program offers female students attending the 11th grade (aged 17-18) of the higher technical colleges in Andorf, Braunau and Wels an FACC mentor, a summer internship as well as the opportunity to write a diploma thesis.

Wings for Women

The aim of this network is to promote equal opportunities, female empowerment, and an increase in the women’s quota in executive positions. Via workshops and networking opportunities, FACC provides stimulus for the promotion of women. These measures contribute to the development of a diverse and inclusive corporate culture and sustainably strengthen innovation and success on a global level.

From left to right: Maria Schwendinger, Kristina Danninger, Sabine Lenzbauer (President FACC Wings for Women), Martina Hamedinger, Martina Thöress-Kofler, Barbara Zisch, photo credits: Catherine Roider

OCCUPATIONAL HEALTH and safety

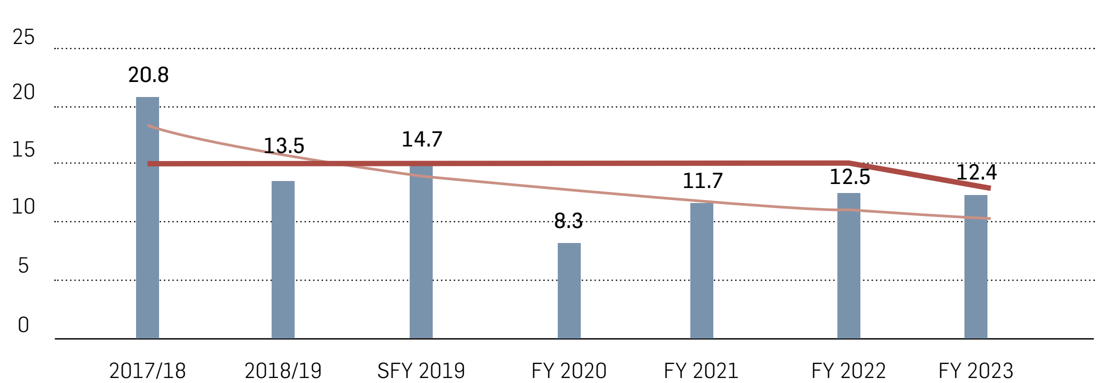
Certified according to ISO 45001, FACC achieved a Lost Time Injury Frequency Rate (LTIFR) of 12.4. in the 2023 financial year. Following a figure of 12.5 in the 2022 financial year, the target for 2023 was an LTIFR of 12. Unfortunately, this target was narrowly missed, but FACC is aiming high in the field of occupational safety and is confident that the target can be achieved in the 2024 financial year.

The causes are being analyzed in detail, and FACC is working on continuously improving its **work routines and safety** by organizing numerous **training and further education measures.** Thus, investments were made in a **new training center** to continually improve the onboarding of new employees and to take greater account of the internationalization of the workforce.

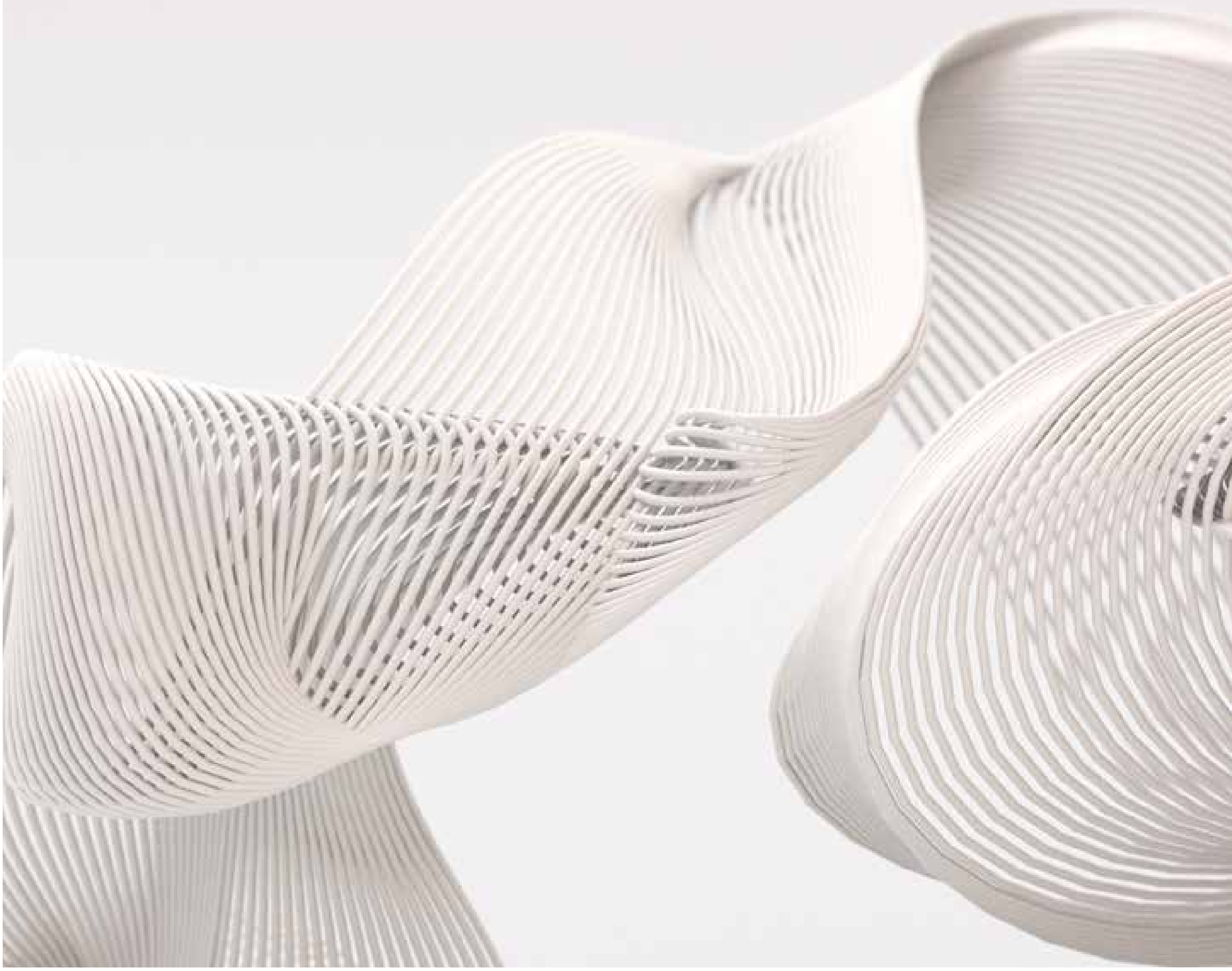
Additionally, group-wide safety videos have been introduced to teach employees the correct use of skin protection and correct behavior in internal plant traffic. These videos run on screens on the shop floor and are presented in multiple languages to ensure that every employee can understand them.

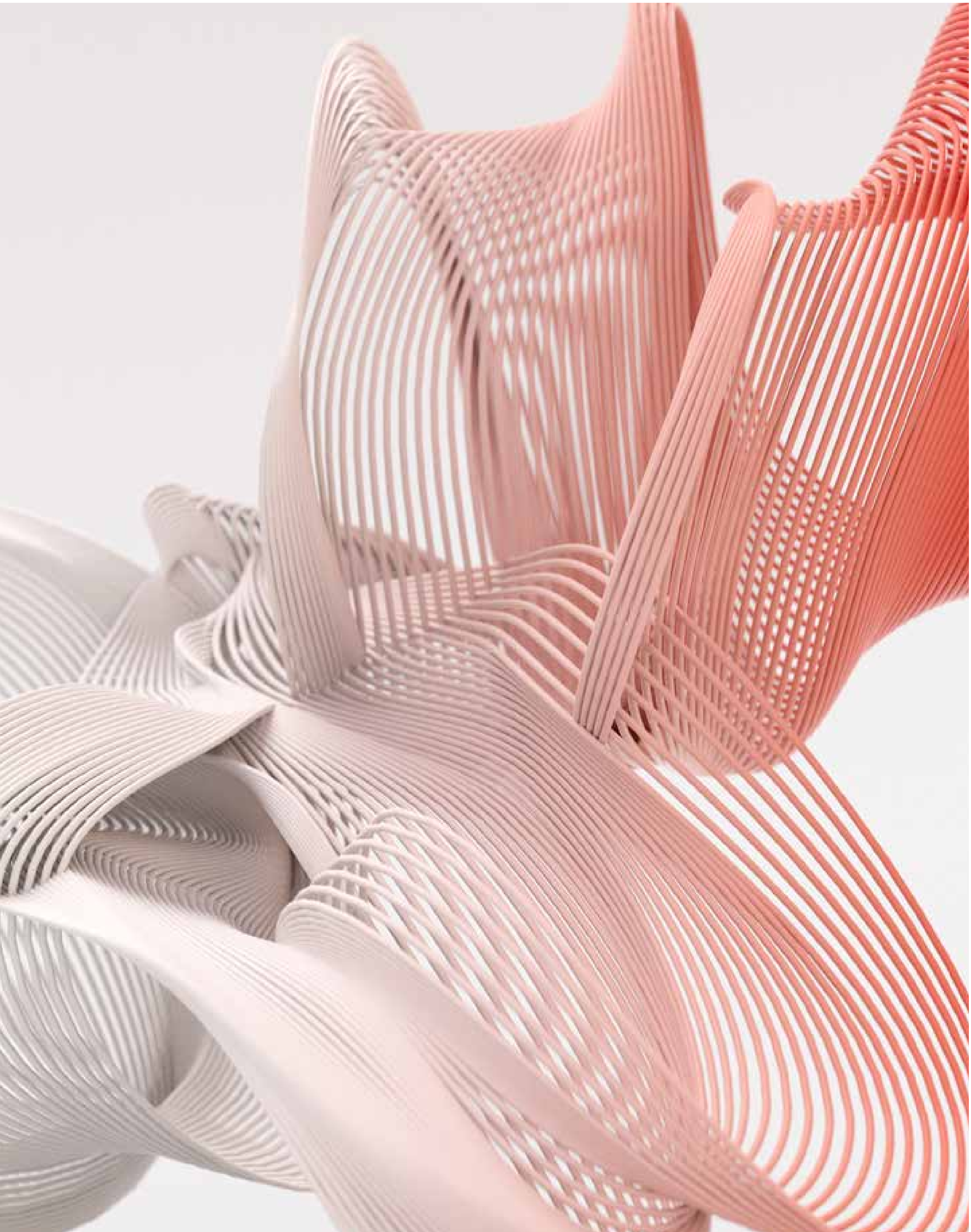
Established occupational safety and accident-prevention instruments at FACC include processes such as a group-wide reporting platform for near misses and unsafe conditions, structured processing and the implementation of measures in the event of work accidents, safety walks with participants ranging from employees to members of the Management Board, as well as regular **Zero Accident Gate Meetings** where measures are defined by executives and prevention specialists, and their implementation is monitored proactively.

Blue + white collar FACC total
Target
Log. (blue + white collar FACC total)



GOVERNANCE & NEWS





GOOD GOVERNANCE
and Compliance

FACC requires all individuals and organizations working for the company to comply with defined values and principles of conduct. This is because FACC acknowledges its responsibility towards society and the environment, to the extent that this is within its reasonable control. An essential tool in this context is FACC's Code of Conduct, probably the most important governance document for FACC, as for any other company.

In addition to such issues as corruption, bribery and the protection of human rights (e.g. through fair working conditions), the Code of Conduct also contains the following topics: general conduct, health and safety, company property, conflicts of interest, prohibition on restrictive practices, insider information, export control, environmental protection, and quality policy. The company also demands compliance with certain values and principles of conduct from its customers and suppliers. After all, FACC sets great store by partners who share the same values and principles.

The Code of Conduct is available to all employees on the FACC intranet, and its contents are discussed in the course of FACC's Welcome Training.

The Code of Conduct is also available to third parties for download from the company's website.

Back in the 2017/18 financial year, FACC launched a **communication initiative** to raise awareness of the Code of Conduct and compliance issues in general. As part of this initiative, the Code of Conduct was adapted and brought to the attention of all Group employees through an independent notification from the Management Board.

Since then, separate training courses have been held on the overriding topics of compliance, anti-corruption measures, the acceptance of gifts, money laundering and terrorism prevention, export control, supply chain compliance and data protection.

At FACC, the continuous work on good governance is a cross-sectional discipline involving numerous organizational units such as Communications, Legal, Business Strategy, Internal Audits, as well as IT Security and CSR. The Legal department is responsible for the Code of Conduct and serves as the central point of contact for compliance issues within the company.

Derik Zusann, General Counsel

WHISTLEBLOWING HOTLINE

Solidarity, mutual respect, trust and professional dealings with one another and with customers are a reflection of FACC's corporate values. In order to anchor these principles even more firmly, FACC has set up a whistleblowing hotline.

The whistleblowing hotline is an internal system that enables individuals to report violations of the company's Code of Conduct. In doing so, the whistleblower can remain completely anonymous, is protected by law and can share their concerns and misgivings confidentially. The system has been in place since 15 December 2021 and can be used around the clock. During the previous financial year, there were zero disclosures.

EVALUATION

Concrete measures are taken and tasks are distributed that contribute to improving the general compliance. This is then implemented at division level and checked again regularly. In addition, self-assessments, evaluations and management reviews take place on an ongoing basis using the internal compliance system. Further initiatives that are to be implemented over the next few years could include mandatory self-disclosure by suppliers or a comparison of the purchasing volume per country with the corruption index. The Code of Conduct has already been updated. Good governance measures to combat bribery, corruption, anti-competitive behavior and cartel agreements are regularly monitored, reviewed and given appropriate training.

CONTACT

Whistleblowing hotline
E: integrity@facc.com
oder T: +43-59-616 3951

SUPPLY CHAIN

and its effects

The Supply Chain and the Supply Chain Act

In the previous financial year, FACC carried out over 25,000 import and export transactions with hundreds of different suppliers from all over the world.

As a company, FACC is required to assess its supply chains in their entirety, or in other words, from an economic, environmental and social perspective. Sustainability does not end at the factory gate or the office door. FACC's own procurement decisions have an impact beyond the company itself: Are raw materials mined by children, and does their extraction pollute the environment? What transportation routes, energy consumption and carbon emissions are involved? In other words: What is the actual long-term price the company has to pay for its procurement decisions, and to what extent are these decisions made at the expense of society? With this in mind, European legislators are currently working on uniform supply chain legislation.

What the content of this legislation will entail and how Austria will implement it will become clear in the near future. However, the discussions at European level, amongst other reasons, have already prompted FACC to examine the issue of its supply chain in more detail.

Internal CSR rating of the top 250 suppliers by 2023

In the first quarter of the 2021 financial year, FACC sent its 150 most important suppliers a CSR questionnaire. The 17-page document contains numerous questions relating to economic, ecological and social issues, such as: Does the supplier concerned have a Code of Conduct? Does the supplier comply with human rights? Does the supplier have ISO certifications regarding the environment and occupational safety? The list goes on.

This preliminary step allowed FACC to form a clear picture of its supply chain, before drafting measures to comply with the announced supply chain legislation. Around 150 suppliers have already been assessed for their CSR activities as part of this initiative. The target is to assess all 250 by the end of 2023.

In the next few years, the Group plans to introduce a performance rating tool for all its suppliers and to incorporate the results into the supplier assessment process. Moreover, FACC adopted a Supplier Code of Conduct a few years ago. By signing this document upon finalising a contract, suppliers commit themselves to complying with all the values, laws and requirements specified by FACC for its sustainable supply chain.

Economic impact

The COVID-19 pandemic has severely disrupted global supply chains. Open and integrated markets are essential for supply chains to function effectively. However, their mechanisms are under increasing pressure from external events, market intervention and manipulation as well as planned disruptions to the movement of goods and services. FACC stays abreast of the overall global situation on a daily basis. Experts from the Purchasing and Risk Management departments, among others, have been working intensively on ways to avoid or minimize potential risks and their impact. One of FACC's measures is to keep its supply routes as short as possible. For example, 60 percent of the company's suppliers are from German-speaking countries.

From left to right: Patrick Doppler, FACC Manager CSR & Export Control; Sabine Lenzbauer, FACC Vice President Procurement; Thomas Baumgartner, Certified Compliance Officer and attorney-at-law

Ecological impact

A regionalized supply chain can help to reduce the risks of globalization, while at the same time saving resources and energy through shorter transportation routes. For this reason, FACC has launched a project to analyze the carbon footprint of all its locations in Austria. This is intended to allow a more accurate assessment of its Scope 3 emissions generated by the supply chain.

FACC's long-term goal is to record and evaluate all effects of its sourcing operations in order to manage its raw material, energy and transport costs more efficiently.

Social impact

FACC is committed to identifying potential human rights violations that could result from its business activities. The company's due diligence obligations extend to the entire supply chain, from the raw material to the finished product.

It is essential that FACC adopts measures to prevent violations of fundamental human rights. Respect for human rights must be ensured within the Group, and at its direct suppliers, by prohibiting forced labor and child labor, for example, and by complying with internationally recognized social standards.

In the case of indirect suppliers, due diligence only applies as and when necessary. This means that FACC is only required to conduct investigations and take action if specific incidents suggesting human rights violations are brought to its attention.

FACC selects its suppliers very carefully and imposes strict demands with respect to compliance with human rights. These demands are communicated to suppliers through the Supplier Code of Conduct.

Violations of the Supplier Code of Conduct

In the past financial year, FACC did not identify any violations of the ecological and social standards stipulated in the Supplier Code of Conduct. Compliance is ensured through regular supplier audits, which include on-site inspections.

In the event of violations, however, FACC will take remedial action immediately and, if necessary, terminate the business relationship with the supplier in question.

ECONOMIC

responsibility and regional impact

FACC is committed to its production sites in Austria and Croatia. In doing so, a wide range of added value is generated for each region, which benefits from the overall economic upswing triggered by FACC's jobs, investments and purchasing activities.This also has a positive long-term effect on the quality of life of the residents living there and future generations. In turn, FACC also benefits from its regional roots:

The company's ability to attract skilled workers as well as high potentials and their families is a key advantage when competing for the best staff. The Upper Austrian town of Reichersberg is not only the location of **FACC's Plant 4**, but is also one of the municipalities with the highest credit rating in Austria.[1] The municipality of St. Martin is also doing well economically, and is expanding **schools and childcare facilities**, thus creating an ideal living environment for young families. In this way, the entire region is steadily growing due to FACC's stable and sustainable growth. Based on the positive development of FACC, supplier companies are flourishing. In addition, the services and products thus created are purchased beyond the region and beyond the demand of FACC. As a result, FACC has created a win-win situation for the entire region.

The plant was planned and constructed in close cooperation with the Fraunhofer Institute. Production at the plant not only meets the latest industrial standards, but also follows an approach according to which scaling is possible at any time. Both on the inside and outside, the factory buildings have a modular structure and can therefore be adapted to increasing volumes with relatively little effort. Planning has already begun for two further expansion stages at the site: In the coming years, the production areas are to be tripled in two stages. This means that Plant 6 is already on a steep growth trajectory shortly after its opening, from which the region around Jakovlje should also benefit.

[1] "public" magazine, in cooperation with KDZ (Center for public administration research)

FACC promotes its locations and the entire region through:

- Cross-border job creation (FACC currently employs more than 350 members of staff from neighboring Bavaria in Germany);
- Strategic regional and thematic development ("Composite Valley" in Ried and the Innviertel);
- Site investments: FACC has invested a total of more than EUR 500 million in its Upper Austrian sites since 2010. In the coming years, the company plans to make continued investments in its domestic plants.
- Project-specific investments: purchase of tools from regional manufacturers, for instance, where this creates local added value.

Supporting regional training opportunities

FACC wishes to motivate young people to pursue a career in technology and accommodate their career aspirations. Until 20 years ago, Ried im Innkreis did not have a technical high school (HTL). How things have changed in the meantime: For fourteen years now, there have been HTL graduates, of whom about 50 percent go on to study at a university and 50 percent take up a job in the region in the industrial sector. FACC has supported the HTL Ried from the beginning, and is also represented on the board of the school's support association.

Close cooperation with training institutions

- Technical partnerships with vocational training institutions (e.g. HTL Ried) and higher education institutions (e.g. University of Applied Sciences Wels, Johannes Kepler University in Linz, the Linz Institute of Technology)
- Support of endowed professorships
- Funding for research units
- Decisions to cooperate with training institutions are made jointly by the Management Board and the Human Resources Manager.

IMPORT and export control

CONTACT
E: tradelaw.compliance@facc.com

Due to its specific line of business, FACC is subject to international export control regulations. These ensure that FACC cooperates exclusively with permissible organizations and individuals.

1. **Sanctions:** Business partners are screened on the basis of current global sanctions lists.

2. **Embargo check:** If there is any indication that a particular destination is located in a country under embargo, an automatically generated blocking notice is issued, which is then checked manually.

3. **Dual-use goods:** If products are classified as dual-use goods under EU or US export control law, i.e. if they can be used for both civilian and military purposes, blocking signals are also issued, which are specifically evaluated on a case-by-case basis.

4. **ITAR goods**: These are goods that are subject to particularly close scrutiny within the framework of export controls, as they are subject to the International Traffic in Arms Regulations (ITAR), i.e. the US regulations governing military equipment. Due to the strict controls and the associated high penalties imposed by the relevant US authorities, FACC faces export compliance risks in this area. The company therefore takes care to ensure that ITAR goods are generally no longer purchased (ITAR-Free Compliance Plan).

5. **Export licenses:** Export licenses are requested from the competent authorities if they are necessary for exporting components or goods.

All these aspects are monitored on an ongoing basis and continuously adapted to constantly evolving international laws and regulations. FACC is both dedicated and committed to completely fulfilling contractual obligations, requirements, laws and regulations, as well as customer specifications and standards at all times. Legal conformity and contractual compliance are just as important as the long-term safety of the components manufactured and delivered to our customers.

FACC components should never become the underlying cause of aviation safety incidents or accidents. This ambitious goal has been achieved to date. Quality Management at FACC was, and still is, responsible for this accomplishment. The particular area of export control is the purview of specially trained Export Control managers who handle any complaints or other related issues. The evaluation for the previous and current reporting year concluded that requirements were being fully observed throughout the company. While no need for adjustments was identified in 2022, potential for further improvements naturally remains.

CONFLICT MINERALS (TANTALUM, TIN, TUNGSTEN, GOLD)

The Dodd-Frank Act (Sec. 1502) stipulates that companies subject to US reporting requirements for trading in securities must disclose annually whether so-called conflict minerals, which may be necessary for the manufacture or proper functioning of products, originate from the Democratic Republic of the Congo or one of its neighboring states. The aim of this ruling is to prevent armed groups from being financed through the extraction and trade of raw materials. Since FACC products are supplied directly to US customers, FACC is indirectly obligated to observe US legislation. For this reason, FACC analyzes its supply chain once a year by means of a conflict minerals report template. Should a business partner require such a template, FACC will make one available immediately.

FLIGHT AND PRODUCT SAFETY

through product quality

Since FACC was founded, international aviation authorities have not only guided the company through a demanding approval process, they also implement ongoing checks to ensure that the agreed standards are being observed in full. In order to maintain its approvals, FACC undergoes external audits several times a year. This means that its customers can depend on proven premium quality.

Apart from holding official approvals for the production and maintenance of aircraft components, FACC is a certified development organization authorized to develop and approve repairs and modifications independently.

100 PERCENT RELIABILITY

FACC focuses on the regulatory requirements placed on a new component at all times even during the development phase. In order to ensure that each prototype ultimately meets such requirements, it is subjected to numerous tests. When developing new products, FACC always strives to make components even lighter, more efficient and more economical than their predecessors. Production of a new component will only start once it has been approved by the relevant authorities. Prior to delivery, precise documentation of the airworthiness of each individual component is prepared, and the component is clearly labeled. However, FACC not only manufactures new components, but also repairs damaged ones as part of its portfolio of repair services. This portfolio even includes repairs of components that were not originally produced by FACC. The company was granted the requisite official authorization to carry out these repairs on the basis of its extensive technological expertise. Committed to using resources carefully, FACC only replaces defective components in the course of repair jobs if there is no doubt that they are beyond mending.

In compliance with strict aviation regulations, but above all in the interest of its customers and the safety of all air travelers, FACC rigorously pursues its goal of 100 percent reliability.

EN/AS
9100
Quality
Management System

ISO
14001
Environmental
Management System

ISO
45001
Occupational health
and safety certification

EN/AS
9110
Quality Management
System certification

QUALITY MANAGEMENT

Evaluating the effectiveness of all measures taken is an integral element of FACC's strategy to ensure flight and product safety. In numerous internal audits, conducted on a regular basis and covering all areas of FACC, the company's Quality Management reviews compliance with all applicable regulations and requirements in order to determine conformity.

Quality Management reviews, in which the findings of the internal audits are presented to the Management Board, also address topics such as product safety and product quality at the highest management level.

FACC is highly process-oriented, and the entire company strives to improve its processes continuously. In doing so, existing processes are consistently called into question in order to achieve ongoing improvements, leading to greater product quality and competitiveness. The Vice President Quality is the first point of contact for authorities on all issues relating to aviation safety.

DIVERSIFICATION
of the product portfolio

FACC is, and shall remain, a company rooted in the aircraft industry. With this statement, the Group emphasizes that it will stay true to its core business, which is the production of lightweight construction systems for the global aircraft industry. Nevertheless, in recent years, FACC has opened up completely new lines of business and positioned itself more broadly in the market. In this pursuit, the company relies on its vast experience in lightweight construction and the innovative strength of its employees.

At the same time, FACC aims to further strengthen its position in the civil aviation sector in the coming years through efficiently produced, sustainable and disruptive innovations. With these strategic goals, FACC aims to increase its market share and expand its customer and product portfolio as well as its vertical range of manufacture. Entire subsystems such as primary structures and overall cabin concepts are to be developed and produced in-house. FACC is also focusing on expanding its highly successful aftermarket services.

ADDED POTENTIAL THROUGH URBAN AIR MOBILITY

In addition, FACC is also focusing on new forms of mobility. Together with its partner EHang, FACC ranks among the global pioneers in the field of Urban Air Mobility (UAM). In the 2022 financial year, FACC was awarded another development and production contract by the California-based drone manufacturer Archer, whose first model is due to be approved in 2024.

FACC was commissioned with the production of important fuselage and wing elements for electrically powered, vertical take-off and landing aircraft. The company has been active in this promising forward-looking market for environmentally friendly urban and interurban mobility for many years. By 2030, FACC aims to increase the revenue it generates with transport drones, air taxis and the like to 10 percent of total sales. As has been the case in its core business for many years, the company is, also in this segment, aiming for the broadest possible product and customer portfolio.

After its long-term cooperation with EHang, the contract awarded by Archer marks another important step in the urban air mobility market. © Archer Aviation

FACC GETS URBAN AIR MOBILITY READY FOR TAKE-OFF

Key FACC components for Eve Air's eVTOL

The Brazilian company Eve Air Mobility, a pioneer in urban air mobility ecosystems, commissioned FACC with the development and production of lightweight components for the all-electric eVTOL aircraft, which is designed for four passengers plus pilot. Specifically, this involves the production of horizontal and vertical stabilizers as well as ailerons, rudders and elevators. FACC banks on innovative production technologies with short throughput times, which enable high quantities and a fast ramp-up. This contract is an important step in FACC's Strategy 2030 to establish itself internationally as a high-tech provider of lightweight construction solutions in the growth markets of Urban Air Mobility and Space.

"We would like to thank Eve Air for the TRUST they have placed in us and look forward to contributing our *expertise* as a long-standing partner to the *international aviation industry* and our experience in the field of *Urban Air Mobility*."

Robert Machtlinger

FACC was awarded a contract by EVE Air for the development and production of key components for the eVTOL. © Eve Air Mobility

BETTER SAFE THAN SORRY:

Top in Cyber Security

“*Security* requires the highest standards. Receiving the *Cybersecurity Award* confirms that our considerable EFFORTS in recent years have been worthwhile.”

Social engineering is one of the biggest threats of our time, not only in the private sphere, but especially in the corporate sector. This is why FACC is increasingly focusing on raising employee awareness and, above all, on establishing and continuously developing its IT security network at all levels, i.e. in terms of organization, processes and technology.

FACC's IT and Security team is supported by leading domestic and international technology partners. Regular external audits such as the cyber risk rating and AI-based systems identify opportunities for improvement, which are implemented by the in-house team. Particular attention is paid to young talents: FACC addresses the shortage of skilled workers through regional school partnerships and cyber security projects with talented students at the technical high school (HTL) Spengergasse in Vienna. In-house IT and security professionals train FACC apprentices as well as lateral entrants and career changers to become experts. This is to ensure that FACC remains one of the leading companies in IT security in the future. This endeavor was rewarded with the Cybersecurity Award 2023.

Martin Pils, Senior Manager Information Management & Security

FACC receives Cybersecurity Award from Austria's Leading Companies, left to right: Hannes Frech (CFO | KSV Austria), Robert Machtlinger (CEO | FACC), Alexander Hochmeier (VP IT & Security | FACC) © Peroutka/DiePresse

"Even if you can never guarantee *100% security,* it is good for us and OUR CUSTOMERS to know that we can count ourselves among the *best companies in Austria in the field of cyber security.* My SPECIAL THANKS go to the entire *IT and Security* team of FACC, who have achieved a great deal here over the past few years."

Robert Machtlinger

FINANCIAL YEAR 2023

Report of the Supervisory Board
Corporate Governance
Share and investor relations
Financial Report 2023

Report of the

SUPERVISORY BOARD

Dear shareholders,

As the Chairman of the Supervisory Board of FACC AG, I reflect on a year in which we achieved significant progress despite ongoing global challenges. Our world is **constantly changing,** shaped by **technological innovations, geopolitical tensions,** and an increasing **awareness of sustainability.** These changes demand not only adaptability but also forward-looking planning and a willingness to explore new paths.

In 2023, we continued to execute our corporate strategy of establishing FACC AG as a leading provider of innovative lightweight solutions for the global aviation industry. Despite persistently challenging market conditions, particularly related to supply chains, inflation, and energy supply, we managed to increase our revenue to 736.2 million EUR. This achievement is a testament to the resilience and commitment of our employees, as well as the effectiveness of our strategic measures.

The Supervisory Board has fulfilled its responsibility to oversee and advise corporate management, adhering to the highest standards of corporate governance. Our regular meetings and constructive dialog with the Management Board allowed us to make important decisions and set the course for a successful future.

We look optimistically to the future, confident that FACC AG will continue to develop successfully thanks to its strategic orientation, its technical expertise and the commitment of our team. This combination provides a solid foundation for continuous growth and innovation.

On behalf of the Supervisory Board, I express my appreciation for the work accomplished. With a clear vision of the future, we embrace ongoing improvements and innovations to tackle the challenges of the aviation industry and maintain our strong position in the sector.

MEETINGS OF THE SUPERVISORY BOARD

In the financial year 2023, the committees convened in accordance with the Austrian Corporate Governance Code. The meetings dealt largely with evaluations of the actual business performance as compared to plans and forecast resolutions on significant corporate matters, and other important events. The Supervisory Board of FACC AG is currently composed of eight shareholder representatives and four employee representatives. It is committed to complying with the Austrian Corporate Governance Code.

The Supervisory Board held four meetings in the financial year 2023. The attendance of the Supervisory Board members in the meetings exceeded 90 percent.

The Supervisory Board conducted its activities in the financial year with great care. It monitored and advised the Management Board during decision-making processes based on detailed written and verbal reports as well as constructive discussions between the Supervisory Board and the Management Board. The Management Board provided the Supervisory Board with regular, timely and comprehensive reports on the company's financial situation, state of production, the overall economic situation in its key markets, the general geopolitical situation and the opportunities and risks for FACC's business development.

THE AUDIT COMMITTEE

The Audit Committee held three meetings in the financial year 2023. In 2023, the Audit Committee dealt with important topics in connection with accounting standards and processes, the internal audit system, risk management and the Group's internal control system. Another key issue was to strengthen the company's financial earning power and reduce the level of debt.

THE PERSONNEL AND COMPENSATION COMMITTEE

The Personnel and Compensation Committee held three meetings in the financial year 2023. Among other things, the early termination of the Management Board contract of **Mr Aleš Stárek (CFO)** was negotiated. At the end of the year, Mr Stárek asked the Supervisory Board to terminate his contract prematurely, stating his intention to leave FACC on December 31, 2023.

In addition, the succession of **Vice President Human Resources Georg Horacek,** who will retire in spring 2024, has been arranged. **As of January 1, 2024, Ms Martina Hamedinger, a long-standing employee of FACC in various HR functions, most recently as Senior HR Business Partner, will take over the position of Vice President Human Resources.**

THE STRATEGY COMMITTEE

The Strategy Committee held two meetings in the 2023 financial year.

At these meetings, matters relating to the Strategy 2030 ("Committed to the sky") were examined and reviewed with a focus on product diversification and key technological developments. The Committee primarily dealt with strategic considerations regarding the long-term orientation of the company's portfolio and its position in relation to its competitors.

AUDIT

At its meeting on **March 25, 2024,** together with the auditors, the Audit Committee of the Supervisory Board studied in detail the Annual Financial Statements including the Management Report, the Corporate Governance Report, the Remuneration Report, the Non-Financial Report, the Consolidated Financial Statements including the Group Management Report, and the auditors' report.

After its own examination, the Audit Committee endorsed the findings of the auditors' report and informed the Supervisory Board accordingly. The Supervisory Board examined the Annual Financial Statements, the Consolidated Financial Statements, the Management Report, the Group Management Report, the Non-Financial Report, the Remuneration Report and the Corporate Governance Report, and endorsed the results of the audit. The Supervisory Board approved the Annual Financial Statements, which are thus adopted in accordance with Section 96 para 4 of the Austrian Stock Corporation Act (AktG).

I would like to take this opportunity to thank the Management Board, the employees, and our stakeholders for their tireless commitment and their contribution to the success of FACC AG. Together, we have demonstrated that, even under challenging conditions, we can achieve good results.

Ried im Innkreis, March 2024
Jian Wang m.p.
Chairman of the Supervisory Board

CORPORATE-GOVERNANCE

Report

The Austrian Code of Corporate Governance (ÖCGK) provides Austrian stock corporations with a regulatory framework for their management and supervision. It contains the internationally accepted standards for good corporate governance, but also the provisions of the Austrian Stock Corporation Act that are relevant in this context. The aim of the Code is to establish responsible management and control mechanisms for companies and groups geared towards sustainable and long-term value creation.

The key elements of a vigorous corporate governance culture are a high level of transparency for all stakeholders and a long-term, sustainable increase of goodwill. This includes efficient cooperation between the corporate boards, the safeguarding of shareholder interests and open corporate communication.

At least every three years, an external evaluation of the company's compliance with the Code's C Rules must be commissioned. The most recent evaluation was carried out by rosa elefant OG for FY 2021. The evaluation resulted in the conclusion that FACC's declaration of compliance with the ÖCGK rules in their currently valid version (2021) is true to the facts. The next evaluation is scheduled for FY 2024.

The results of the evaluation are available to all interested parties on the company's website at www.facc.com.

The auditor's assessment of the risk management system in FY 2023 was also completed with a positive result (C Rule 83, ÖCGK).

FACC AG'S BOARDS

MANAGEMENT BOARD

Organization and functioning of the Management Board

According to the Articles of Association, FACC AG's Management Board comprises a minimum of two and a maximum of four members. The members of the Management Board are appointed by the Supervisory Board.

The Management Board conducts the business of FACC AG within the framework of the law, the Articles of Association and the existing Rules of Procedure. The purviews for which the individual members of the Management Board are responsible are assigned in accordance with the Rules of Procedure. The Rules of Procedure also regulate the collaboration between the members of the Management Board. The Management Board has committed itself to full compliance with the ÖCGK rules.

WE
DO NOT TAKE
THINGS
LIGHTLY,
WHEN IT
COMES TO
MAKING
EVERYTHING
LIGHTER.

DECLARATION OF COMMITMENT

FACC AG respects the Code of Corporate Governance. To this end, FACC committed itself to complying with the Code's provisions of the Code for the first time in 2014, in the course of the initial listing of its shares on the Prime Market of the Vienna Stock Exchange.

The applicable version of the Code is publicly available at www.corporate-governance.at (the current version dates from January 2023). In conformity with L Rule 60 ÖCGK, FACC AG must prepare a Corporate Governance Report. The reports drafted so far can be publicly accessed on FACC AG's website at www.facc.com (C Rule 61 ÖCGK).

Robert Machtlinger (1967)
Chief Management Officer
Initial appointment: 2014
End of the current term of office: 06/2025
Purviews: Strategy, Customer & Government Relations, Business Development, Marketing, Human Resources, Program Management, Corporate Communications, Development, Innovation & Research
Supervisory Board mandates in other companies: Flughafen Linz GesmbH (Linz Airport)

Andreas Ockel (1966)
Management Board Member
Initial appointment: 2017
End of the current term of office: 10/2025
Purviews: Production, Sourcing, Quality, Logistics, Real Estate, Investments, Affiliated Companies, Environment, Health & Industrial Safety
Supervisory Board mandates in other companies: none

Aleš Stárek (1970)
Management Board Member
Initial appointment: 2016
End of the current term of office: 12/2023
Purviews: Finance, Controlling, Taxes, Treasury, IT, Legal Matters, Investor Relations
Supervisory Board mandates in other companies: none

Zhen Pang (1964)
Management Board Member
Initial appointment: 2022
End of the current term of office: 05/2024
Purviews: Internal Revision, China Business Relations, Risk Management
Supervisory Board mandates in other companies: none

SUPERVISORY BOARD

The Supervisory Board's actions are based on the laws and regulations applicable to companies listed in Austria, e.g., the Austrian Stock Corporation Act and the Stock Exchange Act. Moreover, the Supervisory Board has committed itself to compliance with the ÖCGK Rules. Where internal rules are applicable, the Articles of Association and the Rules of Procedure are of prime importance. FACC's Articles of Association provide for its Supervisory Board to comprise a minimum of three and a maximum of ten members, who are elected by the Annual General Meeting of Shareholders. Pursuant to Article 11.2 of FACC AG's Articles of Association, AVIC Cabin Systems Co., Limited (formerly FACC International) is entitled to appoint members of the Supervisory Board. This company may appoint up to one third of the Supervisory Board members, provided it holds at least 25 percent of FACC AG's share capital at the time.

When electing Supervisory Board members, the Annual General Meeting must take such requirements as the individual professional and personal qualifications as well as a balanced composition of the Supervisory Board in terms of professional background and expertise into account. Additionally, diversity aspects must be reasonably taken into consideration. Newly elected Supervisory Board members shall have to reasonably familiarize themselves with the structure and activities of the company as well as with the tasks and responsibilities of Supervisory Board members. The members of the Supervisory Board must self-evaluate their activities once per year.

Jian Wang (1961)
Chairperson
Initial appointment: 2022
End of the current term of office:
Annual General Meeting resolving on
the discharge for FY 2026.
Supervisory Board mandates in other companies: none

Tongyu Xu (1968)
Deputy Chairperson
Appointed in: 2023
End of the current term of office:
Annual General Meeting resolving on
the discharge for FY 2027.
Supervisory Board mandates in other companies: none

Weixi Gong (1962)
Initial appointment: 2014
End of the current term of office:
Annual General Meeting resolving on
the discharge for FY 2026. Supervisory Board
mandates in other companies: none

Jiajia Dai (1978)
Appointed in: 2023
End of the current term of office:
Annual General Meeting resolving on
the discharge for FY 2027.
Supervisory Board mandates in other companies: none

Jing Guo (1981)
Initial appointment: 2018
End of the current term of office:
Annual General Meeting resolving on
the discharge for FY 2026.
Supervisory Board mandates in other companies: none

Ian Chang (1954)
Initial appointment: 2022
End of the current term of office:
Annual General Meeting resolving on
the discharge for FY 2026.
Supervisory Board mandates in other companies: none

Junqi Sheng (1972)
Initial appointment: 2017
End of the current term of office:
Annual General Meeting resolving on
the discharge for FY 2026.
Supervisory Board mandates in other companies: none

Tom Williams (1952)
Initial appointment: 2020
End of the current term of office:
Annual General Meeting resolving on
the discharge for FY 2026.
Supervisory Board mandates in other companies:
Co-Chairperson of the Board of Directors
of Montana Aerospace AG

Members of the Supervisory Board delegated by the employees' representatives

Jürgen Fischer (1981)
First delegated in: 2021

Barbara Huber (1965)
First delegated in: 2014

Ulrike Reiter (1960)
First delegated in: 2014

Karin Klee (1981)
First delegated in: 2018

Resignations of members of the Supervisory Board in FY 2023

Yu Mei and Fusheng Chen resigned from the Supervisory Board during FY 2023

Attendance of the meetings of the Supervisory Board and its committees during FY 2023

Name	SB	AC	PCC	SC
Jian Wang	4/4		3/3	
Tongyu XU	2/4		2/3	2/2
Junqi Sheng	4/4	2/3	3/3	2/2
Jiajia Dai	2/4	2/3		
Jing Guo	4/4	3/3		2/2
Weixi Gong	4/4		3/3	
Tom Williams	3/4			2/2
Ian Chang	4/4	3/3		2/2
Jürgen Fischer	3/4			2/2
Barbara Huber	4/4			
Ulrike Reiter	4/4			2/2
Karin Klee	4/4			
Resigned during the financial year				
Fusheng Chen	1/4		1/3	
Yu Mei	1/4	1/3		

Abbreviations: SB=Supervisory Board, AC=Audit Committee, PCC = Personnel & Compensation Committee, SC=Strategy Committee

Independence of Supervisory Board members

The Supervisory Board has adopted the guidelines for independence set forth in Annex 1 of the ÖCGK Code. On this basis, all members of the Supervisory Board have declared that they are independent of the company and its Management Board (C Rule 53, ÖCGK). The Supervisory Board members Tom Williams, Weixi Gong and Ian Chang do not represent the interests of shareholders owning more than 10 percent of the company's shares (C Rule 54 ÖCGK).

Supervisory Board Committees

In line with the Austrian Corporation Act, FACC AG's Supervisory Board has established an Audit Committee for the performance of regular supervisory and controlling functions. It is responsible for reviewing the accounting process and the audit process in place for Financial Statements and Consolidated Financial Statements, as well as supervising the effectiveness of the internal controlling and risk management systems. Apart from being regularly notified of the results of internal audits, the Audit Committee's duties also include the review of the Corporate Governance Report which is presented at the Annual General Meeting. The Audit Committee held three meetings in the course of FY 2023. No further meetings needed to be convened. No Supervisory Board member was absent from more than half of the meetings. In addition to the mandatory Audit Committee, a Personnel and Compensation Committee (Nomination Committee) and a Strategy Committee have been established. The Personnel and Compensation Committee is responsible for the review of the Remuneration Report, which is presented and adopted at the Annual General Meeting.

The following list shows the areas of responsibility of the Supervisory Board members in the respective committees:

Composition of the Supervisory Board committees during FY 2023:

Audit Committee
Members
- Jiajia Dai (Chairperson)
- Jing Guo
- Ian Chang
- Junqi Sheng

Personnel and Compensation Committee
Members
- Jian Wang (Chairperson)
- Tongyu Xu
- Weixi Gong
- Junqi Sheng

Strategy Committee
Members
- Tongyu Xu (Chairperson)
- Jian Wang
- Jing Guo
- Ian Chang
- Junqi Sheng
- Tom Williams
- Ulrike Reiter
- Jürgen Fischer

Transactions requiring the approval of the Supervisory Board (L Rule 48, ÖCGK)
During FY 2023, no transactions subject to the Supervisory Board's approval were approved by the Board.

Cooperation between the Management Board and the Supervisory Board
The Management Board informs the Supervisory Board of fundamental issues concerning the company's and the entire Group's future business policy and the prospective development of the financial position and performance. In addition, the Management Board informs the Supervisory Board at

regular intervals on the course of business and the actual situation of the company and the Group as a whole as compared with the forecast, taking future developments into consideration.

REMUNERATION REPORT

The Management Board and the Supervisory Board must prepare a clear and easily intelligible Remuneration Report. This report must give a comprehensive overview of all remunerations granted or due to the current and former members of the Management Board under the company's remuneration policy during the past financial year, including all benefits and privileges of any kind (L Rule 29a, ÖCGK). The collected information on the entirety of the remunerations of the individual Management Board members and Supervisory Board members and the principles of the remuneration policy is presented to the Annual General Meeting in the form of a special remuneration report and put to the vote.

SHAREHOLDER RIGHTS

Each no-par value share grants shareholders one vote at the Annual General Meeting of FACC AG. Unless otherwise stipulated by mandatory provisions of the Austrian Stock Corporation Act, the resolutions of the Annual General Meeting are passed by a simple majority of the votes cast or, in cases where a capital majority is required, by a simple majority of the share capital represented when the resolution is passed. There are no shares with special controlling rights.

DIRECTORS' DEALINGS

The purchase and sale of shares by members of the Management Board or the Supervisory Board is subject to the applicable legal provisions (Article 19 of the Market Abuse Directive). All share purchases and sales are published on the company's website www.facc.com.

CHANGES AFTER THE BALANCE SHEET KEY DATE

No changes in circumstances which would have had to be reported have occurred between the Balance Sheet key date and the editorial deadline for this report.

AUDITOR

The Supervisory Board has proposed KPMG Austria GmbH, Linz, as Auditor for FACC AG's Financial Statements for FY 2023. The motion submitted for this purpose was approved with the required majority by the Annual General Meeting held on May 8, 2023. The charges due for the audit of the Financial Statements carried out by KPMG Austria GmbH, Linz, amounted to TEUR 584 in FY 2023 (2022: Ernst & Young Wirtschaftsprüfungs GmbH: TEUR 181). The allocation to the individual areas of activity is outlined in the Notes to the Consolidated Financial Statements.

DIVERSITY

When electing members of the Supervisory Board, the Annual General Meeting must pay due attention to the requirements with respect to professional and personal qualifications as well as the balanced composition of expert know-how. Due regard must also be paid to diversity in terms of gender, age and nationality. Newly elected Supervisory Board members are obliged to obtain adequate information on the organization and activities of the company and on the tasks and responsibilities of Supervisory Board members. Women have been represented on the Supervisory Board of FACC AG since the company was first listed on the Vienna Stock Exchange. At the end of the 2023 financial year, the proportion of female members of the Supervisory Board was > 40 percent (five out of twelve).

Promoting women on the Management Board, Supervisory Board and in executive positions

13 women are currently represented on the Supervisory Board, Management Board and in other top management positions at FACC. As in the past, the proportion of female managers at the lower levels is still modest. In order to counteract this situation, FACC therefore continues to present itself at job fairs and specifically addresses high-potential female candidates. In addition, FACC is committed to promoting girls in technical training programs. The company also endeavors to recruit more women for new and replacement management positions. FACC AG is committed to equal opportunities at the workplace and resolutely opposes all forms of discrimination against female employees.

SHARE AND INVESTOR RELATIONS

TRANSPARENT COMMUNICATION

FACC gives highest priority to **providing information comprehensively, quickly and simultaneously to all capital market participants**. The core elements of its Investor Relations are personal communication and an open and active dialog with all investors.

At several conferences during the reporting period, FACC's IR team were therefore at the disposal of representatives of institutional investors and analysts for a personal exchange. In total, FACC was represented at the senior management and investor relations level at 17 roadshows and conferences during FY 2023. Most discussions took place in person. Only three out of 30 conference days were hosted virtually. Naturally, FACC also maintained regular telephone and personal contact with its investors.

In addition to direct personal dialog, the company's website www.facc.com serves as a central information tool for all interested persons. On our website, extensive information is available, online or for download, to all current and possible future shareholders.

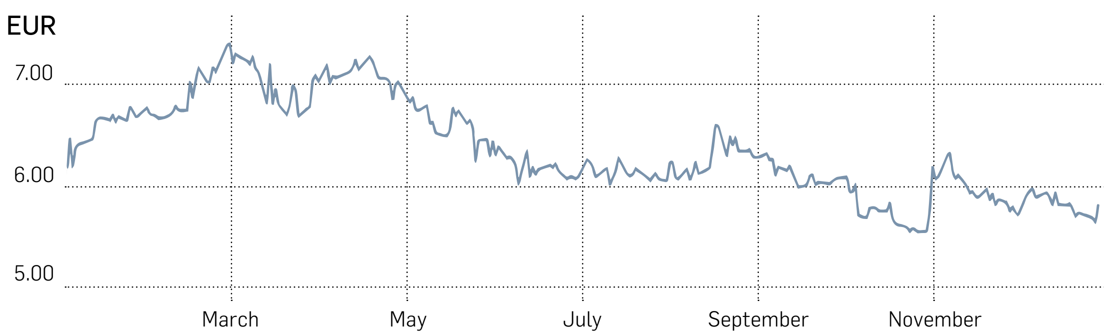
FACC SHARE: KEY FIGURES

		2021	2022	2023
Trading volume	Shares	28,353,854	19,159,502	12,867,024
Average daily trading volume	Shares	111,629	75,135	46,451
52-week high	EUR	12.00	9.56	7.46
52-week low	EUR	7.00	5.53	5.50
Closing price	EUR	7.05	5.67	5.83
Earnings per share	EUR	-0.52	-0.02	0.12
Dividend per share	EUR	0.0	0.0	0.0
Market capitalization	MEUR	322.82	259.63	266.96
Annual performance	%	-15.20	-19.60	2.82
Dividend yield	%	0.0	0.0	0.0

"You turn into a speculator when the SHARE PRICE rises, and into an *investor* when it falls."

Michael Steirer, Vice President (Controlling / Investor Relations / Enterprise Risk Management)

FACC SHARE PRICE DEVELOPMENT



SHAREHOLDER STRUCTURE AND SHARE CAPITAL

FACC AG has a stable core shareholder in **Aviation Industry Corporation of China, Ltd. (AVIC)** . Through AVIC Cabin Systems Co. Limited (formerly FACC International Company Limited), AVIC holds 55.5 percent of the voting rights in FACC AG. The remaining 44.5 percent consist of free-float shares held by international and Austrian investors. FACC AG's share capital amounts to 45,790,000 EUR and is divided into 45,790,000 no-par value shares.

During FY 2023, **FACC AG** received notifications of voting rights pursuant to Article 91 of the Stock Exchange Act. These were published within the statutory periods and are available on the company's website.

ANALYST COVERAGE

At the time of publication of the Annual Report 2023, the following financial institutions were regularly publishing analyses on the FACC share:

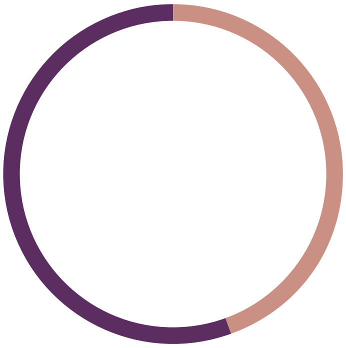
Financial institution	Recommendation	Target price in EUR
Baader Bank	Sell	5.6
ERSTE GROUP	Buy	9.5
Hauck & Aufhäuser	Hold	6.6
Kepler Cheuvreux	Hold	7.2
Montega	Buy	9.5
RBI	Hold	7.0
Stifel	Hold	7.0

SHARE AND INVESTOR RELATIONS

TREASURY SHARES

FACC AG did not hold any treasury shares on the Balance Sheet key date, i.e., December 31, 2023.

Shareholder Structure as at December 31, 2023



DIVIDEND POLICY

Financial Year	Dividend per share in EUR	Payment date	ROI in %
2023	-		-
2022	-		-
2021	-		-

The company intends to pay dividends in the future. These dividends will be in the range of **20 to 30 percent** of the consolidated after-tax earnings of the company according to IFRS. Given the need to strengthen the company's liquidity, the Supervisory Board and the Management Board will propose to the Annual General Meeting that no dividend be distributed for FY 2023, as was the case for the previous financial years. In addition, a payout block was agreed with the consortium banks for as long as the **leverage (net debt/EBITDA)** does not fall below 4. Any pay-out not approved by the consortium banks would theoretically entail the right to terminate the loan agreement.

ANNUAL GENERAL MEETING

The 9th Annual General Meeting of FACC AG took place on May 8, 2023. All proposed resolutions were adopted by a majority of the votes cast.

Detailed information on the Annual General Meeting, the proposed resolutions and the voting results is available on FACC AG's website.

“Successful *take-off* is our goal, not least for *our* SHARE.”

Tanja Maisenberger, Expert Investor Relations

BASIC INFORMATION

Securities Identification Number (ISIN)	AT00000FACC2
Currency	EUR
Stock exchange	Vienna (XETRA)
Market segment	Prime market (official trading)
Initial listing	06/25/2014
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
Bloomberg symbol	FACC AV
Shares outstanding	45,790,000 shares

FINANCIAL CALENDAR

05/07/2024	Record date Annual General Meeting
05/08/2024	Interim Report Q1 2024
05/17/2024	Annual General Meeting
08/14/2024	Half-Year Financial Report 2024
11/13/2024	Interim Report Q3 2024

CONTACT

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Controlling/Investor Relations/
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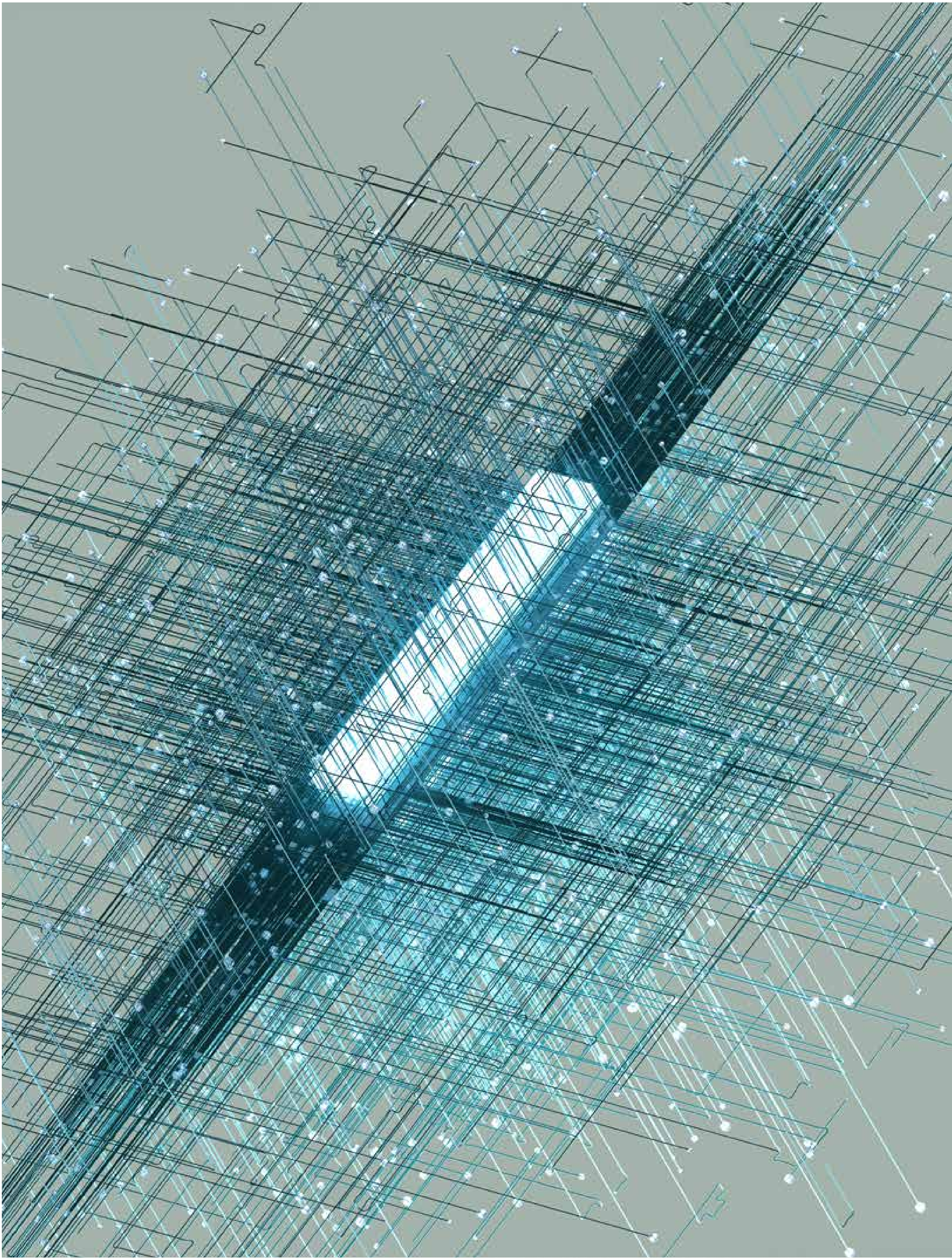

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FACC Financial Report 2023

Group Management Report of FACC AG for the financial year 2023

1. GLOBAL ENVIRONMENT

The world economy faced major challenges in 2023, particularly in connection with the interest rate increases in the US. There were fears that these measures could trigger a recession. However, the US economy was able to avoid a downturn and unexpectedly recorded substantial growth. The healthy budget balances and robust labor market were key factors contributing to the strength of US domestic consumption. By international standards, the US economy proved to be very robust.

In contrast, the EU economy faced a number of challenges, including high inflation rates and declining consumption expenditure. The slowdown in the Chinese economy is also affecting Europe as the EU is a major exporter to China. In addition, persistently high interest rates are slowing down growth in industrialized countries, particularly in a period during which the Russian invasion of Ukraine has kept food prices high around the world.

In conclusion, the fact that the US managed to avert a recession despite the interest rate hikes can be attributed to a robust domestic economy, strong consumer spending and healthy corporate balance sheets. In contrast, the EU experienced slower growth due to the challenges of high inflation, the energy crisis and the effects of a weaker Chinese economy.

Globally, the level of uncertainty is not decreasing in the short term. In addition to the Russian invasion of Ukraine, the recent conflict in the Middle East represents an additional factor of uncertainty when assessing geopolitical risks. Moreover, 2024 is a historic year for national elections around the world. More than 4 billion people will be casting their votes in over 70 countries, and the results of these elections could have a profound impact on geopolitical and economic developments worldwide.

A growth slowdown is expected in the US in 2024, which points to a possible cooling of the economy. Europe could see a slight recovery, particularly if inflation declines and consumer spending stabilizes. Overall, moderate economic growth is expected for 2024, driven by these various global challenges and developments.

2. INDUSTRY ENVIRONMENT

In 2023, the aerospace industry experienced a recovery in the demand for its products. The number of passenger kilometers flown on commercial domestic flights exceeded pre-pandemic levels in some markets. This increase in air traffic volumes has given rise to greater demand for new aircraft and for products and services in the maintenance and repair market. At the beginning of the Le Bourget Air Show in June 2023, Airbus signed a contract with the Indian airline IndiGo for a record order of 500 aircraft – the largest single order in the history of aviation. What is unusual about this order is that the 500 jets are on firm order and not partly intended as a purchase option. In addition to this major order, Airbus has signed further contracts.

Airbus is by no means the only company with full order books: Boeing is also facing delivery horizons of ten years or more. At the Dubai Airshow alone, the US company was able to increase its order backlog by almost 200 orders.

IATA expects air traffic volumes to increase further, despite the currently tense global environment, and profitability in the industry to continue to improve until 2024, albeit at a slower rate than in 2023.

Higher number of aircraft delivered by Airbus and Boeing

In the course of the airlines' fleet renewal last year, Airbus reported that it received 2,319 gross orders and 2,094 net orders after cancellations. According to the company, it delivered 735 aircraft to 87 customers in 2023 (2022: 663 aircraft), bringing the order backlog to 8,598 aircraft.

Boeing has not yet fully recovered from a number of difficulties in production, including problems along its supply chain. Nevertheless, Boeing recorded an unprecedented order intake in 2023. Deducting cancelations, the company received 1,314 net new orders. Moreover, Boeing delivered 528 aircraft (2022: 480 aircraft).

Aviation and sustainability

Last year, the first passenger aircraft crossed the Atlantic without fossil fuels. For the test flight from London to New York, the aircraft was refueled with sustainable aviation fuel (SAF) made from sugar and fat.

In November 2023, the Airbus aircraft "Blue Condor" completed its first test flight powered by hydrogen. This is not yet economically feasible in practice, as the energy density of the SAF is still too low for an aircraft with passengers, luggage and cargo in the hold. Unfortunately, this cannot yet be done without generating emissions. It is estimated that aviation accounts for around three percent of global CO_2 emissions. At the same time, the aviation industry is taking a variety of measures to increase sustainability – the industry's declared goal is to achieve zero-carbon flights by 2050. Various solutions such as switching to synthetic fuels, hydrogen or batteries for smaller aircraft or drones are considered cross-sectional technologies for decarbonization.

According to the German Aviation Association (BDL), each successive generation of aircraft consumes around 20-25 percent less kerosene. This is due to more efficient engines, the use of more lightweight materials as well as aerodynamic improvements. Over the past three decades, kerosene consumption has fallen from 6.3 to approximately 3.6 liters per 100 kilometers and passenger.

3. GENERAL INFORMATION

3.1. Information pursuant to Section 243 of the Austrian Commercial Code (UGB)

The FACC Group based in Ried im Innkreis is an Austrian group of companies specializing in the development, production and maintenance of components for the aerospace industry.

Its product range includes structural components for fuselages and tail units, fan cowls and composite components for engines, wing parts and winglets as well as systems for aircraft interiors (complete aircraft cabin systems for passenger aircraft, overhead stowage compartments, cabin linings, service units, interior solutions for business jets, cabin retrofit solutions, etc.).

In addition, the FACC Strategy 2030 was presented in the 2020 financial year. The company's core business will thus be expanded to include drones and autonomous flight mobility as well as lightweight construction systems for space travel.

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

- **Aerostructures** is responsible for the development, production, distribution and repair of structural components.
- **Engines & Nacelles** covers the production, distribution and repair of engine components.
- **Cabin Interiors** focuses on the development, production, distribution and repair of interior solutions.

The product portfolio has been expanded across all divisions to include services in the areas of maintenance, repair and servicing.

After customer contracts have been concluded and the orders processed, the individual orders are then manufactured in the Group's plants. In addition to the three operative segments, the Group also comprises the central services Strategy, Marketing & Corporate Communications, Human Resources, Innovation & Research, Purchasing, Quality, Logistics, Facility Management, Environment, Health & Safety, Finance, Controlling, Taxes, Treasury, IT, Legal, Investor Relations, Internal Auditing and Risk Management. The central services support the operating segments in the fulfillment of their tasks within the framework of a matrix organization.

4. DEVELOPMENT OF THE FACC GROUP

	2021	2022	2023
Revenues	497.6	607.0	736.2
Of which product revenues	455.8	545.4	693.3
Of which revenues from development services	41.8	61.5	42.9
EBIT (reported)	–25.1	5.5	17.5
One-time effects	29.4	0.0	0.0
EBIT (operating)	4.3	5.5	17.5
EBIT margin (operating)	0.9%	0.9%	2.4%
Earnings per share	–0.52	–0.02	0.20

In the 2023 financial year, the FACC Group generated revenue of EUR 736.2 million, corresponding to growth of EUR 129.2 million compared to the previous year.

This increase in revenue of around 18 percent compared to the previous year is primarily due to a steady rise in customer call-offs and growing demand resulting from new projects. All three segments benefited from the overall positive market development. The platforms generating the highest sales in Aerostructures and Cabin Interiors continue to be the Airbus A320 family, the Airbus A220, and the projects for business jet manufacturers Bombardier and Embraer. In Engines & Nacelles, substantial revenue is generated with the engine manufacturers Rolls Royce and Pratt & Whitney.

Reported earnings before interest and taxes (EBIT) stood at EUR 17.5 million in the 2023 financial year (2022: EUR 5.5 million), which is in line with management's expectations. Factors such as start-up costs, unrealized learning curve effects due to new personnel in some cases and a persistently challenging situation in the supply chain continue to concern the FACC AG.

The optimization program launched at the beginning of the financial year 2020 to streamline the Group's cost structure has proven effective in previous years, and will continue to deliver the required positive effects in 2023.

Due to the very high inflationary cost increases, particularly in the HR area, these measures remain an extremely important component in securing a sustainable improvement in earnings in view of the expected future sales increases. Cost savings resulting from the new FACC Plant 6 in Croatia are beginning to take effect, whereby the plant expansion initiated in 2023 will further contribute to optimizing profitability in the Interior segment in subsequent years.

4.1. Financial position

The main objective of FACC's financial management is to ensure that the Group has access to adequate liquidity at all times, to avoid financial risks and to guarantee financial flexibility. In order to secure the company's liquidity and reduce risks, FACC makes use of various internal and external funding sources with differing maturities. Long-term liquidity forecasts are based on the Group's operational planning. The cash flow from operating activities in the operating segments constitutes the Group's main source of liquidity. This reduces external borrowing requirements and the associated interest expenses. FACC also makes use of a variety of funding instruments, such as bonds, promissory note loans, loan agreements, leasing models and factoring programs to assure its liquidity.

Financing instruments

The banking policy, procedures for the approval of banking relationships and financing agreements, liquidity and financial asset management, and the management of currency and interest rate risks are set down in FACC's treasury principles. In accordance with the Group's policy, credit lines are managed throughout the Group by the Treasury department.

For information on the company's capacity to raise funds through authorized and conditional capital and on its funding sources, please refer to Note 37 of the Consolidated Financial Statements. FACC has thus created the essential prerequisites for sustainable and stable financing.

On 17 February 2023, FACC Operations GmbH subscribed to an extension of the syndicated loan in the amount of EUR 225.4 million with five participating banks. FACC AG and FACC Solutions Croatia d.o.o. are serving as guarantors. The syndicated loan has 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 of the Austrian Kontrollbank (OEKB) and equity financing, which are secured by receivables, all other facilities are unsecured. The facility of kEUR 60,000 (KRR COVID-19 framework credit of OEKB), which was additionally subscribed in the context of the corona pandemic on 26 June 2020, was repaid as of 10 March 2023. In turn, an amount of EUR 36 million was drawn from the equity financing program of OEKB, and EUR 33.5 million from Exportinvest.

The following financial covenants for the syndicated loan have been defined:

	31.12.2023	31.12.2024	31.12.2025
Net financial debt/EBITDA	≤4.50	≤4.25	≤3.75
Equity ratio	25 %	25 %	25 %

The financial covenants for the syndicated loan applicable at the end of the respective year also apply as of 30 June of the same year (e.g. a ratio of 4.25 applies on 30 June 2024 and on 31 December 2024) and are tested every six months. Creditors have a right of termination in the event that the ratios are exceeded.

For all relevant reporting dates after 31 December 2025, a net financial debt/EBITDA ratio of ≤ 3.5 as well as an equity ratio of at least 25 percent are required. The financial covenants for the syndicated loan were complied with both in the previous year and as of 31 December 2023.

All other material provisions of the original syndicated loan agreement and the subsequent amendment agreements were largely carried over to the extension of the syndicated loan.

On 31 July 2019, promissory note loans in a total amount of EUR 70.0 million were issued. The individual tranches have both fixed and variable interest rates and are due for repayment after five, seven and ten years. The financing agreements contain an interest rate increase clause of 50 basis points if net financial debt/EBITDA exceeds a value of 3.75. This interest rate increase clause has been applied since the 2020 financial year and will no longer apply from the 2024 financial year. The ratio is tested annually.

Promissory note loans in the amount of EUR 24.5 million will expire in July 2024. FACC entered into talks on refinancing this amount in the course of the 2023 financial year.

4.1.1. Liquidity analysis

	2021 in EUR million	2022 in EUR million	2023 in EUR million
Cash flow from operating activities	82.3	5.5	36.6
Cash flow from investing activities	–11.7	–8.6	–19.4
Free cash flow	**70.6**	**–3.1**	**17.2**
Cash flow from financing activities	–45.2	–13.4	–12.3
Net change in cash and cash equivalents	**25.3**	**–16.5**	**4.9**
Effects from foreign exchange rates on cash	–2.9	4.2	–9.0
Cash and cash equivalents at the beginning of the period	**92.5**	**115.0**	**102.7**
Cash and cash equivalents at the end of the period	**115.0**	**102.7**	**98.6**

One of FACC's key performance indicators is free cash flow, which the company determines by combining its cash flow from operating activities with its cash flow from investing activities.

Cash flow from operating activities

At EUR 36.6 million, the cash flow from operating activities in the reporting year 2023 was EUR 31.1 million higher than the previous year's figure of EUR 5.5 million. This change is mainly due to the increase in EBIT and the improvement in working capital for receivables and liabilities. This is offset by an increase in inventories due to the significantly higher operating performance compared to the previous year.

Cash flow from investing activities

In the reporting year 2023, cash flow from investing activities amounted to EUR -19.4 million, compared to EUR -8.6 million in the previous year. This increase was driven in particular by payments for the plant expansion in Croatia.

Cash flow from financing activities

In the year under review, cash flow from financing activities amounted to EUR -12.3 million (2022: EUR -13.4 million). In the 2023 financial year, FACC Operations GmbH undersigned an extension of the syndicated loan of EUR 225.4 million with five participating banks.

4.1.2. Net debt

	2021	2022	2023
Promissory note loans	70.0	70.0	70.0
Lease liabilities	79.6	72.7	72.1
Other financial liabilities	143.2	148.6	165.8
Gross financial liabilities	292.8	291.3	307.9
Less			
Cash and cash equivalents	115	102.7	98.6
Net debt	177.8	188.6	209.3

Net financial debt/EBITDA, a key indicator for Group financing, developed as follows:

	31.12.2021 in EUR million	31.12.2022 in EUR million	31.12.2023 in EUR million
Earnings before interest and taxes (EBIT)	–25.1	5.5	17.5
Plus/minus			
Depreciation, amortization and impairment	22.8	22.8	23.1
Amortization contract costs	13.9	16.1	16.0
Impairment contract costs	0.0	0.0	0.0
Negative effects from the London arbitration court ruling	25.5	0.0	0.0
EBITDA (adjusted)	37.1	44.4	56.6
Net debt/EBITDA (adjusted)	4.79	4.25	3.68

1) 31.12.2021: Amortization of contract performance costs of EUR 21.9 million minus one-off payments of EUR 8.1 million in December 2021
2) 31.12.2022: Amortization of contract performance costs of EUR 26.1 million minus one-off payments of EUR 10.0 million in December 2022

4.2. Asset position

	31.12.2021 in EUR million	31.12.2022 in EUR million	31.12.2023 in EUR million
Non-current assets	323.7	298.9	319.2
Current assets	320.8	355.1	387.3
Assets	644.5	654.0	706.5
Equity	206.0	203.5	220.6
Non-current liabilities	172.6	159.1	182.8
Current liabilities	265.9	291.4	303.1
Debt	438.5	450.5	485.9
Equity and liabilities	644.5	654.0	706.5
Equity ratio	32.0%	31.1%	31.0%

4.2.1. Assets

Compared to the previous year, the non-current assets of the FACC Group increased by EUR 20.3 million to EUR 319.2 million as of the balance sheet date 31 December 2023.

Current assets increased by EUR 32.2 million over the same period, while cash and cash equivalents decreased by EUR 4.1 million to EUR 98.6 million. Inventories grew from EUR 116.3 million at the end of the 2022 financial year to EUR 158.6 million as of 31 December 2023. Trade receivables increased by EUR 12.9 million to EUR 74 million.

4.2.2. Equity

Equity of the FACC Group stood at EUR 220.6 million at the end of the reporting year. This corresponds to an equity ratio of 31.0 percent as of 31 December 2023 (2022: 31.1 percent).

4.2.3. Debt

Within non-current liabilities, other financial liabilities increased from EUR 5.0 million in the 2022 financial year to EUR 50.0 million in the 2023 financial year.

Within current liabilities, trade payables increased by EUR 27.7 million to EUR 94.4 million compared to the previous year.

Overall, other financial liabilities were subject to only minor fluctuations in the 2023 financial year. Other non-current financial liabilities increased due to the new OEKB equity financing and Exportinvest programs launched in the 2023 financial year, while other current financial liabilities decreased due to the repayment of the KRR COVID-19 framework credit of OEKB.

5. DEVELOPMENT OF THE SEGMENTS

Segment reporting follows internal management and reporting of the FACC Group.

The operating result before interest and taxes (EBIT) is the key performance indicator used to steer the business segments, and is reported to the corporate body responsible (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 interiors

5.1. Aerostructures segment

	2021 in EUR million	2022 in EUR million	2023 in EUR million
Revenues	167.5	235.1	272.4
EBIT (reported)	–28.5	3.9	12.9
EBIT margin (reported)	–17.0%	1.7%	4.7%
One-time effects	27.8	0.0	0.0
EBIT (before one-time effects)	–0.8	3.9	12.9
EBIT margin (before one-time effects)	–0.4%	1.7%	4.7%

Revenue in the Aerostructures segment amounted to EUR 272.4 million in the 2023 financial year (2022: EUR 235.1 million). In terms of revenue distribution at the group level, this segment is the second largest after Cabin Interiors, accounting for around 37 percent of total revenue. Besides the Airbus A320 family, the Airbus A220 platform is developing particularly well. Thanks to increasing customer call-offs, this platform has established itself as the second-strongest revenue driver in the Aerostructures division. Deliveries of the Airbus A350 platform and business jet products also increased.

5.2. Engines & Nacelles segment

	2021 in EUR million	2022 in EUR million	2023 in EUR million
Revenues	103.7	97.3	129.7
EBIT (reported)	8.7	0.5	13.5
EBIT margin (reported)	8.4%	0.5%	10.4%
One-time effects	0.9	0.0	0.0
EBIT (before one-time effects)	9.6	0.5	13.5
EBIT margin (before one-time effects)	9.3%	0.5%	10.4%

Revenue in the Engines & Nacelles segment in the 2023 financial year amounted to EUR 129.7 million (2022: EUR 97.3 million). The engine manufacturers Rolls Royce and Pratt & Whitney remain the largest customers in this segment in terms of their revenue share. However, the growth in revenue in the 2023 financial year is due in particular to the increasing construction rates of the Boeing 787 and Airbus A350 programs.

5.3. Cabin Interiors segment

	2021 in EUR million	2022 in EUR million	2023 in EUR million
Revenues	226.4	274.6	334.1
EBIT (reported)	–5.2	1.0	–8.9
EBIT margin (reported)	–2.3%	0.4%	–2.7%
One-time effects	0.7	0.0	0.0
EBIT (before one-time effects)	–4.5	1.0	–8.9
EBIT margin (before one-time effects)	–2.0%	0.4%	–2.7%

With a share in total revenue of approximately 45 percent, the Cabin Interiors division is the top-selling segment. In the 2023 financial year, revenue in this segment amounted to EUR 334.1 million (2022: EUR 274.6 million). This also reflects the general level of demand on the market. In addition to the Airbus A320 family, primarily projects for business jet platforms contributed to revenue growth in the Cabin Interiors segment. Sales of the large Airbus A350 platform remain lower. The Chinese Comac C919 and ARJ21 platforms recorded increasing rates in the Aerostructures and cabin components segments.

6. RISK REPORT

In the course of its business activities, the FACC Group is exposed to a number of risks that are inseparably linked to its business operations. Identifying, evaluating and actively managing these risks at an early stage are key elements of its corporate strategy. The corporate risk strategy and hedging measures are implemented centrally for the entire Group, whereby the respective risk owners bear direct responsibility for the individual risks. The Vice President Controlling, Investor Relations and Enterprise Risk Management is responsible for the risk management system, the aggregation of corporate risks and the effectiveness of the internal control system, and reports directly to the Management Board, which assumes overall responsibility for these areas.

The operative units continuously monitor and evaluate current and potential future risks. Appropriate risk mitigation measures are developed and implemented to ensure effective risk management in line with the company's objectives. The monitoring and evaluation results are summarized every six months in the Management Reviews and presented to the Management Board. In addition, a detailed review of the top 15 risks is undertaken each quarter. In case of extraordinary events, a report is submitted immediately to the Vice President Controlling, Investor Relations and Enterprise Risk Management, who assesses the degree of urgency and decides whether an immediate report to the Management Board is required. The Management Board regularly informs the Supervisory Board of significant developments.

Following a phase of intensification in recent years, a clear picture of the largest risks in the aviation supply industry has emerged. Against this backdrop, the Management Board considers these risks to be manageable and does not consider them to pose an immediate existential threat to the company.

The following key risk areas have been identified:

6.1. Management risks

Based on market observations and analyses, as well as general and customer-specific forecasts, a business plan with a planning period of five years is drawn up. This plan supplements the "FACC 2030" strategy with economic aspects. The annual update results in specific targets for the respective financial year, which are subsequently agreed with the Supervisory Board and the Audit Committee.

Unforeseeable external market changes or shocks represent the greatest risk. Such shocks can include geopolitical tensions, natural disasters, pandemics or regulatory changes, as well as disruptive technological developments or changes in customer preferences. What they all have in common is that such external factors can only be predicted to a very limited extent, are difficult to control and can have a negative impact on successful strategy implementation. In order to counter these uncertainties, FACC relies on a resilient approach to be able to react flexibly to such market changes and unforeseen events.

It is the responsibility of FACC's management to ensure compliance with strategic and operational targets and to react to market changes in a timely manner and in line with the defined corporate strategy. This ensures that both the strategic orientation and the planned sales and earnings targets are taken into account in order to promote the sustainable development of the company.

6.2. Sales risks

The FACC Group operates in a global and highly competitive environment. The cyclical nature of FACC's business activities is dependent on the profit situation of commercial airlines and their orders for aircraft placed with manufacturers. This dependency reflects the industry's sensitivity to global economic developments and geopolitical conditions.

A specific risk to which FACC is exposed arises from changes to aircraft delivery schedules of manufacturers, which may have an impact on sales expectations. Changes in the planned delivery volumes of aircraft result in adjustments to orders placed for components produced by FACC. These risks can take the form of a possible reduction or postponement of aircraft deliveries, which may in turn delay the amortization of development costs.

FACC relies on a strategy of diversification to address this risk. By expanding its product portfolio and broadening its geographical market presence, the company is able to spread this risk and create the basis for sustainable growth. Contracts in the area of Advanced Air Mobility (AAM) complement existing supply agreements with leading manufacturers of commercial aircraft and business jets. In addition, initiatives in the aerospace sector strengthen the company's market position and contribute to securing its long-term success.

Through supply relationships in key markets such as America, Europe and Asia, the FACC Group is further strengthening its geographical diversification. Moreover, its standing as a development partner for the optimization of existing aircraft types creates additional opportunities. This strategy enables the company to acquire retrofitting orders for existing fleets and helps to reduce its reliance on new orders.

6.3. Procurement and supplier risks

FACC carries out systematic risk assessments of its supply chains in the area of procurement in order to proactively identify, evaluate and manage risks. Increasing supply bottlenecks and delays, which can lead to a ripple effect, represent a significant risk. The ripple effect describes a chain reaction in which initial disruptions in the supply chain spread in waves and have far-reaching effects on downstream production and delivery processes. This dynamic can extend throughput times, increase costs and thus possibly impair FACC's delivery reliability due to the resulting short-term production stoppages ("stop & go" production).

In order to minimise risks and ensure delivery quality and reliability, FACC regularly conducts supplier selection analyses and corresponding supplier audits. The Procurement Quality Assurance (PQA) department verifies compliance with all required qualifications and certifications. In addition, a mandatory initial sample inspection is carried out at the start of the project and in the event of significant changes in order to recognise product risks at an early stage. Delivery quality and delivery reliability are continuously assessed via SAP, whereby deviations from quality and delivery standards are systematically recorded, analysed and evaluated. Any deviations identified are reported to the Executive Board as part of the management reviews.

6.4. Business interruption risks

The company's manufacturing sites and plants are constantly maintained and serviced, thus keeping the risk of breakdowns or of lengthy production downtimes to a minimum. Moreover, business interruption risk is covered by business interruption insurance with an indemnity period of 24 months.

6.5. Project management

Project management at FACC is responsible for implementing the objectives defined by management by way of concrete projects. In this regard, projects are differentiated according to whether FACC is to assume development responsibility or not. Feasibility is assessed for each contract, and the risks associated with the project are systematically identified, evaluated and monitored on an ongoing basis. This allows countermeasures to be taken in good time if necessary. Major risks include external factors, which the project team may encounter internally via the company's interfaces or externally via third parties, and which may affect project implementation in the form of additional costs or delays.

6.6. Product liability and quality risks

The products designed and manufactured by the company are intended for installation in aircraft or engines. Defects or malfunctions of the manufactured products may, directly or indirectly, jeopardize the property, health or life of third parties. Long-term safety is therefore a top priority. FACC is not in a position to reduce or exclude its liability towards customers, consumers or third parties by way of sales agreements. Each product developed and/or manufactured in-house, which is supposed to leave the company, is therefore subject to qualified quality and functionality checks.

Projects for which FACC bears development responsibility are subject to greater risks due to the possibility of construction errors. These risks can, however, be effectively minimized through systematic quality management methods. Regular controls at all stages of development as well as targeted fault probability analyses and influence analyses help to identify and reduce risks at an early stage. Moreover, FACC operates an archive system for quality records, which are either contractually stipulated or go beyond contractual obligations in individual cases. This is to demonstrate that services were rendered and products manufactured according to specifications defined and approved by both customers and the aviation authorities.

Although product liability risks are adequately insured, quality problems may negatively affect the company's net asset, financial and profit position.

6.7. Financial risks

In The operating business of FACC AG is exposed to various financial risks, including currency, interest rate, liquidity and credit risks. The Group's risk management therefore focuses, among other things, on monitoring the volatility of the financial markets and taking measures to minimise potential negative effects on the company's financial stability. Responsibility for identifying, assessing and hedging these risks lies with the Accounting & Treasury department, which works closely with the Group's operating units. Further detailed information on these financial risks and the corresponding risk management strategies can be found in Note 45 of the notes to the consolidated financial statements.

6.8. Risks related to administrative and production systems

Within the scope of its business processes, FACC is also exposed to IT and system risks which, in extreme cases, can lead to the impairment of administrative and production facilities. Risk factors falling under this category include, for instance, standard cyber-crime risks (hacking, phishing, ransomware, etc.) as well as typical fraud scenarios (social engineering) and the risk of unauthorized persons physically entering sensitive production or company areas. FACC has taken appropriate systemic security precautions for IT-related areas. Within the scope of its fraud prevention, FACC relies on the continuous training of its employees working in sensitive areas as well as on information campaigns within the company. Physical plant security is ensured by measures such as access controls.

6.9. Risks related to information security

The threat level in the area of information security is continuously rising. With increasing digitalization and the growing number of employees working from home, FACC's vulnerability to cyberattacks is also growing. Incidents resulting in the loss, corruption or encryption of critical and sensitive data carry the risk of reputational damage and financial losses. In order to effectively counter these threats, FACC relies on preventive measures such as awareness raising and regular staff training as well as technical security precautions to minimize the risk of cyberattacks.

6.10. Risks related to intellectual property

Safeguarding intellectual property resulting from its research and development activities is a key success factor for securing FACC's competitiveness in the long run. Protecting intellectual property against misuse and theft is therefore a key concern of the company. To this end, FACC makes use of instruments such as confidentiality agreements and patents. However, patent disputes cannot be completely ruled out.

FACC operates in a high-tech and constantly growing environment with a very large patent landscape. In order to avoid unintentional patent infringements as far as possible, FACC conducts extensive patent research; nevertheless, a residual risk always remains.

6.11. Risks resulting from legal disputes

FACC is occasionally involved in various civil lawsuits which may result from its regular business activities. For some of these proceedings, provisions are created to cover potential liabilities, in line with the assessment of qualified legal advisors. No provisions are created for cases where a negative outcome of proceedings is highly unlikely, or where the outcome can currently not be quantified. In addition, negative developments in legal proceedings may, under certain circumstances, damage the reputation of FACC. For this reason, FACC is pursuing proactive communication strategies and risk management measures to counteract this.

7. RESEARCH, DEVELOPMENT AND INNOVATION

FACC continuously invests in research and development in order to succeed on the market with innovative applications and processes, to continuously improve solutions to customers' problems, and to access new business areas. Here, the main focus lies on proprietary in-house development in order to be able to use the expertise acquired for the benefit of all current and future customers of the company. Moreover, FACC forms strategic alliances with customers and research institutions to further optimize its products. A research project launched jointly with Airbus under the "Horizon Europe EU Program" deserves special mention in this regard.

In the 2023 financial year, FACC spent EUR 69.5 million, or just under 9 percent of its revenue, on company and customer-specific research and development services. These activities were supported by grants totaling EUR 22.2 million.

FACC considers being active, and responding promptly, in the field of research and innovation to be a fundamental guarantee of the future success of the company, and will therefore continue to regard this as the main approach to distinguish itself from its competitors on the market. FACC is working intensively on the efficient production of fiber composite components and their carbon impact in order to support the achievement of the stipulated climate targets. The core objective of FACC's Research and Innovation department is to explore new manufacturing technologies that allow for high-rate and climate-friendly production of lightweight components.

At a general level, FACC is continuously working on new product solutions and manufacturing technologies. The company is currently focusing its research on the following major topics:

- thermoset manufacturing processes that are suitable for high-rate production
- thermoplastic materials and manufacturing processes
- recyclable materials and materials made from renewable resources
- affordable lightweight construction as a key technology
- Advanced Air Mobility (AAM) and space

Patents and awards

FACC filed 4 patent applications and received a patent grant for 40 patents in 2023. As of the end of December 2023, FACC thus holds 485 valid patents.

In 2023, FACC received the Best Practice Supplier Award from Rolls-Royce and the Excellence Silver Award from COMAC. The Cybersecurity Award conferred by Austria's Leading Companies is confirmation of the high security standards introduced in the area of IT & Security. FACC's standing as one of Austria's leading enterprises was underscored by being honored as the company with the strongest image in the supplier industry category by Industriemagazin, and as Austria's most innovative company in the aerospace industry category by the Institute for Management and Economic Research. Furthermore, FACC received the Digital Communication Award in the B2B Communication category in recognition of its corporate communications.

Thermoset manufacturing processes suitable for high-rate production

In 2023, FACC made further improvements to fiber-reinforced thermoset materials and processes, the backbone of composite production, with regard to their suitability for high-rate production, capacity optimization and the reduction of working time. The company was able to identify an epoxy resin prepreg system that is suitable for use in cabins as it is fire-resistant, and that enables a substantial improvement in surface quality. In addition, significant progress was made in the area of fast-curing structural prepregs, with plans to use these materials as part of a customer project.

Thermoplastic materials and manufacturing processes

In 2023, FACC continued the development path embarked on in previous years with respect to fiber-reinforced thermoplastic components. Thermoplastic components are considered promising technologies that enable a cost-effective combination of high-rate production, low weight and a circular economy. The efforts of recent years are beginning to bear fruit in the shape of inquiries relating to production orders, in which this technology is used, in the Engines and Cabin Interiors segments. In mid-2023, a further key element of the automatable process chain was established at the site in St Martin in the form of a pick-and-place system for laminate blanks. Together with the high-temperature consolidation and forming press established in previous years, the primary production steps can thus be performed directly at FACC.

Recyclable materials and materials made from renewable resources

A circular economy and achieving the EU climate targets are challenges that can be supported by an intelligent choice of materials and manufacturing processes. FACC is working on material systems based on renewable resources and on fast-curing material systems to reduce process times and energy consumption in manufacturing. In order to evaluate the stipulated reduction in carbon emissions, FACC is a member of the Airbus LCA Supplier Council, and is also collecting data for the subsequent life cycle assessment (LCA).

Affordable lightweight construction as a key technology

Creating components with the lowest possible weight is considered a key technology for FACC's business. Reduced weight translates into less energy required to move the product, which directly benefits operating emissions. Moreover, to be viable as a product, lower weight is imperative for the eVTOL and space markets.

Research and innovation activities in this area are therefore focusing intensively on how FACC solutions can be made even lighter without undermining their competitiveness and rate capability.

Advanced Air Mobility and space

Advanced Air Mobility (AAM) provides an opportunity for industry-specific product diversification. FACC views the application of aerospace know-how and the relevant production standards, also in this growth market, as an opportunity and a mission. This strategy was also successfully continued in the 2023 financial year. In addition to the three AAM customers established in 2022, two further customers were acquired in 2023. Some of the technological achievements of these projects have since provided innovative impetus for FACC's primary business, traditional aviation.

In the space segment, FACC had to pause the Ariane kick stage project in 2023 as the customer had reported difficulties with the propulsion systems. The company has announced that it will resume activities in mid-2024.

8. EMPLOYEES

As of 31 December 2023, the total headcount of the FACC Group amounted to 3,456 full-time equivalents (previous year: 2,919 FTE).

In Austria, 2,851 FTEs were employed as of 31 December 2023 (FTE; previous year: 2,443). This corresponds to approximately 82.5 percent of the Group's total workforce (previous year: 83.7 percent).

	Blue collar	White collar	Total
Central Services	286	450	736
Aerostructures	662	176	838
Engines & Nacelles	289	114	403
Cabin Interiors	605	159	764
Subsidiaries	345	326	671
FACC AG	0	44	44
Total	2 187	1 269	3 456

The international nature of FACC is also reflected in its personnel structure. Employees from 50 countries and from all continents are currently working at the Austrian locations. 48 percent of the workforce have Austrian citizenship, and 14 percent are German nationals. For a technology company, FACC's share of women in the total workforce remains high at 32 percent. The fact that 43 percent of FACC's apprentices are women is also particularly pleasing.

8.1. Motivation and health: FACC as a pioneer of employee satisfaction

A motivated and committed workforce is essential in challenging times, particularly during labor shortages. FACC recognized this early on, and offers a wide range of measures under its new LIFE Program introduced in 2023. The LIFE Program comprises 5 pillars: Vital LIFE, Career LIFE, Green LIFE, Family LIFE and Social LIFE. Each pillar offers a variety of benefits relating to various topics and campaigns to maintain and promote employee health, motivation and satisfaction:

Vital LIFE

A wide range of activities are on offer to promote both physical and mental health. Employee benefits include vaccination campaigns against TBE and influenza, preventive health checks as part of annual blood donor campaigns, and fitness videos that can be accessed online at any time.

Career LIFE

Career LIFE focuses on employee development. The expert career program, for instance, offers further development opportunities for experts beyond the traditional management career path. This gives experts visibility within the company and ensures that their achievements are recognized.

Green LIFE

Green LIFE is centered around the topic of sustainability. In addition to electric company cars for carpooling and a second-hand sales platform, employees can lease bicycles or electric bikes and thus benefit from tax advantages.

The company bike campaign was rolled out in spring 2022. With this initiative, FACC wishes to encourage its employees to integrate more regular physical exercise into their everyday working lives. Since June 2022, FACC has been offering its employees the opportunity to lease a bicycle or electric bike. Employees can select a model of their choice from a bike dealer and choose between several leasing and insurance options. One particular advantage is that the lease payments are deducted from their payroll tax by FACC's personnel accounting department.

FACC not only relies on sustainable technologies and mobility concepts in aviation, but also when it comes to the daily commute of the FACC crew, and has started to establish its own company fleet of electric vehicles for journeys to and from work. Employees can use these vehicles by forming permanent car pools and thus not only save costs, but also help the environment.

In 2023, 17 VW ID.4s were made available to FACC carpools, meaning that around 70 employees are currently benefiting from this initiative. The interest in our electric fleet is steadily growing, and we already have several new carpools on the waiting list.

Our goal is to ensure that as many employees as possible benefit from our successful initiative. This is why we will be introducing electric buses in addition to electric cars in 2024.

We introduced the Twogo carpooling app to help colleagues set up a carpool or look for occasional rideshares. The app is available to all employees, free of charge, in 25 languages.

Family LIFE

When it comes to flexibility, FACC wishes to make it easier for its workforce to strike the right balance between their professional and family lives. The FACC Kids Clubs offer childcare throughout the year and during the summer vacation. In order to make high-quality childcare available to even more members of staff, FACC also operates a Kids Club in Ried i. I. in addition to St. Martin i. I. Furthermore, FACC offers the greatest possible flexibility to optimally reconcile personal and professional needs, including part-time parental leave, care leave, a one-month parental leave for fathers, and a day off on your birthday.

Diverse working time models are also becoming increasingly important in this regard. In this area too, FACC recognized very early on that highly flexible models are attractive for the workforce and potential new crew members. Therefore, in addition to a highly adaptable flexitime system for salaried employees and the integration of bridge days, FACC offers up to 10 flexitime days, or even up to 15 flexitime Fridays. Moreover, FACC has a particularly flexible home office policy: working from home is solely a matter of agreement between the employee and their manager, and is not otherwise subject to any limitations. In the financial year 2023, FACC employees worked a total of 28,893 days from home. In addition, FACC offers a variety of part-time working models, which are particularly popular with employees who have children to take care of, or for professional development purposes.

Social LIFE

To be among the best, you need commitment, team spirit and a passion for innovation. FACC not only wants to achieve but also celebrate its success together with its employees. In addition to the Leonardo Team Award, which is presented annually to recognize special team achievements, there are various employee events such as a Christmas party and a family celebration, as well as break time areas and canteens.

8.2. Personnel development and promotion

Academy

Continuous investment in the human capital of its entire workforce is a key factor contributing to the corporate success of FACC. The Group is committed to lifelong learning and, for this purpose, offers its employees a wide range of extra-occupational education and further training opportunities. The FACC Academy, which serves as the central hub for all training activities, organized 544 internal training sessions with a total of 5,307 participants in the 2023 financial year. In addition, 36 external training sessions attended by 380 employees as well as more than 50 different language courses were held.

In order to make responsible use of its employees' time resources, FACC has been offering selected training courses via e-learning for a long time. E-learning content is also created by internal developers, thus specifically tailoring the offering to the requirements of the workforce and the company. In addition to the existing e-learning courses, the offering was further expanded in 2023 to include courses such as "Competence Assessment Part 145", "Cyber Security Awareness Training" and "Environmental Compliance Refresher". The learning units can be completed directly at the workplace via FACC's SAP system.

Moreover, to ensure that employees meet all job requirements, FACC is continuously updating its training matrix for both its Austrian and international locations. The so-called "LSO Learner"/"Manager Self Service" in SAP provides each manager and crew member with an overview in real time of the qualifications they have obtained, or still need to acquire, for their respective job. Internal training sessions can be booked directly, and additional training needs can be registered at any time with the FACC Academy. The ongoing expansion of the training portfolio includes new, targeted training courses for foremen, executives and employees working in project management.

Development paths

Ensuring that the know-how and talents of each crew member can be contributed and applied as effectively as possible is important for the personal and professional development of employees as well as the success of the company. The various qualifications and strengths of employees are bundled in three development paths:

<u>Management career:</u>

Key criteria are leadership skills, proactive strategic thinking, a broad scope of action, and impact on the operational success of the company.

<u>Expert career:</u>

Employees in this area are characterized by a high level of expertise, specialist knowledge, experience, independence and responsibility in their respective field.

Project career:

Here, the significance and scope of the project as well as the role assumed within the project are equally as important as organizational talent and flexibility.

The implementation of the development paths and the allocation of employees to the individual levels was started in mid-2022 and largely completed throughout the company in 2023. Due to the annual review meetings, this is an ongoing process.

Employer branding

In the area of employer branding, last year's focus was on further expanding the employer brand. New projects in the fields of Advanced Air Mobility and space call for new talents, which FACC seeks to attract with a variety of short and long-term measures.

The main focus was on approaching and recruiting employees in production. Various recruiting platforms were used, and cooperation with external partners was intensified.

In the area of social media, video campaigns on various platforms such as TikTok proved to be a success.

In March, the "Long Night of Apprenticeship Training" and an open house event were held, at which around 400 visitors were able to gain insights into the world of FACC during guided tours of a production plant, thereby strengthening FACC's presence as a local employer.

With the FACC Future Crew (apprentices), FACC is placing a long-term focus on young talents. In order to succeed in this highly competitive market, new incentives were introduced for apprentices, including seven weeks of vacation, free lunches, and bonuses for successfully completing their vocational schooling.

The master's program for students once again proved to be a success. With highly flexible working hours, it offers master's students the opportunity to gain practical experience in the aerospace industry and build a close relationship with FACC.

Collaborating with schools was one of the main employer branding objectives of the past year. FACC was able to further expand its cooperation with schools and offer sponsorship to two new school classes. In addition, an exciting new school project was launched: the FACC HELD drone. As part of this project, students from the higher technical colleges HTL Ried, HTL Andorf, HTL Braunau and HTL Vöcklabruck were invited to develop and produce a parcel drone. Students from different schools work together as a team, with each school focusing on a specific area. The project includes two internships for students and the opportunity to write a thesis. The test flight of the drone is scheduled to take place in spring 2026. The HELD drone project is a good opportunity for FACC to strengthen its visibility in schools.

8.3. Global family

As an international corporation with employees from 50 countries, FACC attaches great importance to cross-cultural dialogue. In order to ensure good cooperation between staff, a large number of our employees attend language and intercultural training courses.

In the future, we will be organizing "International Cafés" at regular intervals to give our international members of staff the opportunity to exchange ideas with other colleagues at FACC, and to benefit from their experiences, challenges and practical advice for everyday life in Austria. In addition, individually tailored information and solutions for all aspects of everyday life will be provided through our cooperation with the "Initiative Lebensraum Innviertel" association. The focus of each event will be based on the needs and wishes of our international workforce.

Corporate formats such as the quarterly "Flight Club" were held on the company premises. We continued our numerous collaborations with authorities, foundations, schools and research-related institutions in order to bring the right employees and the right know-how on board quickly.

8.4. In-house development of young talents

FACC also gives high priority to the training of its apprentices. At the end of the 2023 financial year, a total of 39 apprentices were enrolled in 8 different apprentice training programs at FACC. As a visible recognition of the quality of its apprentice training, the company was awarded the “State-Honored Training Company” prize by the Federal Ministry of Education, Science and Research.

FACC offers aspiring young apprentices highly specialized training programs in design engineering, metal working technology with milling, cutting and machining techniques as a main module, plastics process engineering, plastics technology, process engineering, information technology, and application development – coding and purchasing. At FACC, apprentices have access to the latest technologies and equipment in the company as soon as they start their training. This gives them the opportunity to apply their innovative spirit and commitment to develop into the experts of the future.

8.5. FACC grant

The FACC grant with a total value of approximately EUR 100,000 was awarded for the first time in the 2019 financial year in the study course “Lightweight Design and Composite Materials” at the University of Applied Sciences in Wels. In 2022, four new students were admitted to this study program. Students receive monthly financial support. In addition, FACC covers their tuition fees, offers internships in its plants, provides guidance and assistance through competent FACC employees, and allows students to take part in training courses, among numerous other perks. Three new scholarships were awarded last year as part of the FACC grant program. In total, FACC is now offering scholarships to seven students enrolled in the “Lightweight Design and Composite Materials” course at the University of Applied Sciences Wels.

8.6. Diversity

The key importance of diversity and internationality as corporate success factors is indisputable. The diverse workforce comprising 50 nationalities brings with it a wealth of different perspectives and requirements, which FACC is aware of.

Focusing on the various aspects of life-stage-oriented work not only fosters a diverse workforce, but also opens up opportunities for growth in times of a skilled labor shortage.

Job sharing

The number of different working time models at FACC has tripled in the last two years. The emphasis is on offering employees flexibility and new approaches that also enable part-time staff to take on management positions. Job sharing offers highly flexible working time arrangements, e.g. for lateral or career changers, staff returning from parental leave or those in further training and education. It also caters to older employees, staff leaving the company and those who wish to keep their knowledge and experience within the company through innovative offers and working models.

Promotion of women

The "HTLerinnen" mentoring program is directed at female students in the 11th grade of higher technical colleges (HTL). FACC has been involved in this program since last year, and is providing four female students from the higher technical colleges in Andorf, Braunau and Wels with an internal FACC mentor who is available to the young women as a sparring partner. In addition, FACC offers the participants summer internships and the opportunity to write a thesis.

Wings for Women

The FACC Wings for Women network got off to a great start last September with a kick-off event attended by around 130 people. The aim of the Wings for Women network is to promote equal opportunities, female empowerment and to increase the proportion of women in management positions. Four network events are offered each year, providing targeted impetus for the advancement of women through expert input, workshops and networking opportunities.

These measures not only contribute to the development of a diverse and inclusive corporate culture, but also sustainably strengthen the company's innovative power and success on a global level.

9. SUSTAINABILITY MANAGEMENT

The Sustainability Report of the FACC Group is prepared in accordance with the GRI (Global Reporting Initiative) standards and the requirements of the Austrian Sustainability and Diversity Improvement Act (NaDiVeG) and reported as a non-financial section in accordance with Section 267a of the Austrian Commercial Code (UGB). It is not yet part of the management report for the 2023 financial year.

10. REPORT ON BRANCH OFFICES

FACC AG does not operate any branch offices.

11. DISCLOSURES PURSUANT TO SECTION 243A OF THE AUSTRIAN COMMERCIAL CODE (UGB)

11.1. Reporting on the key features of the internal control and risk management system with regard to accounting procedures

Pursuant to Section 243a para 2 of the Austrian Commercial Code (UGB), FACC is required to give an account of the key features of its internal control and risk management system with regard to the accounting process. In accordance with Section 82 of the Austrian Stock Corporation Act (AktG), the Management Board of FACC has to ensure that an accounting and internal control system is in place, which complies with the company's requirements. Thus, the Management Board bears full responsibility for the implementation of an adequate internal control and risk management system with regard to the accounting process.

The key features of risk management and the internal control system are laid down in FACC's risk management and finance manuals. Among other things, these manuals describe and identify key finance and controlling processes and their associated risks.

The accounting-related internal control system is designed to guarantee timely, uniform and correct recording of all business processes and transactions, while ensuring that well-founded statements about the company's current business situation can be made at all times.

The measures and rules include, amongst others, the separation of functions, the dual control principle, rules governing authorized signatories, only joint signatory powers for authorizing payments, which are restricted to a small number of persons, as well as system-supported checks by SAP, the IT software in use.

FACC has been using this software in almost all areas across the company for more than ten years. The regularities of the SAP systems have been implemented in all relevant business processes.

In the course of monthly reporting to the Management Board and second-level management, especially comparisons between actual and budgeted figures are made. During its quarterly meetings, the Supervisory Board of FACC AG is informed about current business performance and forecasts regarding the Group's further course of business. In its meetings, the Audit Committee of the Supervisory Board dealt, amongst others, with topics such as the internal control system, risk management and measures to mitigate internal control risks.

Within the framework of the budgeting process, budget costs are planned for each individual cost center. Every cost center manager is responsible for not exceeding budgeted costs and keeping in line with planned investments. All investment projects are subject to prior approval by the Management Board. Investments running over budget must also be approved by the Supervisory Board.

11.2. Disclosures on capital, share, voting and control rights and associated obligations

The FACC Group's share capital amounted to EUR 45,790,000 as of 31 December 2023 and is divided into 45,790,000 no-par value bearer shares. All shares have been admitted to trading in the Prime Market segment of the Vienna Stock Exchange. Each share corresponds to one vote at the Annual General Meeting.

As of 31 December 2023, AVIC Cabin Systems Co. Limited (formerly FACC International Company Limited) held, either directly or indirectly, 55.5 percent of the shares of FACC.

As of the balance sheet date of 31 December 2023, no other shareholders were known to hold more than 10 percent of the share capital.

The free float of FACC shares amounted to 44.5 percent, or 20,397,364 shares, on 31 December 2023.

There are no shares conferring special control rights.

FACC does not have an employee stock option plan in place under which employees do not directly exercise their voting rights for their shares in the company.

11.3. Authorized capital

At the 9th Annual General Meeting on 8 May 2023, a resolution was passed to revoke the authorization granted to the Management Board at the 5th Annual General Meeting on 9 July 2019 to increase the company's share capital by up to EUR 9,000,000.00 against cash or non-cash contributions, in several tranches if necessary, within five years of entering the relevant amendment to the Articles of Association in the commercial register. At the same time, the Management Board was authorized, with the approval of the Supervisory Board, to increase the company's share capital by up to EUR 19,895,000.00 by issuing up to 19,895,000 new no-par value bearer shares against cash or non-cash contributions, if necessary in several tranches, within five years of the entry of the amendment to the Articles of Association resolved on 8 May 2023 in the commercial register. The new shares may be issued under exclusion of shareholders' subscription rights.

11.4. Conditional capital

At the ordinary Annual General Meeting on 9 July 2019, a resolution was passed approving the creation of conditional capital. The Management Board is thus entitled, subject to the approval of the Supervisory Board, to increase the share capital by a nominal amount of up to EUR 3,000,000 by issuing up to 3,000,000 new shares against cash or non-cash contributions within at most five years from the registration of the authorized conditional capital in the commercial register. This authorized conditional capital serves the purpose of granting stock options to employees, senior executives and members of the Management Board of the company, or one of its affiliated companies, as part of a company stock option plan. The capital increase is earmarked and may only be carried out to the extent that option holders exercise their options under a stock option plan of the company.

11.5. Provisions for the appointment of the Management Board and Supervisory Board

As long as AVIC Cabin Systems Co. Limited (formerly FACC International Company Limited) is a shareholder of FACC with a stake of at least 25 percent of the current share capital, AVIC Cabin Systems Co. Limited has the right to appoint up to one third of all members of the Supervisory Board in accordance with Article 11 of FACC's Articles of Association.

There are no other provisions in the Articles of Association that go beyond the statutory provisions governing the appointment of the Management Board and Supervisory Board and the amendments to the Articles of Association.

11.6. Other disclosures

As of 31 December 2023, FACC AG held no treasury shares.

FACC is unaware of any restrictions regarding the voting rights of FACC shares and any transfer thereof, including any restrictions resulting from agreements between shareholders.

No compensation agreements exist between FACC and the members of its Management and Supervisory Boards in the event of a public takeover bid.

Agreements regarding the promissory note loan of 2019 and the syndicated loan financing of 2018 include change-of-control clauses. Lenders shall be entitled to exercise their right of termination if

- a person or a group of persons acting in concert acquires (direct or indirect) control over the guarantor (FACC AG), or
- the guarantor (FACC AG) no longer directly or indirectly holds or controls at least 75 percent of the capital shares or voting rights of the borrower (FACC Operations GmbH).

12. OUTLOOK

12.1. The civil aviation market

Development of air traffic volumes

In 2023, the aviation industry continued to see a further recovery in demand for aircraft. According to the International Air Transport Association (IATA), global revenue passenger kilometers increased by 42 % compared to the previous year. This positive development marks a significant step towards full recovery, with a return to 89 % of pre-crisis volumes in spite of various challenges faced by airlines, including labor shortages, supply chain constraints, high inflation and geopolitical tensions.

Some route sections lagged behind their 2019 levels in 2023. These include international flights to and from Asia, which nevertheless recorded the highest annual growth compared to 2022, displaying significant momentum in the region since the reopening of key borders. In contrast, route markets between the Middle East and North America outperformed their 2019 levels.

Given the current global environment, IATA forecasts further growth in air traffic and a continued increase in industry profitability until 2024, albeit at a slower pace than in 2023.

Demand for aircraft

Despite the challenging economic conditions marked by high inflation in the past year in particular, the aircraft industry is continuing its growth trend supported by an increase in flight volumes, particularly measured in passenger kilometers. This positive development reflects the airlines' existing demand for new and more efficient aircraft, which in part exceeds the industry's currently available production capacities.

In the past year, Airbus recorded an impressive order intake with a total of 2,319 gross orders and 2,094 net orders for aircraft. More than half of the aircraft ordered, i.e. 1,835 aircraft, are part of the A320 family. This underlines the lasting appeal of this aircraft series for airlines worldwide.

Airbus' order figures are reflective of the industry's long-term forecasts. Boeing estimates demand at a total of 42,595 new aircraft by 2042, while Airbus anticipates demand of 40,850. However, it should be noted that Airbus does not include aircraft with a seating capacity of less than 100 passengers (regional jets) in its forecasts, while Boeing does. These figures illustrate the manufacturers' long-term confidence in the demand for aircraft and the need to adjust production accordingly.

Despite these positive signals, the industry continues to face challenges such as the further stabilization of supply chains or the recruitment of qualified personnel.

12.2. The FACC Group

Key projects in the financial year 2024

Increasing its profitability remains FACC's primary goal, with the company also aiming for sustainable growth in 2024. For the coming year, management has set itself the following priorities:

- profitable growth in all segments of FACC
- gradually increasing the cash flow and EBIT margin
- further reducing net debt
- ensuring further technological advancements

Europe, and Central Europe in particular, is facing numerous challenges as a business location. Inflation in the Western markets remains high, calling for consistent cost management accompanied by continuous measures to increase efficiency. FACC is systematically countering cost increases through the continuous improvement of its logistics and work processes, automation measures and the digitalization of processes. Approximately 70 percent of its product costs are attributable to the purchase of materials. Here, too, the company is taking a strategic approach to continuously evaluate the supply chain and attempt to sustainably reduce material costs through the use of alternative materials as well as targeted resourcing. To this end, FACC has introduced an all-embracing supply chain program (C.O.M.P.E.T.E.). The aim of the program is to (i) reduce the number of suppliers while increasing the purchasing volume from strategic partners, (ii) take greater advantage of procurement locations in low-cost countries and (iii) reduce costs through targeted insourcing and vertical integration.

Following the scheduled start-up of production at our new location in Croatia in 2022, planning of the plant expansion was begun in the same year. The tripling of the plant's area began in 2023 and is due to be completed by mid-2024. The aim is to expand the plant's workforce to around 600 employees by 2025. In order to counteract the sharp rise in personnel costs and ensure FACC's long-term competitiveness, particularly in the Cabin Interiors division, the company is endeavoring to further relocate and thus increase production volumes to Croatia.

Recovering the above-average inflationary increases in energy, material, logistics and personnel costs will remain a key focus of contract management at FACC.

From today's perspective, the industry anticipates that the aerospace sector will bring new aircraft models onto the market by the end of the decade. The next generation of aircraft is expected to further increase efficiency through new technologies, thereby making the goal of zero-carbon flights technologically feasible by 2050. Within FACC's R&D environment, research is being conducted in eight thematic areas (materials, processes, recyclability of products, automation, digitalization, rate capability, optimized system weight, improved aerodynamics), and in around 60 detailed projects within each of these eight areas.

Activities in the new Advanced Air Mobility (AAM) segment will continue to develop positively in 2024. FACC currently maintains business relationships with key customers and is party to contracts for services relating to the development and production of lightweight components/systems for passenger and logistics drones. By 2027, existing customers will have commissioned development services worth approximately EUR 90 million. Based on current market and customer information, airworthiness certification is expected in the course of 2025. Significant product sales and thus possible additional sales growth are still dependent on such regulatory approvals.

According to the latest market forecasts, production rates for all major aircraft types will continue to rise, both for commercial aircraft and business jets. As predicted in the past, the production rates for wide-body aircraft (A350, B787, B777) will also increase significantly again in 2024, albeit with a time lag. FACC stands to benefit from this development on the aircraft market, with capacity utilization at all plants remaining favorable.

On the basis of general forecasts and customer information received, FACC's management anticipates further revenue growth of 10-15 percent and a further improvement in earnings in the 2024 financial year. This forecast is based on the assumption that the general economic situation will not deteriorate further and that no unexpected adverse events will occur in 2024.

Ried im Innkreis, 15 March 2024

Robert Machtlinger m.p.
Chairman of the Management Board

Andreas Ockel m.p.
Member of the Management Board

Zhen Pang m.p.
Member of the Management Board

Consolidated Profit and Loss Statement

for the period from 1 January 2023 to 31 December 2023

	Note	2022 EUR000	2023 EUR000
Revenues	8	606,977	736,202
COGS - Cost of Goods sold	9	–558,467	–645,918
Gross Profit		**48,509**	**90,284**
Research and technology expenses	10	–1,444	–2,248
Selling expenses	11	–9,075	–8,593
Administration expenses	12	–46,348	–65,326
Other operating income	13	14,841	8,908
Other operating expenses	14	–1,015	–5,536
Earnings before interest and taxes (EBIT)		**5,469**	**17,490**
Financing expenses	17	–10,547	–19,900
Other financial result	17	1,934	2,417
Financial result		**–8,614**	**–17,483**
Earnings before taxes (EBT)		**–3,144**	**7**
Income taxes	18	2,160	9,099
Earnings after taxes		**–984**	**9,106**
Undiluted (=Diluted) earnings per share (in EUR)	19	**–0.02**	**0.20**
Issued shares (in shares)		**45,790,000**	**45,790,000**

Consolidated Statement of Comprehensive Income

for the period from 1 January 2023 to 31 December 2023

	Note	2022 EUR'000	2023 EUR'000
Earnings after taxes		**–984**	**9,106**
Currency translation differences from consolidation	32	22	–212
Cash flow hedges	32	–1,855	11,783
Tax effect	18	284	–2,710
Items subsequently reclassified to profit and loss		**–1,549**	**8,861**
Revaluation effects of termination benefits	34	191	–1,096
Fair-Value measurement of securities (Fair Value through other comprehensive income)	32	–76	21
Tax effect	18	–102	229
Items not subsequently reclassified to profit and loss		**13**	**–845**
Other comprehensive income after taxes		**–1,536**	**8,016**
Total comprehensive income		**–2,520**	**17,122**

Consolidated Statement of Financial Position

as of 31 December 2023

ASSETS

	Note	31.12.2022 EUR'000	31.12.2023 EUR'000
Intangible assets	20	5,030	10,728
Property, plant and equipment	21	156,034	164,317
Receivables from customer-related engineering	22	27,427	24,525
Contract assets	23	3,318	6,315
Contract costs	24	71,248	61,118
Other financial assets	25	422	443
Receivables from related companies	26, 47	3,071	2,964
Derivative finanicial instruments	44	2,987	537
Other receivables	27	10,236	21,510
Deferred taxes	18	19,113	26,696
Non-current assets		**298,885**	**319,152**
Inventories	28	116,325	158,609
Customer-related engineering	29	11,488	23,675
Trade receivables	30	61,065	66,003
Receivables from related companies	47	20,155	14,819
Current tax income receivables		158	682
Derivative financial instruments	44	0	7,421
Other receivables and deferred items	30	43,259	17,474
Cash and cash equivalents	31	102,691	98,644
Current assets		**355,140**	**387,329**
Balance sheet total		**654,025**	**706,481**

EQUITY AND LIABILITIES

	Note	31.12.2022 EUR'000	31.12.2023 EUR'000
Share capital	32	45,790	45,790
Capital reserve	32	221,459	221,459
Currency translation reserve	32	–533	–745
Other reserves	32	–9,910	–1,682
Balance sheet loss	32	–53,324	–44,218
Equity		**203,481**	**220,603**
Promissory note loans	37	70,000	45,500
Lease liabilities	37	65,288	63,137
Other financial liabilities	37	5,034	49,979
Investment grants	33	7,266	6,434
Employee benefit obligations	34	9,280	10,948
Other liabilities		1,970	6,453
Deferred tax liabilities	18	281	299
Non-current liabilities		**159,120**	**182,751**
Promissory note loans	37	0	24,500
Lease liabilities	37	7,450	8,998
Other financial liabilities	37	143,522	115,791
Derivative financial instruments	44	16,536	0
Contract liabilities from customer-related engineering	35	19,350	24,096
Trade payables		66,655	94,405
Liabilities towards related companies	47	12,016	9,560
Investment grants	33	1,009	1,048
Income tax liabilities		252	562
Other provisions	36	11,421	1,278
Other liabilities and deferred items	38	13,212	22,888
Current liabilities		**291,424**	**303,127**
Balance sheet total		**654,025**	**706,481**

Consolidated Statement of Changes in Equity

for the period from 1 January 2023 to 31 December 2023

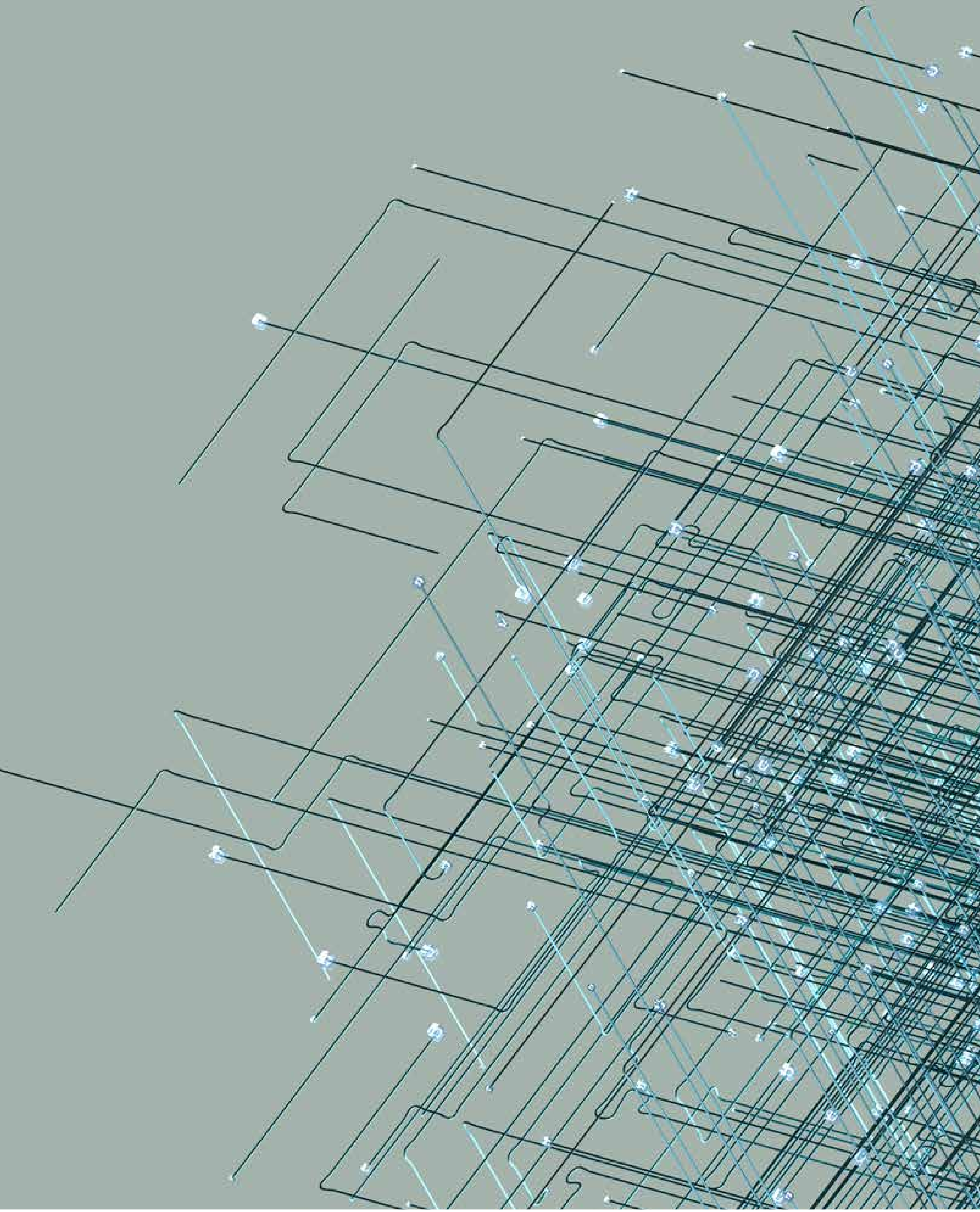
		Attributable to shareholders of the parent company			
	Note	Share capital EUR'000	Capital reserves EUR'000	Currency translation reserve EUR'000	
As of 1 January 2022		**45,790**	**221,459**	**–555**	
Earnings after taxes		0	0	0	
Other comprehensive income after taxes	32	0	0	22	
Total comprehensive income		**0**	**0**	**22**	
As of 31 December 2022		**45,790**	**221,459**	**–533**	
As of 1 January 2023		**45,790**	**221,459**	**–533**	
Earnings after taxes		0	0	0	
Other comprehensive income after taxes	32	0	0	–212	
Total comprehensive income		**0**	**0**	**–212**	
As of 31 December 2023		**45,790**	**221,459**	**–745**	

	Attributable to shareholders of the parent company				
	Other reserves				
	Securities - Fair Value through Other comprehensive Income EUR'000	Cash flow hedges EUR'000	Reserves IAS 19 EUR'000	Balance sheet loss EUR'000	Total equity EUR'000
	8	**–5,346**	**–3,014**	**–52,340**	**206,002**
	0	0	0	–984	–984
	–58	–1,571	71	0	–1,536
	–58	**–1,571**	**71**	**–984**	**–2,520**
	–50	**–6,917**	**–2,943**	**–53,324**	**203,481**
	–50	**–6,917**	**–2,943**	**–53,324**	**203,481**
	0	0	0	9,106	9,106
	17	9,073	–861	0	8,016
	17	**9,073**	**–861**	**9,106**	**17,122**
	–34	**2,155**	**–3,804**	**–44,218**	**220,603**

Consolidated Statement of Cash Flows

for the period from 1 January 2023 to 31 December 2023

	Note	2022 EUR'000	2023 EUR'000
Earnings before taxes (EBT)		–3,144	7
plus financial result	17	8,614	17,483
Earnings before interest and taxes (EBIT)		**5,469**	**17,490**
plus/minus			
Depreciation, amortization and impairment	16	22,818	23,077
Amortization contract costs	24	26,075	16,007
Additions contract costs		–9,017	–5,876
Income from the reversal of investment grants	33	–317	–345
Change in employee benefit obligations	34	–129	573
Other non-cash expenses/income	39	–738	2,713
Gross cash flow		**44,161**	**53,638**
Change in working capital			
Change in inventory and customer-related engineering	28, 29	–30,812	–54,363
Change in trade receivables and other receivables, receivables from customer-related engineering and contract assets	27, 30	–9,410	12,029
Change in trade payables and other liabilities	38	20,672	35,099
Change in current provisions	36	–19,270	–10,143
Cash flow from ongoing activities		5,341	36,261
Interest received	40	183	798
Taxes paid	18	–44	–491
Cash flow from operating activities		**5,480**	**36,568**
Payments for the acquisition of non-current assets	20, 21, 41	–8,604	–19,379
Proceeds from the disposal of non-current assets	20, 21, 41	17	0
Cash flow from investing activities		**–8,586**	**–19,379**
Proceeds from interest-bearing liabilities	37	10,565	114,203
Repayments of interest-bearing liabilities	37	–5,200	–96,988
Outflows from leasing agreements	37	–8,520	–9,331
Interest paid	40	–10,212	–20,155
Cash flow from financing activities		**–13,367**	**–12,272**
Net changes in cash and cash equivalents		**–16,474**	**4,917**
Cash and cash equivalents at the beginning of the period		114,966	102,691
Effects from foreign exchange rates		4,198	–8,964
Cash and cash equivalents at the end of the period		**102,691**	**98,644**



Notes to the Consolidated Financial Statements

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. Basis of preparation of the Consolidated Financial Statements

The Consolidated Financial Statements of FACC AG as of 31 December 2023 were prepared in accordance with the International Financial Reporting Standards (IFRS) issued by the International Accounting Standards Board (IASB) and the interpretations of the IFRS Interpretations Committee (IFRSIC) as adopted by the European Union (EU). According to section 245a of the Austrian Company Code (UGB), these Consolidated Financial Statements are subject to exception under Austrian law. All additional requirements of section 245a (1) of the Austrian Company Code (UGB) have been fulfilled.

The Consolidated Financial Statements are prepared as of the balance sheet date of the parent company, FACC AG. The financial year begins on 1 January and ends on 31 December 2023. The annual financial statements of the individual domestic and foreign companies included in the Consolidated Financial Statements are prepared as of the reporting date of the Consolidated Financial Statements.

Accounting and valuation within the Group are carried out according to uniform criteria. The Consolidated Financial Statements were prepared on a going concern basis. For the sake of clarity, the "Consolidated Profit and Loss Statement", the "Statement of Comprehensive Income", the "Consolidated Statement of Financial Position", the "Consolidated Statement of Changes in Equity" and the "Consolidated Statement of Cash Flows" have been summarized and are explained separately in the Notes according to the materiality principle.

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 Consolidated Financial Statements are 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 Statements, were applied unchanged and supplemented by new IFRS standards to be applied from this financial year onwards (see Note 49 – Effects of new and amended standards). A description of the accounting and valuation principles is given in Note 48 – Accounting and valuation policies.

The aim of sustainability management is to take into account the impact on the environment and society in all business processes and to reconcile the company's economic and ecological-social values. Sustainability management and the operating units work closely together on this. Key objectives are the reduction of fuel consumption through weight reduction, recycling management and the use of ecologically recyclable materials. These are long-term topics on which the FACC Group is continuously working. On the sales side, such topics are discussed with the largest customers and have an increasing influence on the new and further development of components and tooling. On the procurement side, these topics are relevant when selecting suppliers. In the production process, this topic affects new processes and methods in production. The topic of sustainability also flows into the product creation and development process.

From a current perspective, these objectives do not yet have a direct impact on the consolidated financial statements.

In general, the aviation industry is expected to continue to grow. Both Airbus and Boeing expect a steady upward trend in air traffic, especially in the Asian markets, underpinning the need for new aircraft. Boeing and Airbus, for example, expect average annual growth in passenger kilometers of 3.8% through 2041, with fleets expected to expand by 2.8% annually over the same period.

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 31 December 2023 remained unchanged compared to 31 December 2022. The group comprises nine companies, including FACC AG.

FACC AG comprised the following subsidiaries on 31 December 2023 or 31 December 2022:

Company	Headquaters	Issued and fully paid nominal capital	Currency	Direct share	Primary activities
FACC Operations GmbH	Ried im Innkreis, Austria	127,000,000	EUR	100%	Development & production of aircraft components; customer service & repair
FACC Solutions (Canada) Inc.	Montreal, Canada	10,000	CAD	100%	Production; customer service & repair
FACC Solutions Croatia d.o.o.	Jakovlje, Croatia	2,717	EUR	100%	Production
FACC Solutions Inc.	Wichita, Kansas, USA	10,000	USD	100%	Customer service & repair
FACC Solutions s.r.o.	Bratislava, Slovakia	6,639	EUR	100%	Design & engineering
FACC (Shanghai) Co., Ltd	Shanghai, China	2,000,000	RMB	100%	Design & engineering
FACC Solutions Private Limited	Pune, India	20,420,530	INR	100%	Design & engineering
CoLT Prüf und Test GmbH	St. Martin, Austria	35,000	EUR	100%	Design & engineering

4. Consolidation methods

The capital consolidation of fully consolidated affiliates is performed according to the acquisition method, which involves comparing the consideration paid with the revalued net assets (equity) of the acquired entity at the time of acquisition. Under IFRS 3, assets, liabilities and contingent liabilities, to the extent that they can be identified, are recognized at fair value on initial consolidation; any remaining positive difference between the procurement costs and the revalued equity share is capitalized as goodwill in the respective segment in the respective national currency. A negative difference is recognized in the Profit and Loss Statement under other operating income.

Revenues, earnings and expenses as well as receivable and liability settlements between consolidated companies are eliminated.

Interim results of non-current and current assets resulting from intra-group transactions are eliminated.

5. Currency conversion

The Consolidated Financial Statements are prepared in euros, the functional currency of FACC AG.

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

Monetary assets and liabilities denominated in a foreign currency are translated into the functional currency using the closing conversion rate at each balance sheet date. All exchange rate differences are recorded to profit or loss. Non-monetary items measured at historical cost in a foreign currency are translated at the exchange rate on the date of the transaction.

The items in the profit and loss statements of foreign consolidated companies are converted at average period rates.

Currency conversion differences between the closing conversion rate or historical rates on the balance sheet and the average rate on the Profit and Loss Statement are recorded as part of the other comprehensive income in equity.

Exchange rate differences arising from the conversion of transactions and monetary balance sheet items in foreign currencies are recorded to profit or loss at the exchange rates applicable at the time of the transaction or valuation.

The following exchange rates were used for currency conversions:

		Closing rate		Average rate	
Currency	Abbrev.	31.12.2022	31.12.2023	2022	2023
Canadian dollar	CAD	1.4440	1.4642	1.3695	1.4595
Indian rupee	INR	88.1710	91.9045	82.6864	89.3001
Croatian kuna	HRK	7.5365	- [1]	7.5349	- [1]
Chinese renminbi yuan	CNY	7.3582	7.8509	7.0788	7.6600
US dollar	USD	1.0666	1.1050	1.0530	1.0813

[1] the Croatian kuna was replaced by the euro on 1.1.2023

6. Use of assumptions and estimates

The preparation of the Consolidated Financial Statements requires management to make use of certain estimates and assumptions regarding the future, including climate-related opportunities and risks which have an impact on the amounts of the reported assets and liabilities as well as contingent liabilities, on 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 underlying discretionary decisions are reviewed on an ongoing basis and are therefore in line with the FACC Group's risk reporting and climate commitments. Should estimates need to be adjusted, these will be recorded prospectively.

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.

In general, climate-related effects and risks are also taken into account. Looking at the general market assessments of the major OEMs, the topic is having a positive impact on demand. General weight reductions and the resulting fuel savings etc. are driving demand for new aircraft. This issue is reflected in particular in assumptions for impairment tests in accordance with IAS 36 and IFRS 15.

The effects of inflation and interest rate increases were taken into account in the measurement of personnel-related provisions and the interest rates used to discount future cash flows as part of the measurement of non-current assets. Please refer to the explanations in the respective notes.

Contract costs were **tested for impairment** in the course of the 2023 financial year to the extent that there were indications of impairment, such as expected losses within the framework of multi-year planning. The intrinsic value was assessed by calculating the value in use of the development projects using the discounted cash flow method. The recoverable amount depends to a large extent on expected cash inflows from the respective projects including the associated series deliveries, as well as the applied cost of capital. With respect to these parameters, management calculates estimates and makes assumptions relating to FACC's future surplus payments and capital costs expected in the planning periods as well as the individual cash-generating units. or the years of specific development projects beyond the detailed planning period, the planning assumptions of the previous planning year are updated, limited by management estimates based on external market analyses and customer forecasts. The maximum term is 20 years. Estimates are made to the best of our knowledge and belief subject to the going concern assumption, build on our experience and take remaining uncertainty into account in an appropriate manner.

The calculation for the impairment test in accordance with IFRS 15 is as follows. The cash flows determined for future years at project level are discounted using the WACC and compared with the project-related capitalized costs.

When assessing the need for impairment, the company distinguishes between impairment tests in accordance with IFRS 15 for contract fulfillment costs, whereby tests are carried out at the level of individual or joint projects (same aircraft type, etc.), and impairment tests in accordance with IAS 36 at the level of cash-generating units (segments).

A sensitivity analysis was performed to illustrate the effects of changing parameters in the planning calculation on the Consolidated Profit and Loss Statement by impairment test according to IAS 36. The planning assumptions made for the impairment test and the sensitivity analysis are explained in more detail in Note 21 – Property, plant and equipment.

The **useful life of property, plant and equipment** is derived from estimates based on the operation of comparable assets. The useful lives thus determined are constantly checked for their continued validity and, if necessary, adjusted. The average useful lives are specified in Note 48 – Accounting and valuation policies.

The FACC Group determines the **lease term** as the non-cancellable term of the lease, together with any periods covered by an option to extend the lease if it is reasonably certain to be exercised, or any periods covered by an option to terminate the lease, if it is reasonably certain not to be exercised.

The FACC Group has one lease contract that includes extension and termination options. The Group applies judgement in evaluating whether it is reasonably certain that the option to renew or terminate the lease will be exercised or not. That is, it considers all relevant factors that create an economic incentive for it to exercise either the renewal or termination. After the commencement date, the Group reassesses the lease term if there is a significant event or change in circumstances that is outside its control and affects its ability to exercise or not to exercise the option to renew or to terminate (e.g., construction of significant leasehold improvements or significant customization to the leased asset).

The FACC Group cannot readily determine the interest rate implicit in the lease; therefore, it uses its **incremental borrowing rate** to measure lease liabilities. The incremental borrowing rate is the rate of interest that the FACC Group would have to pay to borrow over a similar term, and with a similar security, the funds necessary to obtain an asset of a similar value to the right-of-use asset in a similar economic environment. The incremental borrowing rate therefore reflects what FACC 'would have to pay', which requires estimation when no observable rates are available or when they need to be adjusted to reflect the terms and conditions of the lease. The FACC Group estimates the incremental borrowing rate using observable inputs (such as market interest rates) when available and is required to make certain entity-specific estimates.

Receivables from customer-related engineering are recognized at the present value of future incoming payments for development costs incurred, whereby the estimates for determining this value are based on the budget approved by the Supervisory Board for the coming financial year and medium-term planning for the next five years. Internal planning is based on management's assessments, which are based on external market analyses and customer forecasts.. In addition, the forward-looking model of expected credit losses specified in IFRS 9 is used. This requires considerable discretionary decisions regarding the extent to which expected credit losses are influenced by changes in economic factors. This assessment is determined on the basis of weighted probabilities.

The impairment of trade receivables, receivables from customer-related engineering and contract assets is determined on an individual basis, taking into account expected future incoming payments.

The calculation of deferred tax assets requires assumptions to be made regarding future taxable earnings and the timing of the realization of deferred tax assets. However, as future business performance is uncertain and cannot be fully influenced by FACC, the valuation of deferred taxes is subject to uncertainties.

"Slow-moving" inventory items, which are classified according to product groups, are subject to specific write-downs. The system identifies materials with a storage period of more than 24 months as slow-moving inventory items.

Employee benefit obligations are determined on the basis of actuarial calculations made by actuaries. Actuarial valuations are based on assumptions about discount rates, future wage and salary increases and mortality rates. When determining the appropriate discount rate, management bases its calculations on long-term market interest rates. The applied mortality rate is derived from publicly available mortality tables in the respective country. Future wage and salary increases are calculated on the basis of expected future inflation rates for the respective country. All assumptions are reviewed and evaluated at each balance sheet date. Further details on the assumptions made and sensitivities are given in Note 34 – Employee benefit obligations.

Provisions for warranties are determined according to a standardized process. These risks are calculated by the division heads at each balance sheet date and are then assessed by management. Where a risk has to be taken into account, the respective area of responsibility must make the best possible estimate of the provision to be recognized on the basis of empirical values and individual assessments. Provisions are regularly adjusted to incorporate new findings.

Pending losses are immediately recorded as expenses if the total contract costs are expected to exceed the contract revenues over a period of 5 years (medium-term planning). In order to determine the contract costs, management must make a substantial number of estimates regarding the fulfillment of certain performance requirements as well as the development of productivity improvements and warranty expenses.

In addition, it is also necessary to assess whether individual agreements with customers are to be considered contracts. This depends, in particular, on whether delivery obligations were negotiated jointly and relate to the same economic context.

Within the framework of customer and supplier contracts, estimates must also be made with regard to the outcome of disputes regarding additional claims on the part of FACC and counterclaims of the customer and supplier. These are partially dependent on the outcome of legal disputes. Subsequent claims are only recognized in exceptional cases if an external legal opinion exists that confirms the enforceability of the amount and reason for the subsequent claim with a very high probability. Provisions are also recognized on the basis of the legal opinions obtained to assess the risks from counterclaims of a significant amount, taking into account all opportunities and risks.

FACC was not involved in any passive lawsuits or exposed to threats of lawsuits in the financial year 2023. However, there are out-of-court negotiations with customers and suppliers, the outcome of which is subject to management estimates. These estimates are based on external legal letters and the assessment of the internal legal department.

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 operating 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 operating 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 operating 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.

	Aerostructures EUR'000	Engines & Nacelles EUR'000	Cabin Interiors EUR'000	Total EUR'000
Financial year 2022				
Revenues	235,123	97,295	274,558	**606,977**
Earnings before interest and taxes (EBIT)	3,945	532	992	**5,469**
Investments	3,439	1,651	3,513	**8,604**
Depreciation, amortization and impairment	–10,229	–4,757	–7,832	**–22,818**
Assets on 31 December 2022	271,556	114,211	268,258	**654,025**
of which non-current assets 31 December 2022	127,191	39,312	96,554	**263,057**

	Aerostructures EUR'000	Engines & Nacelles EUR'000	Cabin Interiors EUR'000	Total EUR'000
Financial year 2023				
Revenues	272,372	129,737	334,093	**736,202**
Earnings before interest and taxes (EBIT)	12,887	13,522	–8,919	**17,490**
Investments	3,847	2,171	13,361	**19,379**
Depreciation, amortization and impairment	–10,462	–4,811	–7,805	**–23,077**
Assets on 31 December 2023	279,452	121,838	305,190	**706,481**
of which non-current assets 31 December 2023	127,422	39,110	100,470	**267,003**

Total segment revenues represent external revenues generated from external parties. Revenues broken down by geographical area are presented according to the location of the customer in Note 8 – Revenues.

For the financial year ending 31 December 2023, the Group generated revenues of kEUR 424,840 (previous year: kEUR 322,202 with one customer) with two external customer, of which exceeded 10% of total revenues. Sales revenues were generated from these customers in all three segments.

The non-current assets (intangible assets, property, plant and equipment, receivables from customer-related engineering, contract assets and contract costs) are located mainly in Austria, as in the previous year.

NOTES TO THE CONSOLIDATED PROFIT AND LOSS STATEMENT

8. Revenues

Revenues from contracts with customers are generated through the production of aircraft components, engineering services and other services in connection with the production of aircraft components. Revenues by type, segment and geographical area are presented below:

	2022	2023	2022	2023	2022	2023	2022	2023
	Aero-structures EUR'000	Aero-structures EUR'000	Engines & Nacelles EUR'000	Engines & Nacelles EUR'000	Cabin Interiors EUR'000	Cabin Interiors EUR'000	**Total EUR'000**	**Total EUR'000**
Production	208,588	257,139	92,167	117,118	244,687	319,000	**545,443**	**693,258**
Engineering and services	26,535	15,233	5,128	12,619	29,871	15,093	**61,534**	**42,945**
	235,123	272,372	97,295	129,737	274,558	334,093	**606,977**	**736,202**

	2022 EUR'000	2023 EUR'000
Germany	238,622	266,863
Canada	102,099	114,965
USA	67,066	97,615
Great Britain	81,024	91,314
Brazil	30,655	55,366
China	34,068	35,146
Other countries	53,443	74,935
	606,977	**736,202**

The FACC Group recognizes revenue from the sale of products as well as from development and other services almost exclusively for a specific point in time.

While trade receivables usually have payment periods of up to 90 days, some receivables from customer-related engineering as well as contract assets are subject to payment schedules including milestone payments.

Expected future sales for performance obligations not fulfilled (or partially not fulfilled) in the reporting period under existing contracts amount to kEUR 0 (previous year: kEUR 0). These performance obligations refer to fixed orders of shipsets still to be delivered or services still to be provided.

9. Cost of goods sold

	2022 EUR'000	2023 EUR'000
Material expenses	–383,158	–430,711
Personnel costs	–148,265	–183,974
Depreciation and amortization	–17,643	–17,171
General operating expenses	–9,401	–14,062
	–558,467	**–645,918**

10. Research and technology expenses

	2022 EUR'000	2023 EUR'000
Material expenses	–248	–400
Personnel costs	–800	–1,349
Depreciation and amortization	–226	–241
General operating expenses	–170	–259
	–1,444	**–2,248**

11. Selling expenses

	2022 EUR'000	2023 EUR'000
Material expenses	–730	–495
Personnel costs	–5,501	–4,917
Depreciation and amortization	–102	–134
General operating expenses	–2,742	–3,048
	–9,075	**–8,593**

12. Administration expenses

	2022 EUR'000	2023 EUR'000
Material expenses	–1,970	–1,536
Personnel costs	–22,663	–25,864
Depreciation and amortization	–4,847	–5,532
Effects from foreign exchange rates	–2,124	–9,757
General operating expenses	–14,743	–22,637
	–46,348	**–65,326**

13. Other operating income

	2022 EUR'000	2023 EUR'000
Income from public funding and tax-free grants	11,949	7,162
Other	2,892	1,746
	14,841	**8,908**

Income from public funding and tax-free grants mainly relates to loss compensation and the research premium.

There were no influences or effects from Covid-19 in the 2023 financial year. The effect on EBIT from the 2022 financial year related to other income in the amount of EUR 5,000 thousand due to the loss rate.

The item “Other” mainly includes income from compensation for damages.

14. Other operating expenses

The Other opertating expenses mainly includes expenses from prior periods and expenses for damage claims.

15. Personnel costs

	2022 EUR'000	2023 EUR'000
Wages and salaries	–138,627	–166,812
Expenses for statutory, compulsory social security contributions and benefits	–30,625	–37,436
Expenses for termination benefits and benefits to corporate employee pension funds	–2,330	–2,627
Pensions	–1,119	–1,063
Other social expenses	–4,527	–8,166
	–177,228	**–216,103**

Expenses for termination benefits and benefits to corporate employee pension funds include payments to corporate employee pension funds of kEUR 1,962 (previous year: kEUR 1,651).

The number of full-time equivalent employees on the balance sheet date was as follows:

	31.12.2022 Number	31.12.2023 Number
Blue collar	1,773	2,187
White collar	1,146	1,268
	2,920	**3,456**
Of which in Austria	2,444	2,851
Of which abroad	476	605

16. Depreciation

	2022 EUR'000	2023 EUR'000
Intangible assets	–1,307	–1,929
Property, plant and equipment	–21,511	–21,148
	–22,818	**–23,077**

Please refer to Note 20 – Intangible assets and Note 21 – Property, plant and equipment for information on the development of depreciation and amortization.

17. Financial result

	2022 EUR'000	2023 EUR'000
Interest from bank deposits	160	674
Valuation of financial assets	6	9
Other financial income	17	114
Accumulation	1,751	1,619
Other financial result	**1,934**	**2,417**
Interest expenses of bank loans	–4,418	–11,267
Interest expenses of lease liabilities	–1,774	–1,943
Discounting	–335	255
Other interest and similar expenses	–4,020	–6,946
Financing expenses	**–10,547**	**–19,900**
Financial result	**–8,614**	**–17,483**

Other interest and similar expenses primarily include forfaiting costs of kEUR 4,225 (previous year: kEUR 1,843), bank processing fees, loan commitment fees and guarantee and liability fees of kEUR 2,634 (previous year: kEUR 2,143).

The financial result is broken down according to the categories of IFRS 9 as follows:

31 December 2022	Operating result			Financial result		
	Valuation allowance EUR'000	Currency translation EUR'000	Valuation of derivative financial instruments EUR'000	Interest EUR'000	Result from fair value measurement EUR'000	Net financial result EUR'000
Financial assets at amortized costs	–1,291	–62,135	0	–335	0	**–63,761**
Financial liabilities at amortized costs	0	37,194	0	–4,418	0	**32,776**
Fair-Value through profit and loss	0	0	–3,509	0	0	**–3,509**
Fair value through other comprehensive income	0	0	0	6	0	**6**

31 December 2023	Operating result			Financial result		
	Valuation allowance EUR'000	Currency translation EUR'000	Valuation of derivative financial instruments EUR'000	Interest EUR'000	Result from fair value measurement EUR'000	Net financial result EUR'000
Financial assets at amortized costs	3,514	–58,560	0	255	0	**–54,791**
Financial liabilities at amortized costs	0	35,826	0	–11,267	0	**24,560**
Fair-Value through profit and loss	0	0	9,724	0	0	**9,724**
Fair value through other comprehensive income	0	0	0	9	0	**9**

18. Income taxes and deferred tax assets

Recorded income taxes include both taxes on income paid or owed by the individual companies as well as deferred taxes.

	2022 EUR'000	2023 EUR'000
Current taxes ongoing	–105	–948
Deferred taxes	2,266	10,046
	2,160	**9,099**

In financial year 2022, a reduction in the corporate income tax rate was resolved as part of the Austrian eco-social tax reform. The reduction in the corporate income tax rate will take place in two stages. Starting in 2023, the corporate income tax rate will be reduced from 25% to 24%. From 2024, the corporate income tax rate will be 23%.

The reasons for the difference between the Austrian corporate tax rate of 24% (previous year: 25%) valid in the 2023 financial year and the recorded group taxation rate are as follows:

	2022 EUR'000	2023 EUR'000
Income before taxes	**–3,144**	**7**
Calculated income taxes 24% (previous year: 25%)	786	–2
Deviating foreign tax rates	349	–215
Effect from change in tax rate	–1,405	
Catching up on previously unrecognized tax losses	236	8,351
Tax-free income	2,189	1,260
Expenses that cannot be deducted for tax purposes	–131	–252
Minimum corporate tax and withholding taxes	–38	
Tax effect from previous years	–51	–219
Change permanent difference	260	139
Other effects	–34	36
Reported income tax expense/income	**2,160**	**9,099**
Effective tax rate in %	68.7%	–130058.9%

Deferred taxes are calculated on the basis of the tax rates that are in force or announced in the individual countries according to the current legal situation. In Austria, a corporate tax rate of 23% applies. For foreign companies, deferred taxes are calculated on the basis of the corresponding country-specific tax rates. In the 2023 financial year, these ranged from 5 % to 28 % (previous year: 10 % to 28%).

The taxes recorded in the other comprehensive income are as follows:

	2022			2023		
	Gross	Tax	Net	Gross	Tax	Net
	EUR'000	EUR'000	EUR'000	EUR'000	EUR'000	EUR'000
Fair value measurement of securities	–76	18	–58	21	–5	17
Cash flow hedges	–1,855	284	–1,571	11,783	–2,710	9,073
Revaluation effects of termination benefits	191	–120	71	–1,096	234	–861
	–1,740	**182**	**–1,558**	**10,709**	**–2,481**	**8,228**

Deferred taxes developed as follows:

				As of 31 December 2022		
	As of 01.01.2022 EUR'000	Change in profit and loss EUR'000	Change in other comprehensive income EUR'000	Net EUR'000	Deferred tax assets EUR'000	Deferred tax liabilities EUR'000
Intangible assets	–98	–31	0	–129	0	–129
Property, plant and equipment	–14,182	1,482	0	–12,700	0	–12,700
Receivables from customer-related engineering	–1,930	–1,480	0	–3,410	0	–3,410
Contract assets	–644	–120	0	–763	0	–763
Contract costs	–22,077	5,690	0	–16,387	0	–16,387
Other financial assets	–15	331	18	334	334	0
Trade receivables	0	0	0	0	0	0
Inventories	347	1,521	0	1,869	1,869	0
Other receivables and deferred items	–141	–955	0	–1,096	0	–1,096
Employee benefit obligations	1,036	–490	–120	425	425	0
Provisions	–15	15	0	0	0	0
Trade payables	233	529	0	762	762	0
Financial liabilities	19,538	–3,177	0	16,361	16,361	0
Derivative financial instruments	2,046	786	284	3,116	3,116	0
Other assets (incl. cash and cash equivalents)	–843	543	0	–300	0	–300
Other liabilities	92	–151	0	–59	0	–59
Tax loss carry forwards	33,037	–2,228	0	30,809	30,809	0
Tax assets (liabilities) before netting	**16,384**	**2,266**	**182**	**18,831**	**53,676**	**–34,845**
Netting of taxes					–34,563	34,563
Net tax assets (liabilities)	**16,384**	**2,266**	**182**	**18,831**	**19,113**	**–281**

						As of 31 December 2023
	As of 01.01.2023 EUR'000	Change in profit and loss EUR'000	Change in other comprehensive income EUR'000	Net EUR'000	Deferred tax assets EUR'000	Deferred tax liabilities EUR'000
Intangible assets	–129	35	0	–94	0	–94
Property, plant and equipment	–12,700	127	0	–12,573	0	–12,573
Receivables from customer-related engineering	–3,410	–2,587	0	–5,997	0	–5,997
Contract assets	–763	–689	0	–1,452	0	–1,452
Contract costs	–16,387	2,330	0	–14,057	0	–14,057
Other financial assets	334	0	–5	329	329	0
Trade receivables	0	0	0	0	0	0
Inventories	1,869	2,637	0	4,505	4,505	0
Other receivables and deferred items	–1,096	986	0	–110	0	–110
Employee benefit obligations	425	42	234	702	702	0
Provisions	0	–127	0	–127	0	–127
Trade payables	762	–1,873	0	–1,111	0	–1,111
Financial liabilities	16,361	123	0	16,483	16,483	0
Derivative financial instruments	3,116	–406	–2,710	0	0	0
Other assets (incl. cash and cash equivalents)	–300	–80	0	–380	0	–380
Other liabilities	–59	–119	0	–177	0	–177
Tax loss carry forwards	30,809	9,648	0	40,457	40,457	0
Tax assets (liabilities) before netting	**18,831**	**10,046**	**–2,481**	**26,397**	**62,476**	**–36,079**
Netting of taxes					–35,780	35,780
Net tax assets (liabilities)	**18,831**	**10,046**	**–2,481**	**26,397**	**26,696**	**–299**

The capitalized loss carryforwards originate from FACC Operations GmbH amounting to kEUR 164,625 as of 31 December 2023 (previous year: kEUR 133,954) and from FACC AG amounting to kEUR 11,275 (previous year: kEUR 0). On the basis of tax planning calculations, no deferred tax assets were recognized in the current 2023 financial year for loss carryforwards amounting to kEUR 0 (previous year: kEUR 37,151). The realization of the capitalized loss carryforwards can be considered sufficiently certain on the basis of medium-term planning.

As of 31 December 2023, there were temporary differences in connection with shares in subsidiaries ("outside basis differences") amounting to kEUR 2,963 (previous year: kEUR 2,429), for which no deferred tax liabilities were recognized in accordance with IAS 12.39. This is because FACC AG is in a position to control the development over time, and because these temporary differences will not be eliminated in the near future.

Deferred tax liabilities result from the financial statements of foreign subsidiaries and are owed to foreign tax authorities.

19. Earnings per share

The number of shares issued as of the balance sheet date was 45,790,000, like in the 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 0.20 (previous year: EUR –0.02) were calculated by dividing the result by the weighted number of shares attributable to the shareholders of the parent company.

NOTES TO THE CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME

In the Consolidated Statement of Comprehensive Income, income after taxes is reconciled with comprehensive income in accordance with IAS 1. This includes, in particular, differences from currency conversion, actuarial gains and losses from the measurement of performance-related long-term employee compensation, changes in the hedging reserve and the valuation result of securities available for sale at "fair value through other comprehensive income (FVOCI)". The comprehensive income components are recorded after taxes.

NOTES TO THE CONSOLIDATED STATEMENT OF FINANCIAL POSITION

20. Intangible assets

Intangible assets developed as follows:

	Software EUR'000	Rights EUR'000	Research and development costs EUR'000	Advance payment on intangible assets EUR'000	Total EUR'000
Historical costs					
As of 1 January 2022	**24,885**	**2,772**	**2,812**	**0**	**30,468**
Changes in foreign exchange rates	–22	0	0	0	–22
Additions	574	400	11	0	985
Transfers	0	0	0	0	0
As of 31 December 2022	**25,437**	**3,172**	**2,823**	**0**	**31,431**
Changes in foreign exchange rates	–28	0	0	0	–28
Additions	618	6,165	96	751	7,631
Transfers	751	0	0	–751	0
As of 31 December 2023	**26,778**	**9,337**	**2,919**	**0**	**39,034**
Accumulated amortization and impairment					
As of 1 January 2022	**22,861**	**2,252**	**0**	**0**	**25,113**
Changes in foreign exchange rates	–20	0	0	0	–20
Amortization	988	81	238	0	1,307
As of 31 December 2022	**23,829**	**2,334**	**238**	**0**	**26,401**
Changes in foreign exchange rates	–24	0	0	0	–24
Amortization	1,218	224	486	0	1,929
As of 31 December 2023	**25,024**	**2,558**	**724**	**0**	**28,306**
Carrying amount on 31 December 2022	**1,607**	**838**	**2,585**	**0**	**5,030**
Carrying amount on 31 December 2023	**1,754**	**6,779**	**2,195**	**0**	**10,728**

Research and technology expenses (which include company and customer-related development services) amounted to kEUR 69,419 in the 2023 financial year (previous year: kEUR 43,491).

Intangible assets do not include any assets with an indefinite useful life.

21. Property, plant and equipment

	Properties and buildings EUR'000	Technical facilities EUR'000	Operating and office equipment EUR'000	Facilities under construction EUR'000	Right of Use EUR'000	Total EUR'000
Historical costs						
As of 1 January 2022	**92,662**	**120,978**	**41,701**	**2,828**	**104,664**	**362,832**
Changes in foreign exchange rates	51	–4	141	0	99	287
Additions	1,733	3,276	1,882	2,040	3,140	12,070
Disposals	0	–32	–480	0	–2,536	–3,048
Transfers	33	451	296	–780	0	0
As of 31 December 2022	**94,478**	**124,669**	**43,540**	**4,087**	**105,366**	**372,141**
Changes in foreign exchange rates	–49	0	–128	0	–61	–238
Additions	832	2,196	3,818	14,293	8,393	29,532
Disposals	0	–81	–875	0	–12	–969
Transfers	816	332	427	–1,575	0	0
As of 31 December 2023	**96,078**	**127,116**	**46,782**	**16,804**	**113,686**	**400,466**
Accumulated amortization and impairment						
As of 1 January 2022	**38,356**	**99,129**	**30,513**	**0**	**28,003**	**196,002**
Changes in foreign exchange rates	0	0	77	0	36	112
Amortization	2,742	6,317	3,490	0	8,963	21,511
Disposals	0	–32	–480	0	–1,006	–1,518
As of 31 December 2022	**41,098**	**105,415**	**33,599**	**0**	**35,996**	**216,107**
Changes in foreign exchange rates	0	0	–102	0	–39	–141
Amortization	2,727	5,289	3,760	0	9,372	21,148
Disposals	0	–81	–875	0	–8	–965
As of 31 December 2023	**43,825**	**110,623**	**36,381**	**0**	**45,320**	**236,150**
Carrying amount on 31 December 2022	**53,380**	**19,254**	**9,941**	**4,087**	**69,370**	**156,033**
Carrying amount on 31 December 2023	**52,253**	**16,493**	**10,400**	**16,804**	**68,366**	**164,317**

Property and buildings as well as rights of use include land values of properties in the amount of kEUR 7,626 (previous year: kEUR 7,399). Certain properties and buildings serve as collaterals for liabilities to financial institutions (see Note 37 – Financial liabilities).

The obligations to purchase property, plant and equipment amounted to kEUR 3,298 (previous year: kEUR 3,345) on the reporting date. In addition, there were internally approved acquisitions in the amount of kEUR 29,405 (previous year: kEUR 10,692) which have not yet given rise to contractual obligations.

The carrying amounts of the rights of use developed as follows in the 2023 financial year:

	Properties and buildings EUR'000	Technical facilities and vehicles EUR'000	IT EUR'000	Total EUR'000
As of 1 January 2022	**64,502**	**9,480**	**2,678**	**76,661**
Changes in foreign exchange rates	63	0	0	63
Additions	615	896	1,629	3,140
Disposals	–1,530	0	0	–1,530
Depreciation and amortization	–4,894	–2,395	–1,673	–8,963
As of 31 December 2022	**58,756**	**7,981**	**2,634**	**69,370**
Changes in foreign exchange rates	–22	0	0	–22
Additions	4,294	1,376	2,723	8,393
Disposals	0	–4	0	–4
Depreciation and amortization	–5,030	–2,482	–1,860	–9,372
As of 31 December 2023	**57,998**	**6,871**	**3,497**	**68,366**

As of 31 December 2023, the indications according to IAS 36 were reviewed with regards to the implementation of an impairment test for Cash-Generating-Units. Due to increased costs in connection with the geopolitical situation, there was a requirement to perform an impairment test as of 31 December 2023. The basis for the audit is based on the CGUs, which correspond to the segments at FACC

The key valuation parameters for determining the value in use are as follows:

	31.12.2022	31.12.2023
Detailed planning period (five years)		
Revenue growth	3.39% - 17.94%	3.69% - 16.52%
EBIT margin	3.23% - 8.26%	3.48% - 10.39%
EUR-USD exchange rate	1.14	1.18
Growth rate after detailed planning period for all CGUs	1.00%	1.00%
Discount rate for all CGUs (WACC before tax)	12.92%	11.86%

The sensitivity analysis shows that the following impairments would have arisen depending on the development of the key valuation parameters:

Balance sheet date 31 December 2022	Aerostructures EUR'000	Engines & Nacelles EUR'000	Cabin Interiors EUR'000
Increase of discount rate by 50 basis points	0	0	0
Increase in USD exchange rate per EUR 1 by 0.05	0	0	20,445
Reduction of the EBIT by 10%	0	0	0

Balance sheet date 31 December 2023	Aerostructures EUR'000	Engines & Nacelles EUR'000	Cabin Interiors EUR'000
Increase of discount rate by 100 basis points	0	0	0
Increase in USD exchange rate per EUR 1 by 0.10	0	0	0
Reduction of the EBIT by 10%	0	0	0

Due to the general macroeconomic development, the sensitivities for the 2023 financial year were increased.

22. Receivables from customer-related engineering

The development of receivables from customer-related engineering is as follows:

	31.12.2022 EUR'000	31.12.2023 EUR'000
As of 1 January	**27,742**	**27,427**
Changes in estimates	–1,531	619
Partial settlements	–1,031	–4,543
Valuation allowance	3	13
Interest	720	735
Reclassification	0	1,354
Currency translation	1,522	–1,078
	27,427	**24,525**

The impairment of receivables from customer-related engineering developed as follows:

	31.12.2022 EUR'000	31.12.2023 EUR'000
As of 1 January	**25**	**22**
Additions	20	0
Reversal/use	–24	–13
	22	**9**

23. Contract assets

Contract assets can be broken down as follows:

	31.12.2022 EUR'000	31.12.2023 EUR'000
Development projects (period-related)	920	0
Payment to customers	2,398	6,315
	3,318	**6,315**

The development of contract assets can be broken down as follows:

	31.12.2022 EUR'000	31.12.2023 EUR'000
As of 1 January	**2,576**	**3,318**
Additions and Partial profit	774	4,495
Partial settlements	–164	–241
Reclassification	0	–1,429
Currency translation	133	171
	3,318	**6,315**

The additions mainly relate to a payment to a customer that will be reimbursed in accordance with the contract.

24. Contract costs

Contract costs can be broken down as follows:

	31.12.2022 EUR'000	31.12.2023 EUR'000
As of 1 January	**88,306**	**71,248**
Additions	9,017	5,876
Amortization contract costs	–26,075	–16,007
	71,248	**61,118**

Additions relate exclusively to ongoing development projects and do not result from contract initiation.

The item "Amortization contract costs" includes an amount of kEUR 0 (previous year: kEUR 9,952) resulting from the receipt of one-time payments of the financial year.

25. Other non-current financial assets

	31.12.2022 EUR'000	31.12.2023 EUR'000
Securities measured at fair value	350	372
Shares	71	71
	422	**443**

These shares refer to the 3.01% stake in Techno-Z Ried Technologiezentrum GmbH, Ried im Innkreis and the 18.0% stake in AIRlabs Austria GmbH, Graz.

26. Non-current receivables from related companies

	31.12.2022 EUR'000	31.12.2023 EUR'000
Non-current receivables in which the parent undertaking is involved	3,071	2,964

27. Other receivables

	31.12.2022 EUR'000	31.12.2023 EUR'000
Other financial receivables	10,236	10,650
Other non-financial receivables	0	10,860
	10,236	**21,510**

The other financial receivables item consists of advance payments and deposits amounting to kEUR 10,650 (previous year: kEUR 10,236).

The item other non-financial receivables includes the reclassified receivable from the Fake President Incident due to a revised management assessment.

In the 2015/2016 reporting period, an external fraud incident ("Fake President Incident") resulted in an unlawful outflow of cash and cash equivalents in the amount of KEUR 52,847 from the company. As a result of immediately initiated measures, an amount of KEUR 10,860 was frozen on recipient accounts in China.

In May 2019, the funds attributable to FACC Operations GmbH were transferred back to an account in the Republic of Austria.

FACC subsequently filed an application for the funds to be handed over. This application was granted in the first instance, but an objection was suddenly lodged against the handover. In the second instance, the application to hand over the funds was ultimately overturned.

In the criminal proceedings against one of the parties involved in the fraud incident, FACC stands as both a victim and a private party. Although the judgment did not rule on FACC's claim as a private party, it was nevertheless established that FACC is the victim of a criminal offense, and that it has legal claims to the seized assets.

The defendant appealed against the judgment. The Austrian Supreme Court (OGH) allowed the appeal and referred the case back to the original court. The proceedings will be resumed there as of March 2024.

As FACC AG has a legal claim to these funds according to the legal opinions obtained and an external evaluation by a criminal law expert, namely in the possible legal constellations, the management of FACC AG believes that it is "virtually certain" that the funds will flow back to FACC, which means that the recognition as a non-financial receivable in accordance with IAS 37.33 remains appropriate.

In view of the challenges posed by the legal matter, which FACC and its attorneys as well as the decision of the Supreme Court, management of FACC AG has refrained from estimating the likelihood of recovery of the funds in the near future as of 31 December 2023. The receivables are not discounted for accounting purposes, as interest is accrued on an ongoing basis.

28. Inventories

	31.12.2022 EUR'000	31.12.2023 EUR'000
Raw, auxiliary and operating materials	73,543	86,119
Unfinished products	33,922	50,176
Finished products	8,525	21,831
Advance payments made	335	483
	116,325	**158,609**

Gross inventories	124,447	166,622
Valuation allowance	8,121	8,013
Net inventories	**116,325**	**158,609**

Inventories recorded as material expenses in the reporting period amount to kEUR 367,527 (previous year: kEUR 346,793).

As in the previous year, no inventories were assigned or pledged as collateral to secure financial instruments.

29. Customer-related engineering

	31.12.2022 EUR'000	31.12.2023 EUR'000
As of 1 January	**6,170**	**11,487**
Additions	9,026	24,468
Disposals	–3,708	–12,280
	11,487	**23,675**

Customer-related engineering recorded as material expenses in the reporting period amounted to kEUR 15,852 (previous year: kEUR 5,403).

It is expected that customer-related engineering with a carrying amount of kEUR 3,661 (previous year: kEUR 0) will only be realized after a period of twelve months.

No customer-related engineering was assigned or pledged as collateral to secure financial instruments.

30. Receivables

	31.12.2022 EUR'000	31.12.2023 EUR'000
Gross trade receivables	67,343	68,096
Less valuation allowance	–6,278	–2,093
Net trade receivables	**61,065**	**66,003**
Of which current	61,065	66,003
Of which non-current	0	0

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. The derecognition of receivables in connection with factoring programs reduces the level of trade receivables in the operating cash flow. A reduction in the factoring program is shown in the balance sheet as a current financial liability and is therefore allocated to financing cash flow. An increase in the factoring program is shown in the balance sheet as cash and cash equivalents and is therefore included directly in cash and cash equivalents. Trade receivables were sold to third parties in the amount of kEUR 101,934 (previous year: kEUR 35,065) 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 1,313. 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 48. The average payment behavior essentially corresponds to the contractual agreements, resulting in a loss from the late payment guarantee of kEUR 27.

The impairment of trade receivables developed as follows:

	31.12.2022 EUR'000	31.12.2023 EUR'000
As of 1 January	5,611	6,092
Additions	1,259	1,928
Disposal	–778	–766
Use	0	–5,243
	6,092	2,011

The consumption of kEUR 5,243 mainly relates to the derecognition of receivables from a customer.

In addition, a standardized value adjustment was made on the basis of the future probability of credit default required by IFRS 9, which had developed as follows:

	31.12.2022 EUR'000	31.12.2023 EUR'000
As of 1 January	150	185
Additions	235	19
Disposal	–200	–123
	185	81

The value adjustment mainly concerns trade receivables and receivables from customer-related engineering:

	Specific bad-debt allowance		Standardized bad-debt allowance	
	31.12.2022 EUR'000	31.12.2023 EUR'000	31.12.2022 EUR'000	31.12.2023 EUR'000
Receivables from customer-related engineering	0	0	22	9
Contract assets	0	0	0	0
Trade receivables	6,092	2,011	185	81
Receivables from related companies	0	0	0	0
Other financial assets	0	0	0	0

The gross carrying amounts of trade receivables, receivables from customer-related engineering, contract assets and other financial receivables were assessed as follows:

	Gross amount		Valuation allowance	
	31.12.2022 EUR'000	31.12.2023 EUR'000	31.12.2022 EUR'000	31.12.2023 EUR'000
Receivables from customer-related engineering	27,449	24,535	22	9
Contract assets	3,318	6,315	0	0
Trade receivables	67,343	68,096	6,278	2,093
Receivables from related companies (current and non-current)	23,225	17,783	0	0
Other financial liabilities (current and non-current)	21,817	22,323	0	0

The age structure of trade receivables and receivables from related companies (current and non-current) is as follows:

	31.12.2022 EUR'000	31.12.2023 EUR'000
Trade receivables and Receivables from related companies (current and non-current)	90,568	85,879
Of which not overdue and not impaired	72,221	51,428
Of which overdue and not impaired	15,086	31,327
1 to 60 days	10,935	22,010
61 to 150 days	923	1,862
151 to 365 days	1,485	1,667
More than 365 days	1,744	5,789
Of which impaired	3,261	3,124

The carrying amount of impaired trade receivables developed as follows:

	31.12.2022 EUR'000	31.12.2023 EUR'000
Carrying amount prior to impairment	9,353	5,135
Less valuation allowance	–6,092	–2,011
Carrying amount after impairment	3,261	3,124

The overdue and unimpaired receivables relate to a number of independent customers who have not defaulted on payments in the recent past. Nothing suggests that the debtors will not be able to honour their payment obligations on the reporting date.

While trade receivables usually have payment periods of up to 90 days, some receivables from customer-related engineering as well as contract assets are subject to payment schedules including milestone payments.

Other receivables and deferred items include:

	31.12.2022 EUR'000	31.12.2023 EUR'000
Other current financial assets		
Other	721	814
	721	814
Other current non-financial assets		
Other tax receivables (particularly VAT)	25,731	9,880
Deferred items	4,230	4,950
Receivables from the Fake President Incident [1]	10,860	0
Other	1,718	1,830
	42,538	16,661
	43,259	17,474

[1] Reported as Other current financial assets in the previous year. Correction of the previous year's figure from Other current financial assets to Other current non-financial assets.

Other current non-financial receivables from the Fake President Incident were reclassified to other non-current non-financial receivables (see Note 27 - Other receivables).

Other receivables do not include any significant amounts of overdue receivables. Furthermore, no significant valuation allowances were recognized on these receivables.

31. Cash and cash equivalents

	31.12.2022 EUR'000	31.12.2023 EUR'000
Bank deposits	102,685	98,636
Cash balance	5	8
	102,691	98,644

32. Equity

The development of the Group's equity in the financial year 2022 and 2023 is shown in the Consolidated Statement of Changes in Equity.

The share capital of FACC AG amounted to kEUR 45,790 on the balance sheet date 31 December 2023, is unchanged from the balance sheet date 31 December 2022, and is fully paid. It is divided into 45,790,000 shares with a par value of EUR 1 each.

The capital reserve, which remains unchanged from the previous balance sheet date, amounts to kEUR 221,459.

Other reserves comprise the following items, all of which are recorded in other comprehensive income.

- **Currency translation reserve:** differences from currency conversion after taxes
- **Revaluation reserve at "fair value through other comprehensive income":** change in value of other financial assets recognized at fair value
- **Actuarial profits/losses:** revaluation effects in accounting for defined benefit obligations towards employees in accordance with IAS 19
- **Hedging reserve:** changes in value of hedging transactions; these hedging transactions are transactions in foreign currencies (cash flow hedges).

The hedging reserve (after taxes) developed as follows:

	31.12.2022 EUR'000	31.12.2023 EUR'000
As of 1 January	–5,346	–6,917
Changes in unrealized profits (+)/losses (-)	18,020	3,589
Realized profits (+)/losses (-) subsequently reclassified to profit or loss - recognized in earnings before interest and taxes	–19,591	5,484
	–6,917	2,155

Capital management

The objective of capital management of FACC Group is to maintain a strong capital base in order to address specific corporate risks (growth and development risks) with a balanced capital structure. For management, only book equity under IFRS is considered capital. The objective is to achieve an equity ratio of at least 40%.

	31.12.2022 EUR'000	31.12.2023 EUR'000
Equity	203,481	220,603
Balance sheet total	654,025	706,481
Equity ratio	**31.1%**	**31.2%**

A loan agreement of the Group contains a financial covenant governing the equity ratio in the Group, non-compliance with which would trigger an early repayment of financial liabilities. All relevant capital requirements were met in the year under review, like in previous year (see also Note 37 – Financial liabilities).

Dividend per share

	Total EUR'000	Number of shares	Dividend per share
Dividend proposed for the financial year 2022 (Annual General Meeting of 8 May 2023)	0	45,790,000	0.00
Dividend proposed for the financial year 2023 (Annual General Meeting of 17 May 2024)	0	45,790,000	0.00

A dividend of EUR 0.00 will be proposed at the Annual General Meeting for financial year 2023 on 17 May 2024.

33. Investment grants

	31.12.2022 EUR'000	31.12.2023 EUR'000
Investment grants, current	1,009	1,048
Investment grants, non-current	7,266	6,434
	8,275	**7,483**

Some investment grants are tied to conditions that must be met over a certain period of time. These are essentially the requirements to leave the subsidized assets at the project location and not to sell them.

From the current perspective, the requirements are met and the item is reversed via other operating income.

34. Employee benefit obligations

	31.12.2022 EUR'000	31.12.2023 EUR'000
Termination benefits	7,144	8,139
Anniversary bonuses	2,136	2,810
	9,280	**10,948**

In the 2024 financial year, the expected payments from termination benefit and anniversary bonus obligations towards employees will amount to kEUR 0 and kEUR 87, respectively.

Termination benefits

The net liabilities under defined benefit plans for termination benefits developed as follows:

	31.12.2022 EUR'000	31.12.2023 EUR'000
As of 1 January	**7,130**	**7,144**
Service cost	241	226
Interest expenses	76	223
Termination benefit payments	–258	–519
Revaluation effects in the period	–191	1,095
Other effects	146	–30
	7,144	**8,139**
Duration in years	13.11	12.76

The revaluation effects are composed of the following factors:

	31.12.2022 EUR'000	31.12.2023 EUR'000
Changes in expected values	284	482
Changes in underlying demographic assumptions	309	0
Changes in underlying financial assumptions	–784	613
	–191	**1,095**

All legal transitional regulations relating to retirement age have been taken into account. All expenses in connection with termination benefits are recorded under “Cost of goods sold”, “Research and technology expenses”, as well as “Selling expenses” and “Administration expenses”.

The valuation is based on the following assumptions:

	31.12.2022	31.12.2023
Discounting interest rate	3.68%	3.00%
Salary increases	3.50%	3.50%
Fluctuations of salaried staff/employees	0%/0%	0%/0%
Retirement age for women/men	65/individually	65/individually
Life expectancy	AVÖ 2018-P	AVÖ 2018-P

An increase or decrease in the discount rate of 0.5 percentage points would change the obligation as follows:

	Decrease by 0.5 percentage points EUR'000	Increase by 0.5 percentage points EUR'000
Change in obligations as of 31 December 2022	504	–465
Change in obligations as of 31 December 2023	468	–431

Anniversary bonuses

	31.12.2022 EUR'000	31.12.2023 EUR'000
As of 1 January	**2,470**	**2,136**
Service cost	265	220
Interest expenses	30	96
Termination benefit payments	–70	–32
Revaluation effects in the period	–559	389
	2,136	**2,810**

All expenses in connection with anniversary bonuses are recorded under “Cost of goods sold”, “Research and technolgy expenses”, as well as “Selling expenses” and “Administration expenses”.

In the 2023 financial year, kEUR 2,695 (previous year: kEUR 2,440) were paid into defined contribution plans (pension fund and employee pension fund in Austria).

35. Contract liabilities from customer-related engineering

	31.12.2022 EUR'000	31.12.2023 EUR'000
As of 1 January	**12,714**	**19,350**
Increase	14,128	37,185
Reduction	–7,492	–32,439
	19,350	**24,096**

Contract liabilities relates to advance payments from customers for tool and development activities, the costs of which are capitalized as part of customer-related development services. The amount of kEUR 19,350 (previous year: kEUR 12,714) reported under contract liabilities at the beginning of the period was recognized as sales revenue of kEUR 32,439 (previous year: kEUR 7,492) in the 2023 financial year.

36. Other provisions

						Term	
	As of 01.01.2022 EUR'000	Additions EUR'000	Use EUR'000	Disposal EUR'000	As of 31.12.2022 EUR'000	Less than 1 year EUR'000	More than 1 year EUR'000
Provision for warranty claims	793	330	–525	–128	470	470	0
Provisions for legal and other disputes	29,014	233	–12,989	–6,047	10,212	10,212	0
Other	884	643	–612	–176	739	739	0
	30,691	**1,206**	**–14,126**	**–6,351**	**11,421**	**11,421**	**0**

						Term	
	As of 01.01.2023 EUR'000	Additions EUR'000	Use EUR'000	Disposal EUR'000	As of 31.12.2023 EUR'000	Less than 1 year EUR'000	More than 1 year EUR'000
Provision for warranty claims	470	0	–470	0	0	0	0
Provisions for legal and other disputes	10,212	0	–8,587	–1,592	32	32	0
Other	739	1,755	–1,239	–9	1,246	1,246	0
	11,421	**1,755**	**–10,297**	**–1,601**	**1,278**	**1,278**	**0**

Accruals in connection with warranty claims are recognized exclusively for specific obligations.

The provision for legal and other disputes includes the provisions due to the decision of a London arbitration court, whereby the reduction in this provision in the financial year 2023 is mainly due to final payments in connection with this matter.

For other legal disputes, provisions in the amount of the expected cash outflows have been recognized based on the external legal opinions obtained in conjunction with internal estimates.

37. Financial liabilities

					Remaining term	
	Carrying amount 31.12.2022 EUR'000	Less than 1 year 31.12.2022 EUR'000	1 to 2 years 31.12.2022 EUR'000	3 to 5 years 31.12.2022 EUR'000	More than 5 years 31.12.2022 EUR'000	Nominal interest in %
Promissory note loans						
Fixed interest rate (nominal capital: kEUR 29,500)	29,500	0	16,500	10,500	2,500	1.60 to 2,148
Variable interest rate (nominal capital: kEUR 40,500)	40,500	0	8,000	32,500	0	6M Euribor + 1.10 to 1.80
Liabilities towards credit institutions						
Fixed interest rate	9,201	4,167	4,186	849	0	3.207
Variable interest rate	110,000	110,000	0	0	0	OeKB interest rate + 1.20 to 1.9
Lease liabilities						
Fixed interest rate	56,407	6,888	7,242	15,938	26,339	3.015 to 4.83
Variable interest rate	16,331	562	571	1,769	13,430	6M Euribor + 1.95
Other interest-bearing liabilities	29,355	29,355	0	0	0	1.00 to 1,507
	291,294	**150,972**	**36,498**	**61,555**	**42,269**	

					Remaining term	
	Carrying amount 31.12.2023 EUR'000	Less than 1 year 31.12.2023 EUR'000	1 to 2 years 31.12.2023 EUR'000	3 to 5 years 31.12.2023 EUR'000	More than 5 years 31.12.2023 EUR'000	Nominal interest in %
Promissory note loans						
Fixed interest rate (nominal capital: kEUR 29,500)	29,500	16,500	0	10,500	2,500	1.60 to 2,148
Variable interest rate (nominal capital: kEUR 40,500)	40,500	8,000	0	32,500	0	6M Euribor + 1.10 to 1.80
Liabilities towards credit institutions						
Fixed interest rate	6,250	4,167	2,083	0	0	3.207
Variable interest rate	153,711	105,815	10,815	37,081	0	OeKB interest rate, 3M Euribor + 1.80 to 3.39
Lease liabilities						
Fixed interest rate	56,366	8,427	7,836	16,370	23,733	3.015 to 4.83
Variable interest rate	15,770	571	580	1,798	12,821	6M Euribor + 1.95
Other interest-bearing liabilities	5,809	5,809	0	0	0	1.00 to 1,507
	307,905	**149,289**	**21,314**	**98,248**	**39,054**	

Accrued interest expenses are included in current financial liabilities.

Certain liabilities to financial institutions are secured by mortgages on company real estate and state guarantees for loans. The export credit under the Kontrollbank scheme is secured by export receivables in the amount of 120% of the outstanding credit agreement. The guarantee for certain liabilities to financial institutions in connection with land and buildings amounted to kEUR 15,966 (previous year: kEUR 15,966).

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 programm, which are secured by receivables, all other facilities are unsecured. The facility of kEUR 60,000 (KRR COVID-19 framework credit of OEKB), which was additionally subscribed in the context of the corona pandemic on 26 June 2020, will be repaid as of 10 March 2023. In turn, an amount of kEUR 36,000 will be drawn from the equity financing program of OEKB, and kEUR 33,526 from Exportinvest.

The following adjustments were made to the financial covenant for syndicated loan:

	31.12.2023	31.12.2024	31.12.2025
Net Financial Debt/EBITDA	4.50	4.25	3.75
Equity ratio	25%	25%	25%

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 4.25 applies on 30 June 2024 and on 31 December 2024), and will be tested every six months. The creditors have a right of termination in the event that the financial ratios are exceeded.

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% are required. The financial covenants for syndicated loan were complied with both in the previous year and as of 31 December 2023.

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

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 present value of the minimum lease payments is as follows:

	31.12.2022 EUR'000	31.12.2023 EUR'000
Up to one year	9,970	10,970
Two to five years	29,075	27,973
More than five years	46,125	45,089
	85,170	**84,032**
Less future financing expenses	–12,431	–11,897
Present value of lease obligation	**72,738**	**72,135**

In the 2023 financial year, the following amounts relating to leases were recognized in profit or loss:

	31.12.2022 EUR'000	31.12.2023 EUR'000
Depreciation expense of right-of-use assets	–8,963	–9,372
Interest expense on lease liabilities	–1,774	–1,943
Expense relating to short-term leases (included in cost of sales)	–1,231	–1,449
Expense relating leases of low-value assets	–62	–60
Total amount recognized in profit or loss	**–12,030**	**–12,824**

The total cash outflows for leases amounted to kEUR 10,841 in the 2023 financial year (previous year: kEUR 9,814).

38. Other current liabilities

	31.12.2022 EUR'000	31.12.2023 EUR'000
Other current financial liabilities		
Liabilities to employees/salaried staff	7,786	11,060
Other	13	148
	7,798	**11,208**
Other current non-financial liabilities		
Liabilities from social security	3,582	4,488
Liabilities to tax authorities	352	571
Deferred items	1,010	1,380
Other	470	5,241
	5,414	**11,679**
	13,212	**22,888**

The increase in other current non-financial liabilities - Other mainly relates to expenses from government grants.

NOTES TO THE CONSOLIDATED STATEMENT OF CASH FLOWS

The Consolidated Statement of Cash Flows of FACC illustrates how cash and cash equivalents have changed in the course of the reporting year through cash inflows and outflows. Cash and cash equivalents (fund of cash and cash equivalents) include cash balances, checks received and bank balances available at all times.

39. Other non-cash expenses/income

In the Consolidated Statement of Cash Flows changes in the presented balance sheet items cannot be derived directly from the balance sheet as non-cash effects from currency translation and other non-cash business transactions are neutralized. Non-cash expenses and income essentially comprise:

	2022 EUR'000	2023 EUR'000
Effects from foreign exchange rates	–6,080	12,380
Measurement of derivatives in earnings before interest and tax (hedging)	3,509	–9,724
Recognition of deferred tax assets/liabilities	–99	–457
Impairment on inventories	–56	–109
Valuation allowance of receibables	531	741
Changes in estimates of receivables from customer-related engineering	1,447	–619
Remaining other non-cash expenses/income	10	500
	–738	**2,713**

		Cash change	Non-cash changes			
	Carrying amount 01.01.2022 EUR'000	Change EUR'000	Lease liabilities EUR'000	Transaction costs EUR'000	Other EUR'000	Carrying amount 31.12.2022 EUR'000
Promissory note loans (current and non-current)	70,000	0	0	0	0	70,000
Other financial liabilities (current and non-current)	143,190	5,365	0	0	0	148,556
Lease liabilities (current and non-current)	79,579	–8,520	1,609	0	70	72,738
	292,769	**–3,155**	**1,609**	**0**	**70**	**291,294**

		Cash change	Non-cash changes			
	Carrying amount 01.01.2023 EUR'000	Change EUR'000	Lease liabilities EUR'000	Transaction costs EUR'000	Other EUR'000	Carrying amount 31.12.2023 EUR'000
Promissory note loans (current and non-current)	70,000	0	0	0	0	70,000
Other financial liabilities (current and non-current)	148,556	17,214	0	0	0	165,770
Lease liabilities (current and non-current)	72,738	–9,331	8,389	0	340	72,135
	291,294	**7,883**	**8,389**	**0**	**340**	**307,905**

40. Interest received and interest paid

In the 2023 financial year, all interest received was recognized under other financial result.

In the 2023 financial year, all interest paid was recorded to profit or loss under financing expenses.

41. Non-cash payments for the acquisition of non-current assets

In the course of the 2023 financial year, the FACC Group acquired assets that were not yet included in the cash flow as they had not been (fully) paid as of the balance sheet date. At the same time, liabilities from capital investments that had already been acquired in the previous year and are therefore included in the cash flow of this financial year were repaid. This resulted in a increase in the cash flow from investments of kEUR 3,674 in the 2023 financial year (previous year: decrease of kEUR –99).

NOTES TO FINANCIAL INSTRUMENTS

42. 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	Not-applicable	Not-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.	Not-applicable	Not-applicable
Trade receivables (within factoring)	Carrying amounts as a best estimate of fair values	Not-applicable	Not-applicable
Financial instruments not measured at fair value			
Other interest-bearing liabilities	Discounting of cash flows	Risk premium for own credit risk	Not-applicable

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

43. 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
	Carrying amount 31.12.2022 EUR'000	Total 31.12.2022 EUR'000	Level 1 31.12.2022 EUR'000	Level 2 31.12.2022 EUR'000	Level 3 31.12.2022 EUR'000
Valuation at amortized cost					
Receivables from customer-related engineering	27,427	0	0	0	0
Receivables from related companies, non-current	3,071	0	0	0	0
Other receivables	10,236	0	0	0	0
Trade receivables	61,065	0	0	0	0
Receivables from related companies, current	20,155	0	0	0	0
Other receivables and assets	11,581	0	0	0	0
Cash and cash equivalents	102,691	0	0	0	0
	236,224	**0**	**0**	**0**	**0**
Fair value through other comprehensive income					
Trade receivables (within factoring)	0	0	0	0	0
Other financial assets – securities (quoted)	350	350	350	0	0
	350	**350**	**350**	**0**	**0**
Fair value through profit and loss					
Other financial assets – securities (unquoted)	71	126	0	126	0
Derivative financial instruments	2,987	2,987	0	2,987	0
	3,059	**3,113**	**0**	**3,113**	**0**
Valuation at amortized cost					
Promissory note loans (current and non-current)	70,000	67,532	0	67,532	0
Financial liabilities	148,556	148,556	0	0	148,556
Trade payables	66,655	0	0	0	0
Liabilities towards related companies	12,016	0	0	0	0
Other financial liabilities	7,798	0	0	0	0
	305,025	**216,088**	**0**	**67,532**	**148,556**
Fair value through profit and loss					
Derivative financial instruments	16,536	16,536	0	16,536	0
	16,536	**16,536**	**0**	**16,536**	**0**

					Fair value
	Carrying amount 31.12.2023 EUR'000	Total 31.12.2023 EUR'000	Level 1 31.12.2023 EUR'000	Level 2 31.12.2023 EUR'000	Level 3 31.12.2023 EUR'000
Valuation at amortized cost					
Receivables from customer-related engineering	24,525	0	0	0	0
Receivables from related companies, non-current	2,964	0	0	0	0
Other receivables	10,650	0	0	0	0
Trade receivables	66,003	0	0	0	0
Receivables from related companies, current	14,819	0	0	0	0
Other receivables and assets	814	0	0	0	0
Cash and cash equivalents	98,644	0	0	0	0
	218,419	**0**	**0**	**0**	**0**
Fair value through other comprehensive income					
Trade receivables (within factoring)	0	0	0	0	0
Other financial assets – securities (quoted)	372	372	372	0	0
	372	**372**	**372**	**0**	**0**
Fair value through profit and loss					
Other financial assets – securities (unquoted)	71	68	0	68	0
Derivative financial instruments	7,958	7,958	0	7,958	0
	8,029	**8,027**	**0**	**8,027**	**0**
Valuation at amortized cost					
Promissory note loans (current and non-current)	70,000	68,110	0	68,110	0
Financial liabilities	165,770	165,770	0	0	165,770
Trade payables	94,405	0	0	0	0
Liabilities towards related companies	9,560	0	0	0	0
Other financial liabilities	11,208	0	0	0	0
	350,943	**233,880**	**0**	**68,110**	**165,770**

44. Derivative financial instruments and hedge accounting

The hedging strategies employed by the Group's 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 treasury department pursues the objective of hedging at least 80% of expected net cash flows in USD (from revenues and purchases of raw materials) for the next twelve months (on a rolling monthly basis) (hedge ratio). 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. Forward exchange transactions which are not recorded as cash flow hedges are recorded as free-standing derivatives of the category "at fair value through profit or loss".

Forward exchange transactions (cash flow hedges) are recognized in other comprehensive income until the future proceeds arising from the hedged item, for which they have been designated, are recognized in the balance sheet. Underlying transactions are trade receivables from selected customers with an average payment term of 90 days. Forward exchange transactions are recognized in revenues at their fair values upon initial recognition to profit or loss. Subsequent measurement is recorded under other operating income/expenses. Once the forward exchange transactions have been redeemed, they are then subsequently derecognized, usually within a maximum period of 36 months from the balance sheet date.

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.

Since the underlying values of the hedged item and the hedging instrument are always the same, the hedge ratio reported in the balance sheet is always 1:1, i.e. the designated quantity or volume of the hedging instrument corresponds to the designated quantity or volume of the hedged item. Adjustments are made to the balance sheet hedge ratio if the hedge ratio is unbalanced, which could give rise to inefficiencies leading to accounting consequences inconsistent with the purpose of hedge accounting.

Furthermore, forward exchange contracts in US dollars (volume: kUSD 25,000; previous year: kUSD 30,000) were concluded during the year for the purpose of hedging the exchange rate of receivables from customer-related engineering. These transactions, however, were reversed by the end of the balance sheet date.

Derivative financial instruments with a positive market value

		Remaining term	
	Carrying amount 31.12.2022 EUR'000	Less than 1 year 31.12.2022 EUR'000	More than 1 year 31.12.2022 EUR'000
Forward exchange transactions with positive fair value	2,987	0	2,987

		Remaining term	
	Carrying amount 31.12.2023 EUR'000	Less than 1 year 31.12.2023 EUR'000	More than 1 year 31.12.2023 EUR'000
Forward exchange transactions with positive fair value	7,958	7,421	537

Derivative financial instruments with a negative market value

		Remaining term	
	Carrying amount 31.12.2022 EUR'000	Less than 1 year 31.12.2022 EUR'000	More than 1 year 31.12.2022 EUR'000
Forward exchange transactions with negative fair value	16,536	16,536	0

		Remaining term	
	Carrying amount 31.12.2023 EUR'000	Less than 1 year 31.12.2023 EUR'000	More than 1 year 31.12.2023 EUR'000
Forward exchange transactions with negative fair value	0	0	0

The contract volume of foreign currency derivatives is broken down by maturity as follows:

			Remaining term		
	Currency	Volume in thousands	Less than 1 year in thousands	1 to 2 years in thousands	3 to 5 years in thousands
As of 31 December 2022: Foreign currency derivatives	USD	394,480	324,480	70,000	0
As of 31 December 2023: Foreign currency derivatives	USD	396,000	336,000	60,000	0

The following tables provide information on the forward exchange transactions designated as hedging instruments at the end of the reporting period:

Cash flow hedges (OCI) 31 December 2022	Instrument	Average exchange rate	Notional value in foreign currency	Notional value in local currency	Change in fair value used for calculating hedge ineffectiveness	Fair value
			USD'000	EUR'000	EUR'000	EUR'000
Sell USD, buy EUR	FX Forward	1.1038	313,360	283,904	–8,984	–8,984

Cash flow hedges (OCI) 31 December 2023	Instrument	Average exchange rate	Notional value in foreign currency	Notional value in local currency	Change in fair value used for calculating hedge ineffectiveness	Fair value
			USD'000	EUR'000	EUR'000	EUR'000
Sell USD, buy EUR	FX Forward	1.1066	312,000	281,947	2,799	2,799

	Change in value used for calculating hedge ineffectiveness		Carrying amount cash flow hedge reserve	
	31.12.2022 EUR'000	31.12.2023 EUR'000	31.12.2022 EUR'000	31.12.2023 EUR'000
Sell USD, buy EUR	8,984	–2,799	–6,917	2,155

The following table shows the effectiveness of the hedging relationships, and the amounts either reclassified from the reserv e for cash flow hedges and fair value hedges to profit or loss or directly recognized in profit or loss:

	Current period hedging gains (losses) recognized in OCI		Amount reclassified to profit and loss		Line item in profit and loss in which reclassification adjustment is included
	31.12.2022 EUR'000	31.12.2023 EUR'000	31.12.2022 EUR'000	31.12.2023 EUR'000	
Sell USD, buy EUR	–8,984	2,799	–3,509	9,724	Revenues

45. Financial risk

The operating business of FACC AG is exposed to various financial risks, including currency, interest rate, liquidity and credit risks. The Group's risk management therefore focuses, among other things, on monitoring the volatility of the financial markets and taking measures to minimize potential negative effects on the company's financial stability. To this end, the Group also uses derivative financial instruments to hedge certain risks.

The Group's Accounting & Treasury department identifies, assesses and hedges financial risks in close cooperation with the Group's operating units.

Currency risk

While the vast majority of sales by FACC Group companies are transacted in USD, a significant part of the costs is incurred in currencies other than USD, notably in EUR.

The following table shows the composition of receivables and other assets as well as liabilities by currency.

	31.12.2022 EUR'000	31.12.2023 EUR'000
Receivables from customer-related engineering	27,427	24,525
Contract assets	3,318	6,315
Receivables from related companies, non-current	3,071	2,964
Other receivables	10,236	10,650
Trade receivables, current	61,065	66,003
Receivables from related companies, current	20,155	14,819
Other receivables and assets	43,259	17,474
Cash and cash equivalents	102,691	98,644
	271,221	**241,395**
US dollar	206,061	183,673
EUR	65,160	57,722
	271,221	**241,395**

	31.12.2022 EUR'000	31.12.2023 EUR'000
Financial liabilities	291,294	307,905
Trade payables	66,655	94,405
Liabilities towards related companies	12,016	9,560
Other financial liabilities	7,798	11,208
	377,763	**423,079**
US dollar	86,339	60,535
EUR	291,425	362,544
	377,763	**423,079**

Detrimental changes in foreign exchange rates, in particular in the USD-EUR exchange rate, would therefore produce substantial adverse effects on FACC's business, earnings before interests and taxes and financial position. FACC makes use of derivative financial instruments, such as forward exchange transactions, to hedge against adverse changes in the USD-EUR exchange rate, which can potentially give rise to losses.

Sensitivity analyses showing the effects of hypothetical changes in exchange rates on the Consolidated Profit and Loss Statement and equity were carried out for the currency risks of financial instruments. In accordance with IFRS 7, currency risks result from financial instruments of a monetary nature that are not denominated in the reporting company's functional currency. As a consequence, receivables, liabilities, cash and cash equivalents and foreign currency derivatives serve as the basis for calculating the sensitivity of the Consolidated Profit and Loss Statement. The sensitivity of equity also reflects the valuation effects of the cash flow hedges for foreign currency risks recorded in other comprehensive income. Translation differences from the translation of financial statements prepared in a currency other than the Group currency were not included in the calculation.

A 5% change in the EUR-USD exchange rate would produce the following effects:

Revaluation (+)/devaluation (–)	5% devaluation		5% revaluation	
	31.12.2022 EUR'000	31.12.2023 EUR'000	31.12.2022 EUR'000	31.12.2023 EUR'000
Changes in Consolidated Profit and Loss Statement	4,090	3,423	–3,700	–3,097
Changes in comprehensive income/loss	–14,662	–14,067	13,266	12,751
Changes to equity	**–10,572**	**–10,644**	**9,566**	**9,653**

Interest rate risk

The interest rate risk results from the average term of the financing and the type of interest rate. The risk lies in falling interest rates for fixed interest rates and rising interest rates for variable interest rates.

An increase in interest rates of 100 basis points (previous year: 50 basis points) would have resulted in a reduction in earnings after taxes and equity of kEUR 1,799 (previous year: kEUR 837). A reduction in interest rates by 100 basis points (previous year: 50 basis points) would have resulted in an increase in earnings after taxes and in equity of kEUR 1,799 (previous year: kEUR 532).

The calculation method is based on variable interest-bearing assets and liabilities.

Various financing instruments (syndicated loan and promissory note loan) are used for financing purposes. The facilities in the syndicated loan are subject to different collateral, maturities and repayment structures, which is also used to manage the interest rate risk. In the case of promissory note loans, there are different maturities and fixed and variable interest rates to manage the interest rate risk.

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 31 December 2023, FACC had unused credit lines amounting to kEUR 50,700 (previous year: kEUR 100,000) at its disposal.

Receivables amounting to 117,100 kUSD (previous year: 85,500 kUSD) can be sold as part of the factoring programs. As at 31.12.2023, receivables in the amount of 112,985 kUSD (previous year: 37,401 kUSD) were sold.

The contractually agreed (undiscounted) cash flows (interest and principal payments) as well as the remaining terms of the financial liabilities are composed as follows:

			Payment obligations		
	Carrying amount 31.12.2022 EUR'000	Total 31.12.2022 EUR'000	Less than 1 year 31.12.2022 EUR'000	1 to 5 years 31.12.2022 EUR'000	More than 5 years 31.12.2022 EUR'000
Valuation at amortized cost					
Promissory note loans	70,000	75,234	1,494	71,133	2,607
Liabilities towards credit institutions	119,201	121,906	115,427	6,478	0
Lease liabilities	72,738	79,033	8,783	26,080	44,170
Other interest-bearing liabilities	29,355	29,355	29,355	0	0
Financial liabilities	**291,294**	**305,528**	**155,059**	**103,691**	**46,778**
Trade payables	66,655	66,655	66,655	0	0
Liabilities towards related companies	12,016	12,016	12,016	0	0
Other financial liabilities	7,798	7,798	7,798	0	0
	377,763	**391,997**	**241,528**	**103,691**	**46,778**
Fair value through profit and loss					
Derivative financial instruments	16,536	16,536	16,536	0	0
Carrying amounts/contractual cash flows	**394,300**	**408,533**	**258,065**	**103,691**	**46,778**

			Payment obligations		
	Carrying amount 31.12.2023 EUR'000	Total 31.12.2023 EUR'000	Less than 1 year 31.12.2023 EUR'000	1 to 5 years 31.12.2023 EUR'000	More than 5 years 31.12.2023 EUR'000
Valuation at amortized cost					
Promissory note loans	70,000	77,317	27,367	47,397	2,554
Liabilities towards credit institutions	159,961	174,400	116,270	58,130	0
Lease liabilities	72,135	83,278	10,199	26,498	46,582
Other interest-bearing liabilities	5,809	5,809	5,809	0	0
Financial liabilities	**307,905**	**340,805**	**159,645**	**132,025**	**49,135**
Trade payables	94,405	94,405	94,405	0	0
Liabilities towards related companies	9,560	9,560	9,560	0	0
Other financial liabilities	11,208	11,208	11,208	0	0
	423,079	**455,978**	**274,818**	**132,025**	**49,135**
Fair value through profit and loss					
Derivative financial instruments	0	0	0	0	0
Carrying amounts/contractual cash flows	**423,079**	**395,576**	**274,818**	**132,025**	**49,135**

The interest payments on variable rate loans in the table above reflect the market conditions for forward interest rates at the end of the financial year. These may change as market interest rates change. Future cash flows from derivative instruments may differ from the amounts shown in the table above as interest rates and exchange rates or the relevant conditions are subject to change. Target figures for future new liabilities are not included in the presentation. Financial liabilities repayable at any time are always assigned to the earliest maturity.

The high proportion of current financial liabilities to banks mainly relates to two facilities from the syndicated loan, which have to be redrawn on an ongoing basis due to the rules and regulations. From the current perspective, there is no risk that these will not be extended.

Credit risks

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. The volume of receivables from the two largest customers amounted to kEUR 124,135 in the 2023 financial year. Due to the low probability of default and the possibility of selling selected receivables as part of factoring programs, the risk can be significantly reduced.

The Group is exposed to credit risks with respect to non-performance by contractual partners and has therefore introduced guidelines to limit these risks. Products and services are exclusively sold to customers with appropriate credit ratings by taking the financial situation, past experiences and other factors into account. New customers' default risks are evaluated by means of credit assessments, and the creditworthiness of existing customers is also regularly monitored. Customer receivables above a specified amount are insured against default. Credit risks can also arise from cash and cash equivalents, derivative financial instruments and deposits with banks and other financial institutions. Such transactions are only carried out with banks and financial institutions with high credit ratings.

The maximum credit risk corresponds to the carrying amount of each financial asset in the balance sheet.

OTHER INFORMATION

46. Board member remuneration

The remuneration of the members of the Management Board of FACC AG and the Supervisory Board of FACC AG, who perform the same duties for FACC Operations GmbH, as of 31 December 2022 and as of 31 December 2023 was as follows:

Name	Non-success-related 2022 EUR'000	Success-related 2022 EUR'000	Termination benefit 2022 EUR'000	Employer contribution to pension fund 2022 EUR'000	Total 2022 EUR'000
Robert Machtlinger	418	0	0	170	588
Andreas Ockel	402	0	71	100	572
Aleš Stárek	327	0	34	60	420
Yongsheng Wang (till 30.09.2022)	209	0	32	0	240
Zhen Pang (from 01.10.2022)	70	0	10	0	80
	1,424	**0**	**146**	**330**	**1,900**

Name	Non-success-related 2023 EUR'000	Success-related 2023 EUR'000	Termination benefit 2023 EUR'000	Employer contribution to pension fund 2023 EUR'000	Total 2023 EUR'000
Robert Machtlinger	440	0	26	170	635
Andreas Ockel	402	0	53	100	554
Aleš Stárek (till 31.12.2023)	327	0	140	60	527
Zhen Pang	365	0	46	0	410
	1,532	**0**	**264**	**330**	**2,126**

The expenses for Supervisory Board members recorded in the Annual Financial Statements amounted to kEUR 505 (previous year: kEUR 349).

There were no advance payments or loans to members of the Supervisory Board of FACC AG on the balance sheet date.

47. Transactions with related companies and persons

Transactions with related companies and persons outside the consolidated companies of FACC AG were concluded at arm's length terms in the period from 1 January 2023 to 31 December 2023, as in previous year and relate exclusively to trade receivables and trade payables.

	Receivables 31.12.2022 EUR'000	Liabilities 31.12.2022 EUR'000	Revenues and other income 2022 EUR'000	Expenses 2022 EUR'000
Companies with significant influence on the Group	41	0	191	0
Joint ventures in which companies with a significant influence on the Group are involved	23,185	12,016	35,292	14,228
	23,225	**12,016**	**35,484**	**14,228**

	Receivables 31.12.2023 EUR'000	Liabilities 31.12.2023 EUR'000	Revenues and other income 2023 EUR'000	Expenses 2023 EUR'000
Companies with significant influence on the Group	11	0	33	1
Joint ventures in which companies with a significant influence on the Group are involved	17,772	9,560	33,826	21,558
	17,783	**9,560**	**33,859**	**21,560**

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

ACCOUNTING AND VALUATION POLICIES

48. Accounting and valuation policies

Intangible assets (IAS 36, IAS 38, IFRS 3, IAS 23)

Intangible assets with indefinite useful lives are measured at amortized cost.

Software and rights	Amortization over a period of 3 to 4 years (linear)
Research and development costs	Amortization over the respective project term

An impairment test is conducted if an indicator of impairment is present. An impairment loss is recognized in the amount by which the carrying amount of the asset exceeds its recoverable amount. The recoverable amount of the asset is the higher of its attributed fair value less costs to sell and its value in use.

If the reasons for impairment no longer apply, the impairment losses are to be reversed up to the amortized cost.

Property, plant and equipment (IAS 16, IAS 36, IAS 23)

Property, plant and equipment are measured at amortized cost of procurement or manufacturing.

The manufacturing costs of property, plant and equipment include individual costs and reasonable parts of the overhead costs as well as borrowing costs in the case of qualified assets.

Linear amortization over the useful life:

Buildings	10 to 50 years
Investments in third-party buildings	33 to 50 years
Technical plants and machinery	3 to 33 years
Office equipment	5 to 14 years
Vehicles	5 to 8 years

Impairment tests are performed whenever there are signs of impairment. An impairment loss is recognized in the amount by which the carrying amount of the asset exceeds its recoverable amount. The recoverable amount of the asset is the higher of its attributed fair value less costs to sell and its value in use.

If the reasons for impairment no longer apply, the impairment losses are reversed up to the amortized cost of the asset.

Profits and losses from disposals of property, plant and equipment shall be determined as the difference between the disposal proceeds and the carrying amounts of property, plant and equipment and are recorded in the Consolidated Profit and Loss Statement under the items “Other operating income” and “Other operating expenses”.

Leasing (IFRS 16):

At inception of a contract, the FACC Group assesses whether a contract is, or contains, a lease. A contract is, or contains, a lease if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration. To assess whether a contract conveys the right to control the use of an identified asset, the FACC Group uses the definition of a lease in IFRS 16.

IFRS 16 will replace the linear expenses for operating leases with amortization charges for right-of-use assets and interest costs for liabilities arising from the lease.

The FACC Group recognizes a right-of-use asset and a lease liability at the lease commencement date. The right of use is initially recognized at present value.

The right-of-use asset is subsequently depreciated using the straight-line method from the commencement date to the end of the lease term. In addition, the right-of-use asset is periodically reduced by impairment losses, if any occur, and adjusted for certain remeasurements of the lease liability.

The lease liability is initially measured at the present value of the lease payments that are not paid at the commencement date, discounted using the interest rate implicit in the lease or, if that rate cannot be readily determined, the Group's incremental borrowing rate. Generally, the FACC Group uses its incremental borrowing rate as the discount rate.

Lease payments included in the measurement of the lease liability comprise the following:

- fixed payments;
- variable lease payments that depend on an index or a rate;
- amounts expected to be payable under a residual value guarantee; and
- the exercise price under a purchase option that the Group is reasonably certain to exercise.

The lease liability is measured at amortized cost using the effective interest method. It is remeasured when there is a change in future lease payments arising from a change in an index or rate, or if there is a change in the FACC Group's estimate of the amount expected to be payable under a residual value guarantee.

When the lease liability is remeasured in this way, a corresponding adjustment is made to the carrying amount of the right-of-use asset, or is recorded in profit or loss if the carrying amount of the right-of-use asset has been reduced to zero.

The FACC Group has elected not to recognize right-of-use assets and lease liabilities for leases of low-value assets and short-term leases. The Group recognizes the lease payments associated with these leases as an expense on a straight-line basis over the lease term.

Receivables from customer-related engineering und contract assets (IFRS 15)

In the case of contracts with contractually enforceable claims, engineering and customer-specific tool developments are recognized at a point in time in revenues. At the time of revenue recognition, customer-related engineering is recognized as expenses, liabilities from customer-related engineering as revenues and variable compensation is recognized as present value in revenues or in receivables from customer-related engineering in accordance with IFRS IFRS 15.50 et seq.

Receivables from customer-related engineering are subsequently reduced through ongoing amortization (progress billing).

To the extent that engineering and customer-specific tool developments constitute separate performance obligations with claims that can be contractually enforced at any time, and revenues have already been partially recognized over a period of time, the former are reported as contract assets from the outset.

If engineering and customer-specific tool developments are not remunerated separately or not at all, but are paid for by customers as a mark-up on the price of series parts, the level of revenues may be dependent on when the expected quantities of series products are sold. In the case of contracts with contractually enforceable claims, this constitutes variable consideration pursuant to IFRS 15.50 et seq., which is recognized as receivables from customer-related engineering and reassessed on a regular basis within the scope of a prudent estimate.

Payments to customers are treated as an advance discount and are reported under contract assets. They are recognized at present value and recorded as a revenue reduction in accordance with the expected duration of the program.

Impairments of receivables from customer-related engineering and contract assets are assessed according to regulations governing financial assets.

Contract costs (IFRS 15)

Contract costs are measured at amortized cost.

If, in accordance with IFRS 15, there is no enforceable contractual entitlement to remuneration for engineering and tool development services provided, the associated expenses are capitalized as contract costs. The services provided and the subsequent series production constitute a single unit. In this case, the engineering and tool expenses are added to the price of the parts as a mark-up and are recognized as revenue upon delivery of the serial parts. The contract costs are amortized according to the number of shipsets delivered (see Note 6 – Use of assumptions and estimates).

Inventories (IAS 2)

Inventories are measured at the lower value of procurement cost or manufacturing cost and net realizable value. Inventories are valued using the moving average price method. When determining the manufacturing costs, the directly attributable costs and reasonable portions of overhead costs, including amortization, are included on the assumption of normal capacity utilization.

The net realizable value results from the expected sales revenues of the items less the outstanding production and distribution costs determined on the basis of empirical values. Price decreases in the replacement costs are generally taken into account when calculating the net sales price.

Inventories are written down in the case of reduced net selling prices or long storage periods. So-called slow-moving inventory items, which are classified according to product groups, are subject to specific write-downs. The system identifies materials with a storage period of more than 24 months as slow-moving items.

Customer-related engineering (IAS 2)

Customer-related engineering and customer-specific tool developments are recorded as customer-specific development services to the extent that they constitute own performance obligations and control has not yet been transferred. They are capitalized to the amount of the associated expenses. For further information, please also refer to “Receivables from customer-related engineering”.

Government grants (IAS 20)

Government grants are recognized at fair value if there is reasonable assurance that the conditions attached to the grant will be met and the grant will be received.

Government grants for investments in property, plant and equipment are recorded under the item “Investment grants” under non-current or current liabilities.

Investment grants are dissolved to profit or loss on a linear basis over the expected useful life of the assets concerned.

Expense subsidies, which in the Group primarily relate to subsidies in connection with development projects, are recognized in income in the same period in which the corresponding expense is incurred.

Employee benefit obligations (IAS 19)

Defined benefit plans

Defined benefit plans relate to Austrian termination benefit obligations towards employees whose employment was established on or before 31 December 2002.

This provision is calculated using the projected unit credit method, which sees each period of service as giving rise to an additional unit of benefit entitlement and calculates the present value of future payments over the employees’ estimated working lives. The calculation is performed by an actuary by means of actuarial reports for the respective balance sheet date.

Revaluation effects based on experience adjustments and changes in actuarial assumptions are recognized in other comprehensive income in equity for the period in which they arise.

Interest expenses are recognized before earnings before interest and taxes (EBIT) in the Consolidated Profit and Loss Statement.

The expected settlement amount is recognized for termination benefit obligations towards members of the Management Board of FACC AG as agreed in individual contracts.

Defined contribution plans

Defined contribution plans are in place in Austria for employees whose employment was established after 31 December 2002 due to statutory obligations and for individual contractual pension agreements.

The Group’s sole obligation is to pay the defined contributions. These are recognized as expenses in the period for which they are paid.

Other non-current employee benefit obligations

Under collective bargaining agreements, the Group is obliged to pay employees an anniversary bonus of one month’s salary or one month’s wages upon reaching 25 years of service.

This provision is determined by an actuary using actuarial reports in accordance with the projected unit credit method for the respective balance sheet date.

Interest expenses are recognized before earnings before interest and taxes (EBIT) in the Consolidated Profit and Loss Statement.

Revaluation effects based on experience adjustments and changes in actuarial assumptions are recognized to profit or loss in the period in which they arise.

Contract liabilities from customer-related engineering (IFRS 15)

Contract liabilities from customer-related engineering are recorded under current liabilities if control has not yet been transferred.

Other provisions (IAS 37)

Other provisions are recognized at the expected settlement amount. Non-current provisions are discounted provided the discounting effect is substantial and the discounting period can be reliably estimated.

Income taxes (IAS 12)

Deferred tax receivables and liabilities shall be balanced if they pertain to the same tax authority and if there is an enforceable legal claim to offsetting.

Income tax expense (income tax credits) include actual taxes and deferred taxes.

Deferred taxes are recognized for all temporary differences between the tax base of assets and liabilities and their carrying amounts in the IFRS-based financial statements (liabilities method). Deferred taxes are valued based on the tax rates applicable when the temporary differences have been reversed after the balance sheet date. Deferred tax receivables are only recognized to the extent to which it is probable that the corresponding tax benefits will be realized.

Deferred tax assets for loss carryforwards are only recognized to the extent that utilization within a reasonable period of time (five years) appears probable.

Changes in taxes generally lead to tax expenditures or tax credits. Taxes on items recorded in other comprehensive income are recorded in other comprehensive income. Taxes on items recorded directly in equity are also recorded directly in equity.

Financial instruments (IAS 32, IFRS 7, IFRS 9, IFRS 13)

IFRS 9 contains a new classification and measurement approach for financial assets that reflects the business model under which the assets are held as well as the characteristics of their respective cash flows. The standard contains three main categories of classification for financial assets: at amortized cost (AC), at fair value through profit or loss (FVTPL) and at fair value through other comprehensive income (FVOCI). Financial assets with embedded derivative financial instruments are not recognized separately in accordance with IFRS 9, but are classified as a whole in the "fair value through profit or loss" category.

The FACC Group also has a factoring program in place for seven selected customers. The unsold receivables from the factoring portfolio are allocated to the “hold and sell” business model in accordance with IFRS 9. The latter is measured at fair value through other comprehensive income.

Financial assets are initially recognized at fair value. In the case of financial investments that are not measured at fair value through profit or loss, transaction costs directly attributable to the acquisition of the assets are also taken into account.

The fair value is determined on the basis of the market information available on the balance sheet date. Given various influencing factors, the values stated here may deviate from the values realized at a later date.

The fair value of financial assets and liabilities reflects the effect of the risk of non-performance on the part of the other party. When determining the fair value of a financial asset, the credit risk of banks is taken into account on the basis of their ratings. When determining the fair value of a financial liability, the Group’s own credit risk is considered on the basis of credit ratings provided by banks.

Market values are available for all derivative financial instruments and listed securities; for all other financial instruments, the fair value is calculated on the basis of the discounted expected cash flows to the extent that the carrying amount does not represent an adequate approximation of the fair value.

Purchases and sales of financial assets are recorded on the date of the transaction.

Impairments are recognized to profit or loss for all financial instruments. If the underlying cause of the impairment no longer applies, a reversal of the impairment loss is recognized to profit or loss.

Other non-current financial assets (securities)

“At fair value through profit or loss” category: Subsequent measurement is recognized directly in other comprehensive income at fair value through other comprehensive income (stock market price).

Receivables and other assets

“At amortized cost” category: Subsequent measurement is recognized at amortized cost less any impairment losses on valuation accounts. Impairments of trade receivables due to default of payment are recognized on the basis of past experience. In addition, customers are assessed individually, taking into account past experience, their creditworthiness and any collateral security provided. Irrecoverable receivables are derecognized. Non-current receivables are additionally discounted according to the effective interest method.

IFRS 9 replaces the “losses incurred” model of IAS 39 with a forward-looking model of “expected credit losses”. Determining the extent to which expected loan defaults will be influenced by changes in economic factors requires the exercise of considerable discretion and is made on the basis of weighted probabilities.

The new impairment model is to be applied to financial assets measured at amortized cost or at fair value through other comprehensive income and to contract assets.

Under IFRS 9, impairment losses are calculated according to one of the following:

- **12-month expected credit loss:** Expected loan defaults due to possible default events within twelve months of the balance sheet date.
- **Lifetime expected credit loss:** Expected loan defaults due to all possible default events which can occur during the expected term of a financial instrument.

Measurement according to the concept of lifetime expected credit loss is to be applied if the credit risk of a financial asset has increased significantly on the balance sheet date since its initial recognition; in all other cases, valuation according to 12-month expected credit loss is to be applied. Exceptions exist for trade receivables, contract assets arising under IFRS 15 and leasing receivables. For these items, all expected losses must (for trade receivables and contract assets without a significant financing component pursuant to IFRS 15) or may (for trade receivables and contract assets with a significant financing component and leasing receivables pursuant to IFRS 15) already be taken into account at the time of addition.

Capital market data is available for the majority of the Group’s customers, which means that external parameters for maturity-dependent risk exposure are available. Expected losses for receivables subject to default risks are calculated using a maturity-specific default probability for each customer.

If no external parameters are available for a customer, industry- or country-specific credit default swap (CDS) spreads or bond yields (on an individual security or index basis) are used to determine the probability of default.

Trade receivables are written off if there is information suggesting that the debtor is facing significant financial difficulties and there is no realistic prospect of recovery, e.g. if the debtor has gone into liquidation or insolvency proceedings have been opened, or if the trade receivables are more than three years overdue, depending on what occurs earlier. Trade receivables which have been written off, are under no circumstances subject to levies of execution.

The FACC Group derecognizes trade receivables when the contractual rights to the cash flows from the receivables have expired or the rights to the cash flows have been transferred in a transaction in which all significant risks and rewards of ownership of the receivables are transferred.

Cash and cash equivalents

Cash and cash equivalents are measured at amortized cost on the balance sheet date.

The Group assumes that its cash and cash equivalents have a lower default risk based on the external ratings of banks and financial institutions. Due to the high credit rating and the short-term maturity, no value adjustments are made for expected credit losses.

Liabilities

Liabilities are initially recognized at fair value. Subsequent measurement is either at amortized cost.

Derivative financial instruments

Derivative financial instruments for which the criteria of IFRS 9 for hedge accounting are not met are classified and recognized at fair value through profit or loss in accordance with IFRS 9.

Hedge Accounting

The Group concludes forward exchange transactions to hedge the foreign currency risk in connection with particular planned foreign currency sales.

The special provisions of IFRS 9 on hedge accounting are applied to offset the effects of the hedged transaction and the hedging instrument in the income statement. The fair values resulting as of the balance sheet date are recognized in other comprehensive income, taking into account deferred taxes, and reported under reserves in accordance with IFRS 9. They are reversed to profit or loss according to their future realization in the relevant financial year.

In addition, the Group enters into forward exchange contracts to hedge the exchange rates of certain balance sheet items.

Revenue recognition (IFRS 15)

FACC generates two major revenue streams – from the delivery of series products, and from providing development services.

Development services either constitute a separate performance obligation under a multi-component contract, or they are part of the delivery of series products. In addition, FACC also concludes individual contracts for development projects.

In accordance with IFRS 15, revenue is recognized either over time or at a point in time as soon as a customer obtains control of the goods or services.

IFRS 15 requires entities to disclose the costs of initiating a contract with a customer. As the Group does not incur such costs, the associated disclosures are not presented in this guide.

Contract assets:

To the extent that a development service under a multi-component contract constitutes a separate performance obligation, and the criteria for revenue recognition over time are met, revenue is recognized either to the extent of the stage of completion (progress is determined using the cost-to-cost method) or in the amount of the costs incurred (if no reliable estimate of the contract outcome is possible), depending on the possibility to estimate the contract outcome.

In addition to the lack of an alternative use, revenue recognition over time requires, in particular, that a legal claim to payment for services already rendered (costs plus profit share) can be made at any time.

Payments to customers are treated as an advance discount and are recorded in the consolidated statement of comprehensive income as a reduction in revenue over the duration of the program. With regard to fixed and variable components, see Receivables from customer-related development services below.

Receivables from customer-related development services:

To the extent that a development service under a multi-component contract constitutes a separate performance obligation, and the criteria for revenue recognition over time are not met but an enforceable right exists under the contract, revenue is recognized at the point in time at which the power of disposal is transferred to the customer.

When determining transaction prices for development services, both fixed and variable components are taken into account. The fixed component comprises the contractually agreed price component (agreed separately for the development service or confirmed to be included in the shipset price) and guaranteed minimum quantities. The variable component includes estimates regarding the distribution of quantities over the future period.

Contract costs:

If a development service does not constitute a separate performance obligation, or if there is no enforceable claim under the contract, revenue is recognized at the time of delivery of the series products. In this case, the costs incurred for the development service are capitalized as contract costs and amortized through profit or loss, depending on the shipset delivery.

Financing component:

In the case of development services without milestone payments, payment is made according to the ongoing delivery of series products over the total duration of the program. As the contractual obligation is fulfilled well before payments are made, a significant financing component exists, which is taken into account in the measurement of receivables from customer-related development services and contract assets.

Revenue is recognized in the amount of the present value of the agreed payments only. Compound interest effects are recognized as income in the financial result, meaning that payments received are not allocated in full to revenue.

In the case of development services with milestone payments, the performance of services and the receipt of payments largely coincide. Consequently, there is no significant financing component here.

In the case of contracts with a term of less than twelve months, no financing component is taken into account.

Recognition of expenses

Operating expenses are recognized upon provision of the service or at the time they are incurred. Interest is recognized using the effective interest method.

Foreign currency valuation (IAS 21)

Receivables, cash and cash equivalents and liabilities are translated at the spot conversion rate. Gains and losses are recorded to profit or loss.

Consolidated statement of cash flows (IAS 7)

The indirect method was used to present the Consolidated Statement of Cash Flows for the consolidated cash flow from operating activities. Cash and cash equivalents correspond to cash on hand and liquid funds.

49. Effects of new and amended standards

The following new and amended standards were mandatorily effective for the first time in the 2023 financial year:

Standard/Interpretation		Mandatory application acc. to IASB for financial years beginning with	Adoption by the EU as of 31.12.2023
IFRS 17 (amended)	Initial application of IFRS 17 and 9 - Comparative information	01.01.2023	Yes
IFRS 17 (amended)	Insurance Contracts	01.01.2023	Yes
IAS 8 (amended)	Definition of Accounting Estimates	01.01.2023	Yes
IAS 1 (amended)	Disclosure of Accounting policies	01.01.2023	Yes
IAS 12 (amended)	Deferred Taxes related to Assets and Liabilities arising from a Single Transaction	01.01.2023	Yes
IAS 12 (amended)	International Tax Reform - Pillar Two Model Rules	23.05.2023	Yes

The Group has applied the International Tax Reform "Pillar 2 Model Rules (Amendments to IAS 12)" as published on 23 May 2023. The amendments contain a temporary, mandatory and immediately applicable exception to the requirement to recognize deferred taxes resulting from the introduction of a global minimum tax.

The mandatory exemption is to be applied retrospectively. However, as no new law introducing a global minimum tax was in force, or was expected to be in force in the near future, in any of the countries in which the Group operates as of 31 December 2022, and no deferred taxes relating thereto were recognized at that date, the retrospective application has no impact on the consolidated financial statements of FACC.

The first-time application of the other new or revised standards has no material impact on FACC`s Consolidated Financial Statements.

The International Accounting Standards Board (IASB) is currently working on a number of projects that will affect financial years beginning on or after 1 January 2024. The following new, revised or amended standards and IFRIC interpretations that have already been published by the IASB but are not yet mandatory in the EU have not been applied early by the FACC Group and are therefore not relevant to these Consolidated Financial Statements:

Standard/Interpretation		Published by IASB	Mandatory application acc. to IASB	Adoption by the EU as of 31.12.2023	Effects on the Consolidated Financial Statement
IAS 1 (amended)	Classification of Liabilities as Current or Non-current	23.01.2020	01.01.2024	Yes	No
IAS 1 (amended)	Classification of Liabilities as Current or Non-Current - Deferral of effective date	15.07.2020	01.01.2024	Yes	No
IAS 1 (amended)	Non-current Liabilities with Covenants	31.10.2022	01.01.2024	Yes	No
IFRS 16 (amended)	Leases: Lease liability in a sale and leaseback	22.09.2022	01.01.2024	Yes	No
IAS 7 IFRS 7 (amended)	Supplier Finance Arrangements	25.05.2023	01.01.2024	No	No
IAS 21 (amended)	Lack of Exchangeability	15.08.2023	01.01.2025	No	No

50. Fees of the Group auditor

The expenses attributable to the the auditor KPMG Austria GmbH Wirtschaftsprüfungs- und Steuerberatungsgesellschaft (previous year: Ernst & Young Wirtschaftsprüfungsgesellschaft m.b.H.) of the Consolidated Financial Statements in financial year 2022 resp. 2023 are as follows:

	2022 EUR'000	2023 EUR'000
Group and annual audit	178	218
Other consulting services	3	1
	181	**219**

51. Events after the balance sheet date

After the balance sheet date of 31 December 2023, no event requiring disclosure occurred.

52. Proposed appropriation of net income

In the 2023 financial year the balance sheet loss of FACC Group amounted to kEUR –44,218. The Management Board and the Supervisory Board will propose a dividend of EUR 0.00 per share to the Annual General Meeting on 17 May 2024.

53. Approval for publication

These Consolidated Financial Statements were prepared by the Management Board and are scheduled to be submitted by the Management Board to the Supervisory Board for review on 26 March 2024. The Consolidated Financial Statements will then be submitted to the Annual General Meeting for approval. The Supervisory Board may arrange for amendments to be made to the Consolidated Financial Statements within the scope of its duties as assessor.

54. Management and Supervisory Boards

Members of the Management Board

Robert Machtlinger, CEO
Andreas Ockel, COO
Aleš Stárek, CFO (till 31 December 2023)
Zhen Pang, CCO

Members of the Supervisory Board

Jian Wang (Chairman)
Fusheng Chen (Vice Chairman) (till 30 June 2023)
Tongyu Xu (Vice Chairman) (since 30 June 2023)
Ian Chang
Weixi Gong
Jing Guo
Yu Mei (till 31 May 2023)
Jiajia Dai (since 30 June 2023)
Junqi Sheng
Tom Williams
Jürgen Fischer (employee representative)
Barbara Huber (employee representative)
Ulrike Reiter (employee representative)
Karin Klee (employee representative)

Ried im Innkreis, 15 March 2024

The Management Board

Robert Machtlinger m.p.
Chairman of the Management Board

Andreas Ockel m.p.
Member of the Management Board

Zhen Pang m.p.
Member of the Management Board

Statement of all Legal Representatives

According to section 82 paragraph 4 number 3 Börsegesetz (Austrian Stock Exchange Act)

To the best of our knowledge, we confirm that the Consolidated Financial Statements prepared in accordance with the relevant accounting standards give a true and fair view of the net assets, financial position and results of operations of the Group. Likewise, to the best of our knowledge, we confirm that the Group Management Report presents the course of business, the results of operations and the position of the Group in such a way as to give the best possible picture of the Group's net assets, financial position and results of operations, and that the Group Management Report describes the main risks and uncertainties to which the Group is exposed.

We certify to the best of our knowledge that the Annual Financial Statements of the parent company prepared in accordance with the relevant accounting standards give a true and fair view of the net assets, financial position and results of operations of the company. Likewise, to the best of our knowledge, we confirm that the Management Report presents the course of business, the results of operations and the position of the company in such a way as to give a true and fair view of the net assets, financial position and results of operations and that the Management Report describes the significant risks and uncertainties to which the company is exposed.

Ried im Innkreis, 15 March 2024

The Management Board

Robert Machtlinger m.p.
Chairman of the Management Board

Andreas Ockel m.p.
Member of the Management Board

Zhen Pang m.p.
Member of the Management Board

Auditor’s Report

Report on the Consolidated Financial Statements

AUDIT OPINION

We have audited the consolidated financial statements of

FACC AG, Ried im Innkreis

and its subsidiaries ("the Group"), which comprise the Consolidated Profit and Loss Statement, the Consolidated Statement of Comprehensive Income, the Consolidated Statement of Financial Position as of 31 December 2023, the Consolidated Statement of Changes in Equity and the Consolidated Statement of Cash Flows for the year then ended, and the Notes to the Consolidated Financial Statements.

In our opinion, the consolidated financial statements comply with the legal requirements and present fairly, in all material respects, the consolidated financial position of the Group as at 31 December 2023, and its consolidated financial performance and consolidated cash flows for the year then ended in accordance with International Financial Reporting Standards (IFRSs) as adopted by the EU, and the additional requirements pursuant to Section 245a UGB (Austrian Commercial Code).

BASIS FOR OUR OPINION

We conducted our audit in accordance with the EU Regulation 537/2014 ("AP Regulation") and Austrian Standards on Auditing. These standards require the audit to be conducted in accordance with International Standards on Auditing (ISAs). Our responsibilities under those standards are further described in the "Auditor's Responsibilities" section of our report. We are independent of the audited Group in accordance with Austrian company law and professional regulations, and we have fulfilled our other responsibilities under those relevant ethical requirements. We believe that the audit evidence we have obtained up to the date of the auditor’s report is sufficient and appropriate to provide a basis for our audit opinion on this date.

KEY AUDIT MATTERS

Key audit matters are those matters that, in our professional judgment, were of most significance in our audit of the consolidated financial statements. These matters were addressed in the context of our audit of the consolidated financial statements as a whole, however, we do not provide a separate opinion thereon.

Recoverability of contract costs

See notes in section "6. Estimates and judgements" and note 24.

Risk for the Consolidated Financial Statements

Long-term contract fulfilment costs of EUR 61.1 million are reported in the consolidated financial statements of FACC AG as at 31 December 2023.

The relevant accounting standard IFRS 15.101 requires to recognize an impairment loss if the carrying amount is below the remaining net consideration expected to be received relating to these assets. Impairment tests are carried out at project level for contract fulfilment costs. The recoverable amounts, which represent the benchmark for the impairment test, are determined on the basis of discounted future cash flows using a risk-adjusted interest rate.

The result of the impairment tests for the respective projects depends to a significant extent on assumptions and estimates, particularly with regard to long-term planning assumptions and market uncertainties, and is therefore subject to considerable uncertainty.

There is a risk for the financial statements that the assumptions are not appropriate and that, as a result, a necessary impairment for contract fulfilment costs is not recognised in the consolidated financial statements or is not recognised with an appropriate amount.

Our Response

We performed the following audit procedures to test the recoverability of contract fulfilment costs:

- In order to assess the appropriateness of the underlying internal planning, we obtained an understanding of the planning process and the design and establishment of the related internal controls and compared the planning data on which the valuation is based with the current budget figures approved by the Supervisory Board and the medium-term planning and detailed documents on the additional adjustments made as well as the contractual basis.

- We discussed the key value-determining assumptions of the impairment tests, in particular sales and expenses, in detail with the employees responsible and compared expectations of future developments with the estimates used by the company.

- We assessed the accuracy of the planning by comparing the plans made in previous years with the actual figures.

- We analysed the methodology used to perform the impairment test and to determine the cost of capital rates and assessed whether they comply with the provisions of IFRS 15 through involvement of our valuation specialist. We assessed the appropriateness of the assumptions used to determine the cost of capital rates by comparing them with market and industry-specific benchmarks and verified the mathematical accuracy of the calculation scheme.

- Finally, we examined whether FACC AG's disclosures on contract fulfilment costs in the notes to the financial statements are complete and appropriate.

Revenue realisation

See notes in section "48. Accounting policies" and note 8.

Risk for the Consolidated Financial Statements

The consolidated financial statements of FACC AG as of 31 December 2023 report revenue of EUR 736 million, which is made up of two main revenue streams (delivery of series products on the one hand and provision of development services including customer-specific tool developments on the other).

The relevant accounting standard IFRS 15 requires revenue to be recognised either over time or at a point in time as soon as a customer obtains control over the asset. At FACC AG, revenue is recognised over time in particular if commissioned development services and customer-specific tool developments constitute separate performance obligations with a contractually enforceable right to payment for the performance completed to date.

FACC AG has defined detailed guidelines, procedures and processes for the accounting of its customer contracts. There is a risk for the financial statements that revenue is not recognised at the point in time when control is transferred to the customer. This can lead to revenue being recognised in the wrong accounting period.

There is also a risk that receivables from customer-related development services, contract assets and contract fulfilment costs are not correctly classified, recognised or appropriately presented as such and that revenue is therefore not properly recognised over time or at a specific point in time.

Our Response

We performed the following audit procedures to test the recoverability of contract fulfilment costs:

- As part of our audit of the internal control system with regard to the accounting policies applied for revenue recognition, we assessed the key controls with regard to their design and implementation.

- For a sample of additions to receivables from customer-related development services, contract assets and contract fulfilment costs, which were selected on the basis of a statistical selection process, we:

  - Obtained an understanding of the transaction by reviewing the underlying contractual agreements and other related documents and explanations from employees of FACC AG and verified the amount of the additions;

  - assessed whether the classification, recognition and presentation of the asset within the scope of IFRS 15 Revenue from Contracts with Customers was correct;

  - assessed whether revenue recognition over time or at a point in time is justified.

- We verified the amount of amortisation and the disclosure of receivables from customer-related development services, contract assets and contract fulfilment costs on the basis of underlying contractual agreements and other related documents as well as explanations from employees of FACC AG.

- For a sample of revenue selected using a statistical selection procedure, we assessed whether revenue recognition prior to the balance sheet date and credit notes issued after the balance sheet date were recognised in the correct period.

- With regard to the foreign currency translation of revenue realisations, we:

  - Obtained an understanding of the accounting policies and assessed whether the accounting policies applied are in accordance with IFRS;

  - assessed the controls implemented by the Company in connection with the FX valuation in terms of design, implementation and operating effectiveness;

  - Performed recalculations on a sample basis.

  - Finally, we examined whether FACC AG's disclosures on revenue recognition in the notes to the financial statements are complete and appropriate.

OTHER MATTERS

The consolidated financial statements of FACC AG for the financial year ended 31 December 2022 were audited by another auditor who issued an unqualified opinion on these financial statements on 13 March 2023.

OTHER INFORMATION

The legal representatives are responsible for the other information. The other information comprises all information included in the annual report, but does not include the consolidated financial statements, the group management report and the auditor's report. The annual report is expected to be made available to us after the date of the auditor's report.

Our opinion on the consolidated financial statements does not cover the other information and we do not express any form of assurance conclusion thereon.

In connection with our audit of the consolidated financial statements, our responsibility is to read the other information when it becomes available and, in doing so, consider whether the other information is materially inconsistent with the consolidated financial statements or our knowledge obtained in the audit or otherwise appears to be misstated.

If, based on the work we have performed on the other information obtained prior to the date of the auditor's report, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this connection.

RESPONSIBILITIES OF MANAGEMENT AND OF AUDIT COMMITTEE FOR THE CONSOLIDATED FINANCIAL STATEMENTS

Management is responsible for the preparation and fair presentation of the consolidated financial statements in accordance with International Financial Reporting Standards (IFRSs) as adopted by the EU, the additional requirements pursuant to Section 245a UGB (Austrian Commercial Code) and for such internal controls as management determines are necessary to enable the preparation of consolidated financial statements that are free from material misstatement, whether due to fraud or error.

Management is also responsible for assessing the Group's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting, unless management either intents to liquidate the Group or to cease operations, or has no realistic alternative but to do so.

The audit committee is responsible for overseeing the Group's financial reporting process.

AUDITOR'S RESPONSIBILITIES

Our objectives are to obtain reasonable assurance about whether the consolidated financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our audit opinion. Reasonable assurance represents a high level of assurance, but provides no guarantee that an audit conducted in accordance with the AP Regulation and Austrian Standards on Auditing (and therefore ISAs), will always detect a material misstatement, if any. Misstatements may result from fraud or error and are considered material if, individually or in aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these consolidated financial statements.

As part of an audit in accordance with the AP Regulation and Austrian Standards on Auditing, we exercise professional judgment and maintain professional skepticism throughout the audit.

Moreover:

- We identify and assess the risks of material misstatement in the consolidated financial statements, whether due to fraud or error, we design and perform audit procedures responsive to those risks and obtain sufficient and appropriate audit evidence to serve as a basis for our audit opinion. The risk of not detecting material misstatements resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations or override of internal control.
- We obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Group's internal control.
- We evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- We conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Group's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our audit report to the respective note in the consolidated financial statements. If such disclosures are not appropriate, we will modify our audit opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Group to cease to continue as a going concern.
- We evaluate the overall presentation, structure and content of the consolidated financial statements, including the notes, and whether the consolidated financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- We obtain sufficient appropriate audit evidence regarding the financial information of the entities and business activities within the Group to express an opinion on the consolidated financial statements. We are responsible for the direction, supervision and performance of the group audit. We remain solely responsible for our audit opinion.
- We communicate with the audit committee regarding, amongst other matters, the planned scope and timing of our audit as well as significant findings, including any significant deficiencies in internal control that we identify during our audit.
- We communicate to the audit committee that we have complied with the relevant professional requirements in respect of our independence, that we will report any relationships and other events that could reasonably affect our independence and, where appropriate, the related safeguards.
- From the matters communicated with the audit committee, we determine those matters that were of most significance

in the audit i.e. key audit matters. We describe these key audit matters in our auditor’s report unless laws or other legal regulations preclude public disclosure about the matter or when in very rare cases, we determine that a matter should not be included in our audit report because the negative consequences of doing so would reasonably be expected to outweigh the public benefits of such communication.

REPORT ON OTHER LEGAL REQUIREMENTS

Group Management Report

In accordance with Austrian company law, the group management report is to be audited as to whether it is consistent with the consolidated financial statements and prepared in accordance with legal requirements.

Management is responsible for the preparation of the group management report in accordance with Austrian company law.

We have conducted our audit in accordance with generally accepted standards on the audit of group management reports.

Opinion

In our opinion, the group management report is consistent with the consolidated financial statements and has been prepared in accordance with legal requirements. The disclosures pursuant to Section 243a UGB (Austrian Commercial Code) are appropriate.

Statement

Based on our knowledge gained in the course of the audit of the consolidated financial statements and our understanding of the Group and its environment, we did not note any material misstatements in the group management report.

Additional Information in accordance with Article 10 AP Regulation

We were elected as auditors at the Annual General Meeting on 8. May 2023 and were appointed by the supervisory board on 23. Juni 2023 to audit the financial statements of Company for the financial year ending on 31 December 2023.

We have been auditors of the Company, without interruption, since the consolidated financial statements at 31. December 2023.

We declare that our opinion expressed in the "Report on the Consolidated Financial Statements" section of our report is consistent with our additional report to the Audit Committee, in accordance with Article 11 AP Regulation.

We declare that we have not provided any prohibited non-audit services (Article 5 Paragraph 1 AP Regulation) and that we have ensured our independence throughout the course of the audit, from the audited Group.

ENGAGEMENT PARTNER

The engagement partner is Mr. Mag.Gerold Stelzmüller.

Linz, 15. March 2024

KPMG Austria GmbH
Wirtschaftsprüfungs- und Steuerberatungsgesellschaft

qualified electronically signed:
Mag. Gerold Stelzmüller
Wirtschaftsprüfer
(Austrian Chartered Accountant)

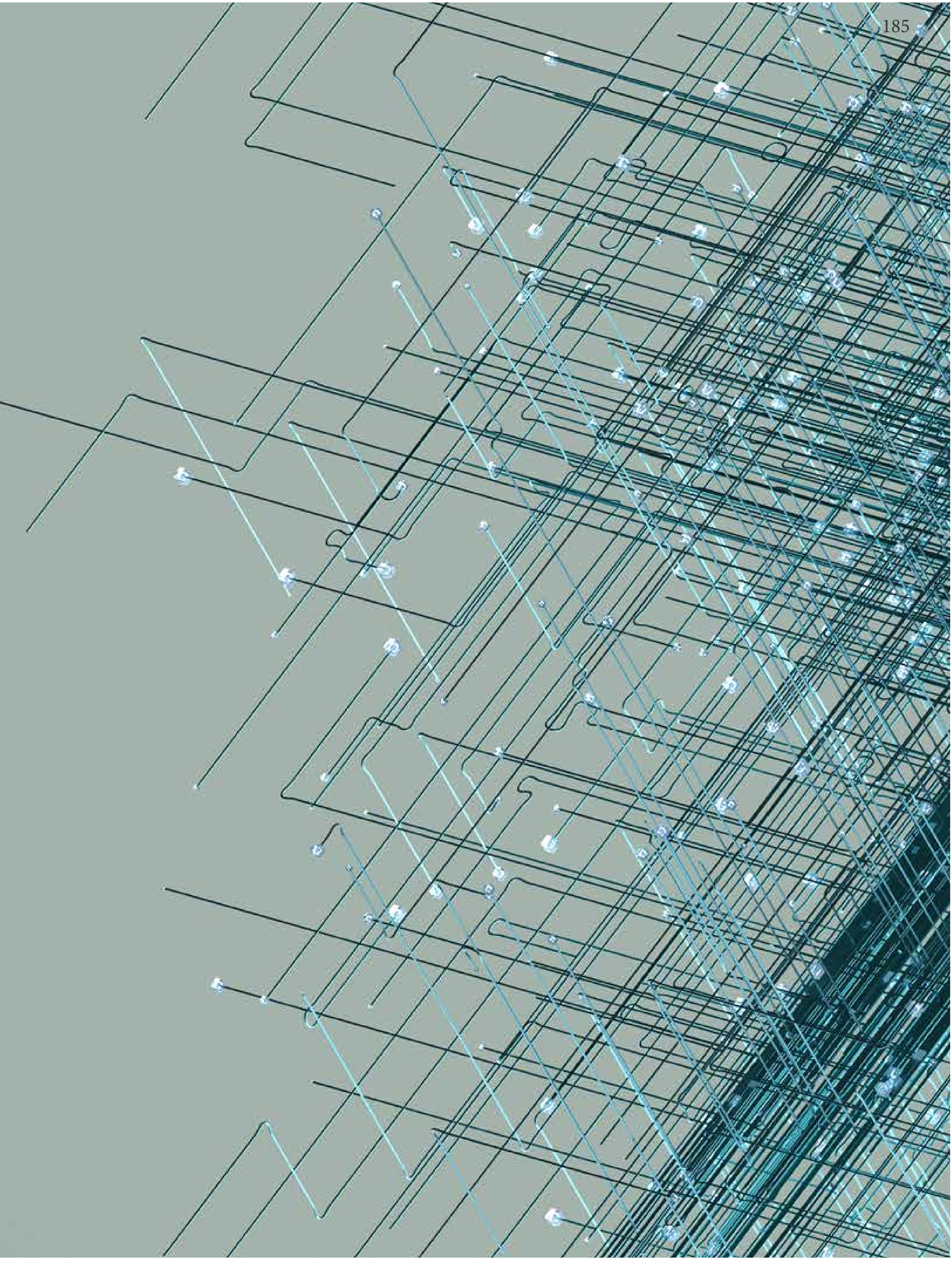
Glossary

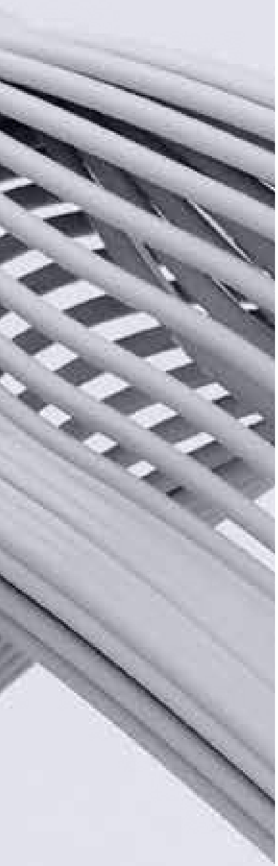
Technology

Autoclave	Gas-tight, sealable autoclave for curing fiber composites
Composites	A composite material is a material made from two or more constituent materials that, when combined, feature characteristics different from the individual components
Fibrous composite material	Material of reinforcing fibers and a plastic mix
OEM	Original Equipment Manufacturer – manufacturer of components, which produces these in its own factories, but does not bring them to retail itself
Primary structure	Aircraft fuselage structure
Retrofit	Modernization or expansion of existing (mostly older and no longer produced) models
Secondary structure	Attachments to the fuselage structure of an aircraft
Shipset	A delivery unit, i.e. a complete set of parts for an aircraft
Thermoplastic	Plastic that can be deformed in a certain temperature range
Tier-1-supplier	A supplier, which directly supplies OEMs with larger components and systems
Winglet/Sharklet	Parts attached to the wingtips of aircraft wings aiming to reduce the aircraft`s drag

Financials

APAC	Asia-Pacific Economic Area
ATX	Austrian Traded Index – the most important stock market index of the Wiener Börse (Vienna Stock Exchange), currently consisting of 20 stocks
Book-to-bill ratio	Ratio of orders received to the amount billed for a specific period
CAD	Canadian dollar
Cashflow	Net amount of cash and cash-equivalents being transferred into and out of a business in a specific period
CGU	Cash Generating Unit
D&O insurance	Directors and officers liability insurance – liability insurance payable to the directors and officers of a company
EBIT	Earnings before interest and taxes
Equity ratio	Equity/balance sheet total in %
FTE	Full-time equivalents of employees
IAS	International Accounting Standards
IFRS	International Financial Reporting Standards, including International Accounting Standards
INR	Indian rupee
Investments	Additions to intangible assets, property, plant and equipment
ISIN	International Securities Identification Number for shares
RMB	Renminbi/Yuan – Chinese currency
kEUR	Euro thousands
USD	US dollar





KEY FIGURES & EU TAXONOMY

DISCLOSURES PURSUANT TO ARTICLE 8 of the Taxonomy Regulation

The Taxonomy Regulation is a key component of the European Commission's action plan to redirect capital flows towards a more sustainable economy. It represents an important step towards achieving carbon neutrality by 2050 in line with EU climate targets and provides a classification system for environmentally sustainable economic activities.

In the following section, we disclose the share of our Group revenue, capital expenditure (CapEx) and operating expenditure (OpEx) for the 2023 reporting period with regard to FACC's taxonomy-eligibility and alignment.

TAXONOMY-ELIGIBILITY

Previously, FACC's business activities were not included in the economic activities listed under the EU taxonomy. In 2023, the 4 remaining environmental targets were published by the EU Commission. Furthermore, additional activities were also added under the existing objectives of climate change mitigation and climate change adaptation.

With the introduction of economic activity 3.21 Manufacturing of aircraft under the environmental objective of climate change mitigation, FACC's business model can now be classified as taxonomy-eligible to a considerable extent. According to the description, the activity comprises the manufacture, repair, maintenance, overhaul, retrofitting, design, repurposing and upgrade of aircraft and aircraft parts and equipment. FACC develops and manufactures key components such as control surfaces, engine cowlings and cabin interiors for passenger aircraft and business jets.

In addition to the main activity, which covers almost all of FACC's business activities, FACC has also identified activity 6.5 Transport by motorbikes, passenger cars and light commercial vehicles as taxonomy-eligible under the environmental goal of climate protection. The vehicles of the FACC's own fleet are classified under this activity, which includes in particular capital expenditure and maintenance expenses. No other taxonomy-eligible activities were identified.

TAXONOMY-ALIGNMENT

For the activities newly published in 2023, the EU taxonomy provides for a one-year simplification provision with regard to the disclosure of taxonomy-alignment in accordance with Art. 10 Disclosures Delegated Act. FACC therefore does not yet report any information on taxonomy-alignment under activity 3.21 Manufacturing of aircraft for the 2023 financial year, but only the taxonomy-eligible shares. In order to fulfill the reporting obligations from the 2024 financial year onwards, FACC is currently collecting the data on the taxonomy-alignment.

With regard to the economic activity 6.5 Transport by motorbikes, passenger cars and light commercial vehicles, FACC invests in both electric vehicles and vehicles with internal combustion engines. However, in addition to compliance with the minimum safeguards, taxonomy-alignment also requires the fulfillment of further criteria to ensure that there is no significant harm to the other environmental objectives (do no significant harm; DNSH). As it has not yet been possible to obtain all the necessary evidence, the relevant investment and operating expenses of FACC are currently classified in their entirety as taxonomy-non-aligned under economic activity 6.5.

PERFORMANCE INDICATORS

The denominator of the turnover KPI according to the EU-taxonomy corresponds to the revenue according to the consolidated profit and loss statement (p. 134) and amounts to kEUR 736,202. A share of 98.8% can be allocated to the main activity 3.21 Manufacturing of aircraft. FACC does not currently have any other taxonomy-eligible turnover. The remaining share of 1.2% is therefore to be recognised as taxonomy-non-eligible. For the reasons mentioned above, there is currently no taxonomy-aligned turnover.

Capital expenditure according to the EU-taxonomy comprises additions to property, plant and equipment and intangible assets during the financial year under review before depreciation, amortization and revaluations and therefore corresponds to the additions reported in the notes to the consolidated financial statements under notes 21 and 22 in the amount of kEUR 37.163. Thereof, 99.0% can be classified as taxonomy-aligned. The vast majority of this is attributable to activity 3.21 Manufacturing of aircraft. Overall, due to FACC's business model, only a small proportion of 1.0% can be classified as taxonomy-non-eligible. Taxonomy-aligned capital expenditure cannot currently be recognised. According to the EU-taxonomy, FACC's operating expenditure include direct, non-capitalised costs relating to research and development, building renovation measures, short-term leasing, maintenance and repairs. The denominator of the KPI totals kEUR 85,340. Thereof, a share of 99.0% is attributable to taxonomy-eligible economic activities. A small proportion of 1.0% is to be classified as taxonomy-non-eligible. There are currently no taxonomy-aligned operating expenses.

Detailed INFORMATION on the *key performance* indicators can be *obtained* from the *reporting templates* below.

ANNEX II – TEMPLATES FOR THE KPIs OF NON-FINANCIAL UNDERTAKINGS

Template: Proportion of turnover from products or services associated with Taxonomy-aligned economic activities – disclosure covering year N

2023				Substantial contribution criteria						DNSH criteria ('Does Not Significantly Harm')									
Economic Activities (1)	Code(s) (2)	Turnover (3)	Proportion of Turnover, year N (4)	Climate Change Mitigation (5)	Climate Change Adaptation (6)	Water (7)	Pollution (8)	Circular Economy (9)	Biodiversity (10)	Climate Change Mitigation (5)	Climate Change Adaptation (6)	Water (7)	Pollution (8)	Circular Economy (9)	Biodiversity (10)	Minimum Safeguards (17)	Proportion of Taxonomy-aligned (A.1.) or -eligible (A.2.) turnover, year 2022 (18)	Category enabling activity (19)	Category transitional activity (20)
		k€	%	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	%	E	T
A. TAXONOMY-ELIGIBLE ACTIVITIES																			
A.1. Environmentally sustainable activities (Taxonomy-aligned)																			
Turnover of environmentally sustainable activities (Taxonomy-aligned) (A.1)		0	0%	0%	0%	0%	0%	0%	0%	Y	Y	Y	Y	Y	Y	Y	0%		
Of which enabling		0	0%	0%	0%	0%	0%	0%	0%	Y	Y	Y	Y	Y	Y	Y	0%	E	
Of which transitional		0	0%	0%						Y	Y	Y	Y	Y	Y	Y	0%		T
A.2. Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities)																			
				EL; N/EL	EL; N/EL	EL; N/EL	EL; N/EL	EL; N/EL	EL; N/EL										
Manufacturing of aircraft	CCM 3.21	727.368	98,8%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								0%		
Turnover of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (A.2)		727.368	98,8%	100,0%	0%	0%	0%	0%	0%								0%		
A. Turnover of Taxonomy-eligible activities (A.1+A.2)		727.368	98,8%	100,0%	0%	0%	0%	0%	0%								0%		
B. TAXONOMY-NON-ELIGIBLE ACTIVITIES																			
Turnover of Taxonomy-non-eligible activities		8.834	1,2%																
TOTAL		736.202	100%																

ANNEX II – TEMPLATES FOR THE KPIs OF NON-FINANCIAL UNDERTAKINGS

Template: Proportion of CapEx from products or services associated with Taxonomy-aligned economic activities – disclosure covering year N

2023				Substantial contribution criteria						DNSH criteria ('Does Not Significantly Harm')									
Economic Activities (1)	Code(s) (2)	CapEx (3)	Proportion of CapEx, year N (4)	Climate Change Mitigation (5)	Climate Change Adaptation (6)	Water (7)	Pollution (8)	Circular Economy (9)	Biodiversity (10)	Climate Change Mitigation (5)	Climate Change Adaptation (6)	Water (7)	Pollution (8)	Circular Economy (9)	Biodiversity (10)	Minimum Safeguards (17)	Proportion of Taxonomy-aligned (A.1.) or -eligible (A.2.) CapEx, year 2022 (18)	Category enabling activity (19)	Category transitional activity (20)
		k€	%	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	%	E	T
A. TAXONOMY-ELIGIBLE ACTIVITIES																			
A.1. Environmentally sustainable activities (Taxonomy-aligned)																			
CapEx of environmentally sustainable activities (Taxonomy-aligned) (A.1)		0	0%	0%	0%	0%	0%	0%	0%	Y	Y	Y	Y	Y	Y	Y	0%		
Of which enabling		0	0%	0%	0%	0%	0%	0%	0%	Y	Y	Y	Y	Y	Y	Y	0%	E	
Of which transitional		0	0%	0%						Y	Y	Y	Y	Y	Y	Y	0%		T
A.2. Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities)																			
				EL; N/EL	EL; N/EL	EL; N/EL	EL; N/EL	EL; N/EL	EL; N/EL										
Manufacturing of aircraft	CCM 3.21	35.625	95,9%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								0%		
Transport by motorbikes, passenger cars and light commercial vehicles	CCM 6.5 / CCA 6.5	1.178	3,2%	EL	EL	N/EL	N/EL	N/EL	N/EL								0%		
CapEx of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (A.2)		36.803	99,0%	100,0%	0%	0%	0%	0%	0%								0%		
A. CapEx of Taxonomy-eligible activities (A.1+A.2)		36.803	99,0%	100,0%	0%	0%	0%	0%	0%								0%		
B. TAXONOMY-NON-ELIGIBLE ACTIVITIES																			
CapEx of Taxonomy-non-eligible activities		360	1,0%																
TOTAL		37.163	100%																

ANNEX II – TEMPLATES FOR THE KPIs OF NON-FINANCIAL UNDERTAKINGS

Template: Proportion of OpEx from products or services associated with Taxonomy-aligned economic activities – disclosure covering year N

2023				Substantial contribution criteria						DNSH criteria ('Does Not Significantly Harm')									
Economic Activities (1)	Code(s) (2)	OpEx (3)	Proportion of OpEx, year N (4)	Climate Change Mitigation (5)	Climate Change Adaptation (6)	Water (7)	Pollution (8)	Circular Economy (9)	Biodiversity (10)	Climate Change Mitigation (5)	Climate Change Adaptation (6)	Water (7)	Pollution (8)	Circular Economy (9)	Biodiversity (10)	Minimum Safeguards (17)	Proportion of Taxonomy-aligned (A.1.) or -eligible (A.2.) OpEx, year 2022 (18)	Category enabling activity (19)	Category transitional activity (20)
		k€	%	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	%	E	T
A. TAXONOMY-ELIGIBLE ACTIVITIES																			
A.1. Environmentally sustainable activities (Taxonomy-aligned)																			
OpEx of environmentally sustainable activities (Taxonomy-aligned) (A.1)		0	0%	0%	0%	0%	0%	0%	0%	Y	Y	Y	Y	Y	Y	Y	0%		
Of which enabling		0	0%	0%	0%	0%	0%	0%	0%	Y	Y	Y	Y	Y	Y	Y	0%	E	
Of which transitional		0	0%	0%						Y	Y	Y	Y	Y	Y	Y	0%		T
A.2. Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities)																			
				EL; N/EL	EL; N/EL	EL; N/EL	EL; N/EL	EL; N/EL	EL; N/EL										
Manufacturing of aircraft	CCM 3.21	83.472	97,8%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								0%		
Transport by motorbikes, passenger cars and light commercial vehicles	CCM 6.5 / CCA 6.5	1.024	1,2%	EL	EL	N/EL	N/EL	N/EL	N/EL								0%		
OpEx of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (A.2)		84.497	99,0%	100,0%	0%	0%	0%	0%	0%								0%		
A. OpEx of Taxonomy-eligible activities (A.1+A.2)		84.497	99,0%	100,0%	0%	0%	0%	0%	0%								0%		
B. TAXONOMY-NON-ELIGIBLE ACTIVITIES																			
OpEx of Taxonomy-non-eligible activities		843	1,0%																
TOTAL		85.340	100,0%																

PRODUCTS

KPI	Description	Unit	2020	2021	2022	2023
Flight safety						
Incidents in the health and safety area	Total number of violations of regulations and/or voluntary codes relating to the health and safety impacts of products and services during the reporting period	Number	0	0	0	0
Fines	Number of violations of regulations regarding the impact of products on the health and safety of customers resulting in a fine or sanction	Number	0	0	0	0
Fines – value	Violations of regulations regarding the impact of products on the health and safety of customers, incl. product labelling	EUR	0	0	0	0
Non-monetary sanctions	Number of violations of regulations regarding the impact of products on the health and safety of customers resulting in a warning notice	Number	0	0	0	0
Purchasing categories	Number of key purchasing categories	Number	24	24	24	24
Certified purchasing categories	Number of key purchasing categories with which a manufacturer’s certificate/indication of origin is attached	Number	17	17	17	17
Product categories	Number of key product categories	Number	3	3	3	3
Proven origin	Number of key product categories, to which a manufacturer's certificate is attached	Number	3	3	3	3
Proven contents (e. g. chemicals from REACH)	Number of key product categories, to which a description of the contents is attached	Number	0	0	0	0
Required disposal	Number of key product categories, to which a description of the disposal is attached	Number	0	0	0	0
Export certificates	Number of key product categories, for which export certificates are (must be) created	Number	3	3	0	0

For reasons of materiality, the table only contains values from the production sites.

ENVIRONMENT

KPI	Description	Unit	2020	2021	2022	2023
Energy and emissions						
Total energy consumption		kWh	77.799.743	80.120.911	83.859.337	90.450.063
Non-renewable fuels (total)	Total fuel consumption from non-renewable sources	kWh	16.827.723	18.937.594	22.252.596	21.131.751
Natural gas, incl., LNG	Direct GHG emissions (scope 1) in CO_2 equivalents from the use of fuels	kWh	16.222.070	16.754.928	22.701.840	29.978.020
Gasoline, Diesel	Consumption for vehicle fleet	kWh	605.653	447.270	600.695	680.959
Geothermal	From own plants	kWh	13.677.364	15.801.753	11.922.842	12.157.792
Photovoltaic, wind and hydro power	From own plants	kWh	237.960	232.005	233.920	220.150
Electricity purchased for consumption (total)	Total electricity purchased for consumption (renewable and non-renewable)	kWh	34.084.156	32.731.577	37.984.636	43.033.325
Heating/cooling	Quantity purchased for consumption; incl. district heating/cooling	kWh	27.239.177	20.198.613	16.867.035	16.609.412
Direct GHG emissions (Scope 1)	GHG emissions in CO2 equivalents from the use of fuels	t	12.566	12.970	8.846	5.587
Indirect GHG emissions (Scope 2)	GHG emissions in CO2 equivalents of (purchased) electricity, heating, and cooling	t	13.416	1.332	3.718	1.553
Indirect GHG emissions (Scope 3)	GHG emissions in CO2 equivalents from upstream logistics, business travel and employee commuting	t	-	-	-	41.822
Energy intensity	Emissions in relation to operating performance or production volume	kWh/ EUR	0,2097	0,2283	0,2004	0,1664
GHG emissions intensity	Direct GHG emissions in relation to operating performance or production volume	Kg/EUR	0,026	0,0253	0,0320	0,0139
Operating performance	Operating performance in the reporting period	EUR	463.771.778	341.271.753	392.489.105	514.457.617

For reasons of materiality, the table only contains values from the production sites.
The values for total energy and natural gas consumption, including LNG, include all production sites; the other values partly exclude some sites or are limited to Austria only.

ENVIRONMENT

KPI	Description	Unit	2020	2021	2022	2023
Waste (by type)						
Waste (total)		kg	2.846.849	2.626.401	2.910.219	3.571.571
Non-hazardous waste (total)		kg	3.053.807	2.544.992	2.756.209	3.351.717
Commercial waste	Stone dusts, polishing dusts, blasting agent residues with application-specific non-harmful admixtures, phenolic and melanin resin, other cured plastic waste, videocassettes, magnetic tapes, tapes, ribbons (carbon ribbons), toner cartridges without hazardous ingredients, municipal and similar commercial waste, residues from mechanical waste treatment	kg	1.359.706	651.760	710.645	782.266
Metals	Non-ferrous metal scrap, non-ferrous metal packaging, nickel and nickel-containing wastes, copper, ferrous and steel waste (contaminated), aluminium, aluminium foil	kg	210.398	171.314	163.334	223.968
Paper and packaging materials	Waste paper, paper and paper board (coated and uncoated)	kg	380.178	289.986	495.978	382.741
Plastics	Plastic films, polyurethane	kg	187.240	160.190	116.150	355.612
Other non-hazardous waste	Construction debris, tree and shrub pruning, street sweepings, paper/paper board/cardboard, wood, packaging materials, polyurethane, plastic, metal scrap	kg	380.139	735.614	641.156	1.607.130
Hazardous waste (total)	"Hazardous" according to legal definition	kg	267.075	81.409	152.196	219.854
Liquid hazardous waste	Solvents, acids, bases, oil-water mixtures, coolants, and lubricants	kg	24.865	23.764	42.207	56.135
Solid/pasty hazardous waste	Used oil binder materials, solvent-containing sludge/production materials, paint and paint sludge	kg	218.860	14.093	16.440	34.660
Containers with hazardous residual contents	Iron metal packaging, compressed gas packages	kg	8.800	11.172	23.350	33.983
Other contaminated materials	Laboratory waste, building rubble containing harmful contaminants, asbestos waste/soils, filter cloths	kg	14.550	32-380	46.369	95.076
Waste (per GRI index – by disposal method)						
Non-hazardous waste (total)	"Non-hazardous" and "hazardous" according to legal definition; total weight (ton wet mass) of non-hazardous waste (excl. non-hazardous wastewater), split into the following disposal methods where applicable	kg	3.053.807	2.544.992	2.740.229	3.351.717
Re-usage on site	Used for manufacturing other company products	kg	-	-	-	-
Recycling	Except re-usage	kg	902.497	859.894	870.263	1.188.607
Recovery	Incl. energy recovery (e. g. combustion with energy recovery)	kg	711.880	614.260	904.408	1.147.285
Landfill	Disposal of the waste in a landfill	kg	992.854	734.788	937.055	941.807
Others	Non-hazardous waste disposed of differently	kg	446.576	336.050	28.503	74.018
Hazardous waste (total)	"Hazardous" according to legal definition	kg	280.205	81.409	87.833	219.854
Recovery	Incl. energy recovery (e. g. combustion with energy recovery)	kg	1.420	1.282	1.926	1.344
Landfill	Disposal of the waste in a landfill	kg	241.610	74.120	76.149	106.095
Others	Hazardous waste that was disposed of differently	kg	-	-	-	-
Waste (by type)		kg	17.075	7.289	9.758	112.415

For reasons of materiality, the table contains only values from the production facilities.

MATERIALS

KPI	Description	Unit	2020	2021	2022	2023	Dangerous goods share 2022	Dangerous goods share 2023
Use of material								
Non-renewable materials	Total quantity of non-renewable materials used by FACC	EUR	293.863.799	262.193.779	327.641.249	405.418.797	2%	3%
Purchased part marking	Parts by marking – mainly out of metal or plastic	EUR	45.919.472	46.865.909	57797104	77.644.172	0%	0%
Composite materials	Impregnated and dry tissues and honeycomb materials	EUR	58.129.286	43.664.795	55.717.816	73.365.295	0%	0%
Precast	Precast	EUR	132.342.244	121.969.914	147.875.577	185.028.751	1%	1%
Standard parts	Parts by specification, e. g. screws, rivets, bolts, etc.	EUR	10.596.989	7.500.395	9.561.801	13.471.122	0%	0%
Catalog parts	Parts by manufacturer definition	EUR	15.574.800	15.514.597	19.497.136	24.750.797	0%	0%
Paints, adhesives	Paints, adhesives	EUR	10.009.507	7.291.125	8.627.522	13.518.265	39%	38%
Sealant, seals, potting, foam, etc.	Sealing and fillers	EUR	8.215.121	7.133.315	8.605.965	11.932.497	33%	36%
Tools, indirect materials	Drills, cutters, masking tapes, gloves, etc.	EUR	4.243.028	3.363.889	4.397.456	6.536.957	5%	4%
Miscellaneous	Decorative materials, raw materials, bagging materials	EUR	8.969.341	8.992.753	15.560.871	19.077.945	0%	0%
Renewable materials	Total quantity of renewable materials used by FACC (excl. packaging material)	EUR	n. a.	n. a.	n. a.	n. a.	n. a.	n. a.

For reasons of materiality, the table contains only values from the production facilities.

ECONOMY, COMPLIANCE

KPI	Description	Unit	2020	2021	2022	2023
Economic responsibility and effects in the region						
Revenue	Direct economic value: net sales plus income from financial investments and the sale of assets	TEUR	526.891	497.554	606.977	736.202
Operating expenses	Distributed economic value: cash payments to third parties for materials, product components, facilities, and externally sourced services	TEUR	334.850	289.316	414.655	510.524
Wages and company social benefits for employees	Distributed economic value: total payroll plus the total company benefits	TEUR	160.722	149.693	177.228	216.103
Payments to lenders	Distributed economic value: dividends to all shareholders plus interest payments to lenders	TEUR	9.044	7.677	10.212	20.155
Payments to the government	Distributed economic value: all taxes paid by the organization at the international, national, and local level plus the associated fines	TEUR	1.175	68	44	83
Investments in the community	Distributed economic value: actual expenses during the reporting period excl. requirements, incl. voluntary donations and investments in the broader community, such as: donations to charities, non-governmental organizations, and research organizations (not related to the commercial R&D of the organization); funds to support community infrastructure (e. g. recreational facilities); direct costs for social programs (incl. cultural and educational events)	TEUR	0	0	13	8
Anti-corruption and anti-competitive behaviour						
Employees informed about anti-corruption	Number of company personnel who have been notified of company policies regarding anti-corruption (total), e. g. via the Code of Conduct	% Heads	100 2.753	100 2.598	100 3.037	100 3.693
Informed board members	Number of board members who have been notified of company policies regarding anti-corruption, e. g. via the Code of Conduct	Heads	4	4	4	4
Informed white-collar workers	Number of white-collar workers (incl. management) who have been informed of company policies regarding anti-corruption, e. g. via the Code of Conduct	Heads	1.176	1.060	1.217	1.391
Informed blue-collar workers	Number of blue-collar workers who have been informed of company policies regarding anti-corruption, e. g. via the Code of Conduct	Heads	1.573	1.540	1.820	2.302
Business partners informed about anti-corruption	Business partners (e. g. suppliers, cooperation partners) to which the company policies regarding anti-corruption were communicated to	% Number	100 >1.600	100 >1.600	100 >1.600	100 >1.600
Employees trained in anti-corruption	Number of company personnel trained in anti-corruption (total)	% Heads	100 2.753	100 2.598	100 3.037	100 3.693
Trained board members	Number of board members trained in anti-corruption	Heads	4	4	4	4
Trained white-collar workers	Number of white-collar workers (incl. management) trained in anti-corruption	Heads	1.176	1.060	1.217	1.391
Trained blue-collar workers	Number of blue-collar workers trained in anti-corruption	Heads	1.573	1.540	1.820	2.302
Corruption cases	Total number of confirmed cases of corruption (incl. cases where employees have been dismissed or disciplined for corruption, and cases where contracts with business partners have been terminated/not extended due to corruption)	Number	0	0	0	0
Claims due to anticompetitive behaviour	Number of pending or completed claims in the period under review for anticompetitive behaviour or antitrust and monopoly violations in which the company was identified as a party	Number	0	0	0	0

COMPLIANCE

KPI	Description	Unit	2020	2021	2022	2023
Human rights						
Employees informed about human rights	Number of company personnel who have been notified of company policies regarding human rights (total), e. g. via the Code of Conduct	% Heads	100 2.753	100 2.642	100 3.037	100 3.693
Informed board members	Number of board members who have been notified of company policies regarding human rights (total), e. g. via the Code of Conduct	Heads	4	4	4	4
Informed white-collar workers	Number of white-collar workers (incl. management) who have been informed of company policies regarding human rights, e. g. via the Code of Conduct	Heads	1.176	1.136	1.217	1.391
Informed blue-collar workers	Number of blue-collar workers who have been informed of company policies regarding human rights, e. g. via the Code of Conduct	Heads	1.573	1.506	1.820	2.302
Sites with significant risk of incident for (a) child labour and/or (b) young employees who are exposed to dangerous work and/or (c) forced or compulsory labour	Sites with significant risk, e.g., due to operating mode (e. g. manufacturing) or country/region	By name	0	0	0	0
Countries of the top 5 suppliers	Country of manufacture of materials of the top 5 suppliers (based on purchase value)	By name	Germany, Austria, China, USA, UAE	Germany, Austria, China, USA, UAE	Germany, Austria, China, USA, UAE	Germany, Austria, China, USA, UAE
Suppliers with significant risk of incident for (a)child labour and/or (b) young employees who are exposed to dangerous work and/or (c) forced or compulsory labour	Names of suppliers with significant risk, e.g., due to operating mode (e. g. manufacturing) or country/region	By name	0	0	0	0

HUMAN RESOURCES

KPI	Description	Unit	2020	2021	2022	2023
Employees and diversity						
Total employees – male	Number of male employees, incl. board members and management, excl. non-employees (employee leasing)	Heads	2.055	1.902	2.134	2.497
Total employees – female	Number of female employees, incl. board members and management, excl. non-employees (employee leasing)	Heads	698	696	903	1.196
Temporary employees – male	Number of male employees with fixed-term contract	Heads	1.54	66	96	154
Temporary employees – female	Number of female employees with fixed-term contract	Heads	87	41	57	53
Part-time employees – male	Number of male part-time employees as defined by national law	Heads	51	63	75	362
Part-time employees – female	Number of female part-time employees as defined by national law	Heads	169	183	214	319
Full-time employees – male	Number of male full-time employees	Heads	1.999	1.812	2.061	2.135
Full-time employees – female	Number of female full-time employees	Heads	529	498	687	877
Management – male	Number of male employees in management functions/positions (incl. board members and department heads)	Heads	220	223	272	295
Management – female	Number of female employees in management functions/positions (incl. board members and department heads)	Heads	36	30	45	55
Non-management – male	Number of male employees without management function	Heads	1.830	1.663	1.864	2.202
Non-management – female	Number of female employees without management function	Heads	662	651	657	1.141
White-collar workers – male	Number of male white-collar workers (incl. management and board)	Heads	892	794	910	1.000
White-collar workers – female	Number of female white- collar workers (incl. management and board)	Heads	288	266	307	391
Blue-collar workers – male	Number of male blue-collar workers	Heads	1.163	1.105	1.224	1.497
Blue-collar workers – female	Number of female blue-collar workers	Heads	410	435	596	805
Non-employees (employee leasing)	Blue-collar workers who are not in a direct contractual relationship with FACC but contracted through a third party (temporary workers)	Heads	7	46	114	118
Employees under collective agreements	Number of employees, who are under collective agreements	Heads	2.537	2.380	2.594	3.087
Employees <30 – male	Number of male employees under 30 years of age	Heads	433	370	410	550
Employees <30 – female	Number of female employees under 30 years of age	Heads	213	196	232	316
Employees 30–50 – male	Number of male employees 30 to 50 years of age	Heads	1.306	1.191	1.336	1.505
Employees 30–50 – female	Number of female employees 30 to 50 years of age	Heads	409	426	570	745
Employees >50 – male	Number of male employees over 50 years of age	Heads	311	314	388	442
Employees >50 – female	Number of female employees over 50 years of age	Heads	72	70	101	135
Employees leaving total – male	Number of male employees who have left the company (voluntarily), were laid off, retired or have died	Heads	648	297	333	348
Employees leaving total – female	Number of female employees who have left the company (voluntarily), were laid off, retired or have died	Heads	288	101	150	183
Employees leaving total – white collar	Number of white-collar workers who have left the company (voluntarily), were laid off, retired or have died	Heads	225	146	148	161
Employees leaving total – blue collar	Number of blue-collar workers who have left the company (voluntarily), were laid off, retired or have died	Heads	747	252	335	370
Employees leaving unplanned – male	Number of male employees who have left the company by mutual agreement or voluntarily	Heads	597	259	257	167
Employees leaving unplanned – female	Number of female employees who have left the company by mutual agreement or voluntarily	Heads	254	80	85	102
Employees leaving unplanned – white collar	Number of white-collar employees who have left the company by mutual agreement or voluntarily	Heads	197	118	116	83

HUMAN RESOURCES

KPI	Description	Unit	2020	2021	2022	2023
Employees and diversity						
Employees leaving unplanned – blue collar	Number of blue-collar employees who have left the company by mutual agreement or voluntarily	Heads	654	221	226	186
New hires <30–male	Number of newly hired male employees, under 30 years of age	Heads	58	60	269	336
New hires <30–female	Number of newly hired female employees, under 30 years of age	Heads	45	30	165	177
New hires 30–50 – male	Number of newly hired male employees, 30 to 50 years of age	Heads	60	54	319	317
New hires 30–50 – female	Number of newly hired female employees, 30 to 50 years of age	Heads	40	27	228	160
New hires >50 – male	Number of newly hired male employees, over 50 years of age	Heads	23	15	84	61
New hires >50 – female	Number of newly hired female employees, over 50 years of age	Heads	7	2	31	34
New hires – white collar	Number of newly hired white-collar workers	Heads	58	73	218	257
New hires – blue collar	Number of newly hired blue-collar workers	Heads	173	114	886	828
Training and development						
Training hours	Total number of training hours for all employees, incl. internal and external training, and development; personal training and e-learning	Hours	17.314	14.514	33.172	47.453,9
Training hours – management	Total number of training hours for all management functions (Management Board and directors)	Hours	3.247,50	2.041	3.176	3.655,2
Training hours – non–management	Total number of training hours for all non-management employees	Hours	14.056,93	12.4723	29.995	43.798,7
Training hours – internal Trainings[1)]	Average number per employee	Hours	3,94	3,0	7,93	9,37
Training hours – external Trainings[1)]	Average number per employee	Hours	0,61	1,0	1,11	2,18
Health and safety						
Work-Related Injuries blue collar male	Notifiable accidents at work according to AUVA (from the absence of three days) – blue collar	Number	22	27	31	43
Work-Related Injuries blue collar female	Notifiable accidents at work according to AUVA (from the absence of three days) – blue collar	Number	7	10	14	12
Injury rate – blue collar	LTIFR (Lost Time Injury Frequency Rate): number of accidents with days of absence (three and more) per 1 million working hours/ number of productive hours effectively worked blue collar	LTIFR	13,9	21,80	18,6	18,4
Injury rate – blue and white collar	LTIFR (Lost Time Injury Frequency Rate): number of accidents with days of absence (three and more) per 1 million working hours/number of productive hours effectively worked blue and white collar	LTIFR	8,3	25,33	12,5	12,4
Occupational injuries – types	Types of injuries occurred most frequently	Description	Cutting and bruising damages	Cutting and bruising damages	Cutting and bruising damages	Cutting, backpain and bruising damages
Downtime due to such injuries – white collar male	Calendar days, from the first day of absence	Days	472	385	496	323
Downtime due to such injuries – white collar female	Calendar days, from the first day of absence	Days	57	185	149	112
Downtime due to such injuries – blue collar male	Calendar days, from the first day of absence	Days	432	342	474	296
Downtime due to such injuries – blue collar female	Calendar days, from the first day of absence	Days	39	170	140	86

HUMAN RESOURCES

KPI	Description	Unit	2020	2021	2022	2023
Health and safety						
Occupational injuries – blue-collar male non-employees	Number of injuries as defined by law for male non-employees (temporary workers)	Number	0	1	19	10
Occupational injuries – blue-collar female non-employees	Number of injuries as defined by law for female non-employees (temporary workers)	Number	1	0	3	2
Occupational deaths blue-collar male employees	Number of work-related deaths within 30 days of the accident, incl. road accidents for male employees	Number	0	0	0	0
Occupational deaths blue-collar female employees	Number of work-related deaths within 30 days of the accident, incl. road accidents for female employees	Number	0	0	0	0
Occupational deaths blue-collar male non-employees	Number of work-related deaths within 30 days of the accident, incl. road accidents for male non-employees	Number	0	0	0	0
Occupational deaths blue-collar female non-employees	Number of work-related deaths within 30 days of the accident, incl. road accidents for female non-employees	Number	0	0	0	0
Hours worked – male employees	Total number of hours worked by all male employees	Hours	3.011.771	2.935.210	3.393.023	3.602.900
Hours worked – female employees	Total number of hours worked by all female employees	Hours	867.210	864.122	1.185.017	1.430.075
Hours worked – male non-employees	Total number of hours worked by all male non-employees	Hours	3.653	12.574	88.720	178.329
Hours worked – female non-employees	Total number of hours worked by all female non-employees	Hours	908,95	4.184	31.669	47.417
Absences – male employees	Number of absence hours regardless of the cause for male employees (incl. planned absences such as holidays, study leave, or parental leave, sick leave, occupational and non-occupational illness and injury)	Hours	799.292	910.324	708.779	740.797
Absences – female employees	Number of absence hours regardless of the cause for female employees (incl. planned absences such as holidays, study leave, or parental leave, sick leave, occupational and non-occupational illness, and injury)	Hours	461.579	477.755	452.576	480.278

For reasons of materiality, the table only contains values from the production sites.

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Glossary

Autoclave	Gas-tight sealable pressure vessel for the thermal treatment of substances in the overpressure range
Cleanroom	Also clean room; Space in which the concentration of airborne particles can be kept very low
CNC-controlled machinery (Computerised Numerical Control)	Machines that can automatically produce workpieces with high precision, even for complex shapes, thanks to modern control technology
Composite	Composite material made from two or more materials combined, which has different material properties than its individual components
Conflict Minerals	Minerals, raw materials and other natural resources extracted in conflict-affected or high-risk areas. The production or mining of these substances takes place illegally and outside state control. Systematic violations of human rights and international law are accepted for the extraction of the substances.
Dual-use goods	Components, machines, technical documents or software that are used for both civil and military purposes can become
EASA Part 21J	EASA approval for design organizations. Such establishments are authorized to develop and make changes to aeronautical products, parts or equipment.
Embargo controls	Sensitive goods (dual-use goods) may not be sold to countries, organizations, companies or sold to individuals who are subject to sanctions. These sanctions are government-imposed coercive measures (embargoes) that prevent trade in goods with a specific country.
Export controls	The cross-border movement of goods and data exchange is subject to legal requirements – also called export controls.
Fiber-matrix semi-finished products	Semi-finished products made from reinforcement fibers impregnated with a plastic matrix (e. g. prepreg)
Manufacturing tolerance	Deviation of a size from the standard state that may be achieved in the production area
ITAR goods	Goods that are subject to particularly thorough checks as part of export controls because they are subject to US regulations relating to armaments, the International Traffic in Arms Regulations (ITAR). Due to the strict controls and the associated severe penalties imposed by the relevant US authorities, there are export compliance risks here. FACC therefore makes sure that it generally no longer purchases ITAR goods.
OEM (Original Equipment Manufacturer)	Also original equipment manufacturers; manufacturer of components, but who does not sell them himself
Prepreg	Fabric pre-impregnated with resin, e. g. carbon or glass fiber
Reaction resins	Liquid or liquefiable synthetic resins that harden in a relatively short time through a chemical reaction
RIFT (Resin Infusion under Flexible Tooling)	Flexible tool for the efficient production of complex molded parts
RTM (Resin Transfer Molding)	Process for the efficient manufacture of complex molded parts
Shipset	Delivery unit, complete package per aircraft
Turnkey solution	Tailor-made individual solution that can be used immediately without further preparatory work and can be integrated into aircraft or aircraft engines

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