

Noise Abatement

Fraport AG has always considered it a particular obligation to contribute as much as possible to reducing aircraft noise impact. Therefore, the company's noise abatement efforts often were trend setting. Continuous measurements of aircraft noise emissions since 1964 have created the basis for these efforts. In addition, the company developed noise reducing approach and takeoff procedures, introduced and continuously adjusted noise surcharges on landing fees, and launched noise insulation programs for buildings in particularly affected areas. Fraport AG will continue and, to the best of its ability, intensify this policy in the future.

For type certification, ICAO - the International Civil Aviation Organization – classifies aircraft into different noise categories. These noise categories have been used by all German airports as a basis for introducing a differential pricing system for landing fees – including by Frankfurt Airport's operator, the then FAG. However, ICAO regulations have not been adapted to reflect the continuous development of new and increasingly quieter aircraft types. In the opinion of Fraport AG, the method of charging different landing fees based on ICAO categories was no longer in touch with the times.

Effective January 2001, Frankfurt Airport, therefore, was the first airport in Germany to introduce noise-based landing fees on the basis of data captured by its own aircraft noise- monitoring system. Under the new pricing system, aircraft have been assigned to seven different noise categories. The fees charged increase significantly from categories 1 to 7. The goal of this new system is to give the airlines a greater incentive to serve FRA with the quietest and most modern aircraft. Consistent with this goal, landing fees for aircraft of noise category 1 are now lower at daytime than during the night to discourage the use of loud aircraft, especially at night. Whenever possible, nighttime flights should be shifted to daytime hours.

Noise charge during 24 hrs per movement in €

Category 1	Category 2	Category 3	Category 4	Category 5	Category 6	Category 7
0.00	21.00	47.00	150.00	322.50	3,500.00	7,250.00

Night surplus charge per movement in night time 1

(22.00-22.59 and 05.00-05.59 hrs) in €


Category 1	Category 2	Category 3	Category 4	Category 5	Category 6	Category 7
33.00	84.00	152.00	285.00	930.00	10,000.00	21,000.00

Alternativ: Night surplus charge per movement in night time 2

(23.00-04.59 hrs) in €

Category 1	Category 2	Category 3	Category 4	Category 5	Category 6	Category 7
34.00	85.50	155.00	292.50	1,000.00	11,000.00	23,000.00

Noise classifications are annually reviewed and, if necessary, revised.

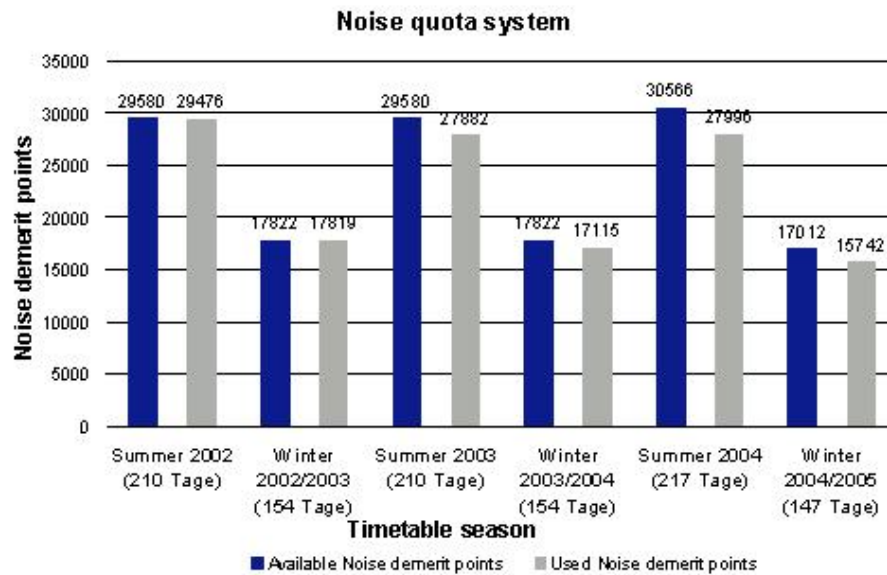
Please find here detailed information on Fraport AG's schedule of charges  (265 KByte) as well as an option for online calculation of airport charges.

**Noise Quota System**

A noise quota system has been used at Frankfurt Airport since the 2002 summer timetable as an active step toward reducing noise from nighttime flying between 23:00 and 05:00 hours. This quota system will be continued until the winter 2005/2006 timetable period.

And that is how the noise quota system functions: The quota count is related to the noise classification of aircraft into seven categories for charging purposes. For example, a flight movement in aircraft of noise category 1 uses up one point of the quota count allowance. The number of points doubles with each higher noise category; i.e., each movement in category 2 uses up 2 points, in category 3 as many as four points, and so on. Quota limits have been set on a seasonal basis; i.e., different quotas apply during the summer timetable than during the winter timetable. However, the permissible total number of points for all movements scheduled was reduced by 5 percent compared to the summer 2000 and winter 2000/2001 timetable periods. This reduction in seasonal quota counts is to ensure an improvement in the noise situation compared to the year 2000/2001.

At the end of each timetable period the airport will review the situation and show the extent to which the quota count allowance has been used. If the quota count allowance has not been used in full in the current season, one third of the unused points can be carried over. Any overrun correspondingly reduces the quota for the next timetable period.



Approach and Takeoff Procedures

Minimum noise approach and departure routes

Approach and departure routes to and from Frankfurt Airport are defined by DFS Deutsche Flugsicherung GmbH (German Air Navigation Services). The Noise Abatement Commission advises DFS on this task. In addition to ensuring flight safety, the goal of flight route planning is to minimize aircraft noise exposure of residential areas in the airport vicinity to the extent technically feasible. Therefore, departure routes in particular have been designed to avoid densely populated areas.

Deviations from the desired course may occur because of technical limitations to navigational accuracy. These limitations are determined by aircraft performance characteristics. Furthermore, there can be weather-related deviations. Therefore, for each departure route a maximum permissible corridor around the ideal flight track has been defined in accordance with international standards.

The Frankfurt Approach Procedure now an international standard

Fraport AG in cooperation with Deutsche Lufthansa and a group of technical experts from the Noise Abatement Commission developed the "Frankfurt Procedure" specifically for aircraft in landing approach. Today an IATA standard, this procedure has become standard practice at many airports around the world. The technical term is "low drag - low power". Under this approach procedure, extension of the landing flaps and lowering of the undercarriage is delayed as long as possible. This reduces drag and requires less engine power to compensate for the drag. As a result noise impact on the ground is considerably reduced, both in terms of level and time.



