Visual Fact Book

22FY

Investor Relations I March 2023
Disclaimer

Visual Fact Book 2022

This Visual Fact Book has been updated and printed in March 2023.

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

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

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

By accepting this Visual Fact Book, you agree with the foregoing.

Please consider the Environment before printing this Document.
<table>
<thead>
<tr>
<th>Page</th>
<th>Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Company Snapshot</td>
</tr>
<tr>
<td></td>
<td>Group Overview</td>
</tr>
<tr>
<td></td>
<td>Group Strategy</td>
</tr>
<tr>
<td>2</td>
<td>Features of Frankfurt Airport</td>
</tr>
<tr>
<td></td>
<td>Market Position</td>
</tr>
<tr>
<td></td>
<td>Expansion</td>
</tr>
<tr>
<td>3</td>
<td>Frankfurt Business Segments</td>
</tr>
<tr>
<td></td>
<td>Aviation</td>
</tr>
<tr>
<td></td>
<td>Retail &amp; Real Estate</td>
</tr>
<tr>
<td></td>
<td>Ground Handling</td>
</tr>
<tr>
<td>4</td>
<td>Major International Holdings</td>
</tr>
<tr>
<td></td>
<td>Portfolio</td>
</tr>
<tr>
<td></td>
<td>Features of Major Holdings</td>
</tr>
<tr>
<td>5</td>
<td>Current Development</td>
</tr>
<tr>
<td></td>
<td>Frankfurt Airport</td>
</tr>
<tr>
<td></td>
<td>Major Holdings</td>
</tr>
<tr>
<td>6</td>
<td>Financials</td>
</tr>
<tr>
<td></td>
<td>Fraport Group</td>
</tr>
<tr>
<td></td>
<td>Segments</td>
</tr>
<tr>
<td>7</td>
<td>ESG</td>
</tr>
<tr>
<td></td>
<td>Environmental</td>
</tr>
<tr>
<td></td>
<td>Social</td>
</tr>
<tr>
<td></td>
<td>Governance</td>
</tr>
<tr>
<td>8</td>
<td>Share &amp; IR</td>
</tr>
<tr>
<td></td>
<td>Share Dates</td>
</tr>
<tr>
<td></td>
<td>IR Contact</td>
</tr>
</tbody>
</table>
Company Snapshot
At a Glance

- Just under 100 years of company history
- Full service provider in the airport business
- Origin: Frankfurt Airport
  - #1 passenger airport in Germany
  - #1 cargo airport in Europe
  - ~300 direct connections: Largest number worldwide
  - ~80,000 employees: Largest workplace in Germany
  - ~50% of the German population in the 200km catchment area
  - ~500 train connections per day: Outstanding intermodality of rail, air and road
- IPO in 2001: starting signal for international growth
- Today: Active at 28 airports on 4 continents
- Around 224 million passengers handled
Financial Summary

Group Overview

Revenue FY 22:
EUR 3.19bn
+49%

Excl. IFRIC 12:
EUR 2.86bn
+51%

EBITDA FY 22:
EUR 1.03bn
+36%

EBIT FY 22:
EUR 565mn
+80%

Group Result FY 22:
EUR 167mn
+82%

Attributable Result:
EUR 132mn
+60%

EPS FY 22:
EUR 1.43
+59%

DPS FY 22:
EUR 0
0%

Operating Cash Flow FY 22:
EUR 787mn
+101%

Free Cash Flow FY 22:
EUR -741mn
+4%

Net Debt YE 22:
EUR 7.06bn
+11%

Net Debt / EBITDA YE 22:
6.9x
-1.5x
### History

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1924</td>
<td>Foundation, Operation at Rebstock site in Frankfurt/Main, Germany, co. name “Südwestdeutsche Luftverkehrs AG”</td>
</tr>
<tr>
<td>1936</td>
<td>Start of operations at today’s airport site in Frankfurt: “FRA”</td>
</tr>
<tr>
<td>1945</td>
<td>End of WW II: 77% of FRA destroyed, US took over airport control</td>
</tr>
<tr>
<td>1954/55</td>
<td>Resumption of civil aviation businesses by “Flughafen Frankfurt/Main AG”</td>
</tr>
<tr>
<td>1972</td>
<td>Inauguration of FRA Terminal 1</td>
</tr>
<tr>
<td>1984</td>
<td>3rd FRA Runway “West” goes into service</td>
</tr>
<tr>
<td>1994</td>
<td>Inauguration of FRA Terminal 2</td>
</tr>
<tr>
<td>1997</td>
<td>Start of international expansion</td>
</tr>
<tr>
<td>2001</td>
<td>IPO: new co. name “Fraport AG”</td>
</tr>
<tr>
<td>2011</td>
<td>4th FRA Runway “Northwest” goes into service</td>
</tr>
<tr>
<td>2014</td>
<td>Accelerated international growth: addition of Ljubljana, Fraport USA and awarding of Greek concessions</td>
</tr>
<tr>
<td>2016</td>
<td>FRA Retail JV with Gebr. Heinemann founded</td>
</tr>
<tr>
<td>2017</td>
<td>Take over of concessions to operate 14 Greek airports</td>
</tr>
<tr>
<td>2018</td>
<td>Take over of concessions to operate 2 Brazilian airports and JFK T5 retail concession, Hanover divestment</td>
</tr>
<tr>
<td>2019</td>
<td>Take over of Nashville retail concession, FRA Terminal 3 cornerstone laying</td>
</tr>
<tr>
<td>2020</td>
<td>Take over of Newark Terminal B retail concession; completion of Greek Regional Airports; breakout of Covid-19 pandemic</td>
</tr>
<tr>
<td>2021</td>
<td>Completion of construction works at Brazilian Airports</td>
</tr>
<tr>
<td>2022</td>
<td>Construction of RWY and Tower at Lima Airport completed, new Terminal under construction</td>
</tr>
<tr>
<td>2023</td>
<td>Takeover of responsibility for passenger security checks at Frankfurt Airport</td>
</tr>
</tbody>
</table>
Group Overview

Fraport Portfolio

US Retail // 100%
- Baltimore: 22.8m Pax, concession end: March 2023
- Cleveland: 8.7m Pax, 1 y rem. term
- JFK T5: 16.7m Pax, 5 y rem. term
- Nashville: 20.0m Pax, 6 y rem. term
- Newark Terminal B: 9.4m Pax, 2 y rem. term

Brazil // 100%
- 12.4m Pax
- POA 20y / FOR 25 y min rem. term

Greece // 65.0%
- 31.2m Pax
- 35 y rem. term

Peru // 80.01%
- 18.6m Pax
- 19 y min rem. term

India // 10%
- 59.5m Pax
- 14 y min rem. term

Germany // 100%
- 48.9m Pax
- Owner & operator

Bulgaria // 60%
- 3.1m Pax
- 24 y rem. term

HK // 18.5%
- Cargo handling Co: Tradeport
- 4 y rem. term

Turkey // 51%
- 31.1m Pax
- 4 y rem. Term (old)
- 29 y rem. Term (new)

Asset ownership
Concessions
Retail Concessions
Engagement suspended

Company Snapshot
Historic Passenger Numbers

Passengers in mil.

- **Frankfurt**
- **Majorities (incl. FRA)**
- **Minorities (incl. AYT)**
- **Management Contracts**

<table>
<thead>
<tr>
<th>Year</th>
<th>Frankfurt</th>
<th>Majorities (incl. FRA)</th>
<th>Minorities (incl. AYT)</th>
<th>Management Contracts</th>
</tr>
</thead>
<tbody>
<tr>
<td>2022</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2021</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2019</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2014</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1. Disposal of minority stake in Xi’an Airport
### Detailed Group Financials

#### Group Overview

- **2010**: Release of €c.80 mil. tax provision
- **2012**: Extraordinary profit in Financial Result from Asset Management
- **2013**: IFRS11 “Joint arrangements” applied
- **2014**: Fraport USA & Ljubljana included
- **2015**: €c.8mil. Air IT Inc. disposal book gain
- **2016**: €c.40 mil. EBITDA impact from 10.5% St. Petersburg disposal, with €c.36 mil. Group result impact, in addition: €c.199 mil. EBITDA impact from MNL compensation, with €c.121 mil. Group result impact, €c.-38 mil. EBITDA impact from staff restructuring provision, €c.-22 mil. FraSec impairment & €c.-7 mil. write-down on Fraport USA 2018: Hanover airport disposal: €c.25 mil. EBITDA, €c.84 mil. EBT, and €c.76 mil. Group result impact
- **2017**: €c.13 mil. EBITDA impact from IFRS 11 applied
- **2018**: IFRS 16 applied: EBITDA impact €c.48 mil., and €c.-9 mil. Group result impact

### Figures including one-off and consolidation effects, main effects are:

- **Revenue**:
  - 2010: 2,195€ mil.
  - 2011: 2,371€ mil.
  - 2012: 2,442€ mil.
  - 2013: 2,376€ mil.
  - 2014: 2,395€ mil.
  - 2015: 2,599€ mil.
  - 2016: 2,586€ mil.
  - 2017: 2,935€ mil.
  - 2018: 3,478€ mil.
  - 2019: 3,706€ mil.
  - 2020: 1,677€ mil.
  - 2021: 2,143€ mil.
  - 2022: 3,194€ mil.

- **EBITDA**:
  - 2010: 711€ mil.
  - 2011: 802€ mil.
  - 2012: 849€ mil.
  - 2013: 733€ mil.
  - 2014: 790€ mil.
  - 2015: 849€ mil.
  - 2016: 1,054€ mil.
  - 2017: 1,003€ mil.
  - 2018: 1,129€ mil.
  - 2019: 454€ mil.
  - 2020: 690€ mil.
  - 2021: 757€ mil.
  - 2022: 1,030€ mil.

- **Group Result (before minorities)**:
  - 2010: 272€ mil.
  - 2011: 251€ mil.
  - 2012: 252€ mil.
  - 2013: 236€ mil.
  - 2014: 252€ mil.
  - 2015: 297€ mil.
  - 2016: 400€ mil.
  - 2019: 454€ mil.
  - 2020: 251€ mil.
  - 2021: 92€ mil.

**IFRS 16 applied**
- **2020**: EBITDA impact €c.48 mil., and €c.-9 mil. Group result impact

**IFRS 11 applied**
- **2016**: EBITDA impact €c.40 mil. EBITDA impact from 10.5% St. Petersburg disposal, with €c.36 mil. Group result impact, in addition: €c.199 mil. EBITDA impact from MNL compensation, with €c.121 mil. Group result impact, €c.-38 mil. EBITDA impact from staff restructuring provision, €c.-22 mil. FraSec impairment & €c.-7 mil. write-down on Fraport USA

**Details**

- **2018**: Hanover airport disposal: €c.25 mil. EBITDA, €c.84 mil. EBT, and €c.76 mil. Group result impact
- **2019**: IFRS 16 applied: EBITDA impact €c.48 mil., and €c.-9 mil. Group result impact
Group Overview

Business Structure

Frankfurt Based

3 Segments

Aviation
Retail & Real Estate
Ground Handling

International Activities

3 Kinds of Participation

Asset Deals
Concessions
ORAT

Performance of Frankfurt Know how
### Group Overview

#### Group Chart

**Aviation**
- Airside and Terminal Management, Corporate Safety and Security
- **Revenue**: € 828 mil.  
  - % of Group: 25.9
- **EBITDA**: € 175 mil.  
  - % of Group: 15.9
- **EBIT**: € 41 mil.  
  - % of Group: 6.0
- **Employees**: 5,569  
  - % of Group: 29.5

**Retail & Real Estate**
- Retail, Parking, Leasing and Marketing of Real Estate
- **Revenue**: € 446 mil.  
  - % of Group: 14.0
- **EBITDA**: € 343 mil.  
  - % of Group: 31.1
- **EBIT**: € 256 mil.  
  - % of Group: 37.9
- **Employees**: 576  
  - % of Group: 3.1

**Ground Handling**
- Central Infrastructure, Ramp, Passenger, Baggage and Cargo Services
- **Revenue**: € 550 mil.  
  - % of Group: 17.2
- **EBITDA**: € -74 mil.  
  - % of Group: -
- **EBIT**: € -112 mil.  
  - % of Group: -
- **Employees**: 7,035  
  - % of Group: 37.3

**International Activities & Services**
- Global Investments Management & FRA service units, such as, IT, Facility & Corporate Infrastructure Management
- **Revenue**: € 1,370 mil.  
  - % of Group: 42.9
- **EBITDA**: € 585 mil.  
  - % of Group: 53.0
- **EBIT**: € 379 mil.  
  - % of Group: 56.1
- **Employees**: 5,670  
  - % of Group: 30.1

---

1 Annual Average
### Detailed Traffic Performances

<table>
<thead>
<tr>
<th>Site</th>
<th>% share</th>
<th>Passengers 2022</th>
<th>% 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frankfurt</td>
<td>100</td>
<td>48,918,482</td>
<td>97.1</td>
</tr>
<tr>
<td>Fraport Brasil</td>
<td>100</td>
<td>12,432,100</td>
<td>41.5</td>
</tr>
<tr>
<td>// Fortaleza</td>
<td>100</td>
<td>5,778,038</td>
<td>45.4</td>
</tr>
<tr>
<td>// Porto Alegre</td>
<td>100</td>
<td>6,654,062</td>
<td>37.5</td>
</tr>
<tr>
<td>Ljubljana</td>
<td>100</td>
<td>970,152</td>
<td>&gt;100</td>
</tr>
<tr>
<td>Lima</td>
<td>80.01</td>
<td>18,619,536</td>
<td>72.0</td>
</tr>
<tr>
<td>Fraport Greece</td>
<td>65.0</td>
<td>31,193,278</td>
<td>79.0</td>
</tr>
<tr>
<td>// Kerkyra (Corfu)</td>
<td>65.0</td>
<td>3,749,106</td>
<td>83.4</td>
</tr>
<tr>
<td>// Chania (Crete)</td>
<td>65.0</td>
<td>3,290,802</td>
<td>83.3</td>
</tr>
<tr>
<td>// Kefalonia</td>
<td>65.0</td>
<td>817,216</td>
<td>&gt;100.0</td>
</tr>
<tr>
<td>// Kavala</td>
<td>65.0</td>
<td>251,615</td>
<td>68.7</td>
</tr>
<tr>
<td>// Aktion/Preveza</td>
<td>65.0</td>
<td>773,587</td>
<td>&gt;100.0</td>
</tr>
<tr>
<td>// Thessaloniki</td>
<td>65.0</td>
<td>5,923,175</td>
<td>71.7</td>
</tr>
<tr>
<td>// Zakynthos</td>
<td>65.0</td>
<td>1,903,404</td>
<td>87.9</td>
</tr>
<tr>
<td>// Mykonos</td>
<td>65.0</td>
<td>1,688,037</td>
<td>60.4</td>
</tr>
<tr>
<td>// Skiathos</td>
<td>65.0</td>
<td>511,611</td>
<td>&gt;100.0</td>
</tr>
<tr>
<td>// Santorini (Thira)</td>
<td>65.0</td>
<td>2,744,650</td>
<td>77.5</td>
</tr>
<tr>
<td>// Kos</td>
<td>65.0</td>
<td>2,791,590</td>
<td>77.3</td>
</tr>
<tr>
<td>// Mytilene (Lesvos)</td>
<td>65.0</td>
<td>439,185</td>
<td>53.9</td>
</tr>
<tr>
<td>// Rhodes</td>
<td>65.0</td>
<td>5,857,036</td>
<td>74.0</td>
</tr>
<tr>
<td>// Samos</td>
<td>65.0</td>
<td>452,264</td>
<td>67.3</td>
</tr>
<tr>
<td>Fraport Twin Star</td>
<td>60</td>
<td>3,127,767</td>
<td>59.2</td>
</tr>
<tr>
<td>// Burgas</td>
<td>60</td>
<td>1,643,581</td>
<td>72.2</td>
</tr>
<tr>
<td>// Varna</td>
<td>60</td>
<td>1,484,186</td>
<td>46.9</td>
</tr>
<tr>
<td>Antalya</td>
<td>51/50</td>
<td>31,077,452</td>
<td>41.8</td>
</tr>
<tr>
<td>Delhi</td>
<td>10</td>
<td>59,490,074</td>
<td>60.2</td>
</tr>
</tbody>
</table>

- After record year 2019, total break down of air traffic in 2020 due to breakout of Covid-19 pandemic
- COVID-19 reduced 2020 passenger numbers in Frankfurt to 1983 level; -73% vs. 2019
- Quick traffic recovery with gradual market openings; Frankfurt 2022 passengers back to ~70% of 2019 record level
- 2022 passenger development in FRA still negatively impacted by low Omicron-related start to the year, continued market closure of Far East, slower recovery in corporate travelling activities, and cancellations due to Summer operations
- Greece already outperformed 2019 levels
- LatAm and Antalya also recovered quicker than FRA
Group Overview

Traffic Recovery FRA after Covid-19 Pandemic

~70% of 2019
Group Overview

Traffic Recovery Internationals after Covid-19 Pandemic

Greece

104% of 2019

Antalya

88% of 2019

Lima

79% of 2019

Brazil

80% of 2019
We are Europe’s best airport operator and set standards worldwide.
Group Strategy

**Business Case Built on Mega Trends**

**Middle class**
>50 % growth expectation within next 20 years

**Migration**
Migration will boost ethnic traffic

**Globalization**
Internationalization of work and education

**Tourism**
Robust Trend towards city and short trips

Forecast for the long-term development of global air traffic underline growth expectation

<table>
<thead>
<tr>
<th>Source</th>
<th>Period</th>
<th>Reference</th>
<th>CAGR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airbus</td>
<td>2019 - 2041</td>
<td>Revenue passenger kilometres</td>
<td>+3.6 %</td>
</tr>
<tr>
<td>Boeing</td>
<td>2019 - 2041</td>
<td>Revenue passenger kilometres</td>
<td>+3.8 %</td>
</tr>
<tr>
<td>Embraer</td>
<td>2019 - 2041</td>
<td>Revenue passenger kilometres</td>
<td>+3.2 %</td>
</tr>
<tr>
<td>ACI</td>
<td>2019 - 2040</td>
<td>Number of passengers</td>
<td>+3.5 %</td>
</tr>
</tbody>
</table>

Sources: Airbus, Boeing, Embraer, ACI
Regional Growth Projections 2020 - 2040

- **2020-2040 global**
  - Pax CAGR 8.7%

- **North America**
  - Pax CAGR 7.3%

- **Latin America**
  - Pax CAGR 9.1%

- **Europe**
  - Pax CAGR 9.1%

- **Middle East**
  - Pax CAGR 10.9%

- **Africa**
  - Pax CAGR 9.1%

- **Asia / Pacific**
  - Pax CAGR 8.7%

Source: ACI World Airport Traffic Forecasts 2021-2040
Link between GDP and the frequency of travelling

Forecasted development of GDP and trips per capita

<table>
<thead>
<tr>
<th>Country</th>
<th>2019 trips/capita</th>
<th>2041 trips/capita</th>
</tr>
</thead>
<tbody>
<tr>
<td>China</td>
<td>0.40</td>
<td>1.53</td>
</tr>
<tr>
<td>India</td>
<td>0.12</td>
<td>0.40</td>
</tr>
<tr>
<td>United States</td>
<td>2.07</td>
<td>3.08</td>
</tr>
<tr>
<td>European Union</td>
<td>1.72</td>
<td>2.86</td>
</tr>
</tbody>
</table>

Sources: Airbus Global Market Forecast 2022-2041 | Oxford Economics (Feb 2023)
2 Features of Frankfurt Airport
Market Position

Key Facts

48.9mn Pax
#1 in Germany
#6 in Europe

2.0mn m.t. Cargo
#1 in Germany
#1 in Europe

c.40mn People
#1 Catchment area
in Europe (within 200km)

2/3 of blue chips
#1 Catchment area
in Germany (within 200km)

Economic Center
Germany is #1
Economy in EU

Banking Center
Frankfurt is #1 Center with
top connectivity

Economic Center
Germany is #1
Economy in EU

Banking Center
Frankfurt is #1 Center with
top connectivity

4 Runways
Capacity reserve for up to
126 mov/hr still available

3 Terminals
Capacity for up to 100 mn
passengers to be made available
by 2026

Asset Ownership
Frankfurt Airport is not a
concession but owned by Fraport

Dual Till
Frankfurt Airport is dual till
regulated Infrastructure

48.9mn Pax
#1 in Germany
#6 in Europe

2.0mn m.t. Cargo
#1 in Germany
#1 in Europe

c.40mn People
#1 Catchment area
in Europe (within 200km)

2/3 of blue chips
#1 Catchment area
in Germany (within 200km)

4 Runways
Capacity reserve for up to
126 mov/hr still available

3 Terminals
Capacity for up to 100 mn
passengers to be made available
by 2026

Asset Ownership
Frankfurt Airport is not a
concession but owned by Fraport

Dual Till
Frankfurt Airport is dual till
regulated Infrastructure
No crisis in the past has ever hit aviation like the Covid-19 pandemic.
Market Position

**Back on Track after Covid-19 Reset**

Covid-19 led to total breakdown of air traffic.
Now back on recovery path.

<table>
<thead>
<tr>
<th>Year</th>
<th>Passengers in mil.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>58.0</td>
</tr>
<tr>
<td>2014</td>
<td>59.6</td>
</tr>
<tr>
<td>2015</td>
<td>61.0</td>
</tr>
<tr>
<td>2016</td>
<td>60.8</td>
</tr>
<tr>
<td>2017</td>
<td>64.5</td>
</tr>
<tr>
<td>2018</td>
<td>69.5</td>
</tr>
<tr>
<td>2019</td>
<td>70.6</td>
</tr>
<tr>
<td>2020</td>
<td>18.8</td>
</tr>
<tr>
<td>2021</td>
<td>24.4</td>
</tr>
<tr>
<td>2022</td>
<td>48.9</td>
</tr>
</tbody>
</table>

Modest 1.7% CAGR

+6.9% CAGR

Strong recovery
### Frankfurt Summer Flight Schedule 2023

**Market Position**

**Features of Frankfurt Airport**

<table>
<thead>
<tr>
<th>▪ Continental Seat Capacities: ~80% of 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>▪ Continental Movements: ~80% of 2019</td>
</tr>
<tr>
<td>▪ Intercontinental Seat Capacities: ~90% of 2019</td>
</tr>
<tr>
<td>▪ Intercontinental Movements: 90+% of 2019</td>
</tr>
</tbody>
</table>

*Further narrowing the gap to pre-pandemic traffic figures*
Market Position

FY 2022 Traffic Split (vs. 2019)

Western Europe: 48% (Δ +4PP)
Domestic: 8% (Δ -3 PP)
Eastern Europe: 7% (Δ -2 PP)
North America: 15% (Δ +2PP)
Latin America: 5% (Δ +/-0PP)
Africa: 4% (Δ +1 PP)
Far East: 7% (Δ -3 PP)
Middle East: 6% (Δ +1 PP)
Far East: 7% (Δ -3 PP)

Average SLF: 78.1% (Δ -1.5PP)
Continental: 63% (Δ -0.7PP)
Intercontinental: 37% (Δ +0.7PP)
### Departing Passengers by Country

<table>
<thead>
<tr>
<th>Country</th>
<th>Δ PY</th>
<th>Δ ’19</th>
</tr>
</thead>
<tbody>
<tr>
<td>USA</td>
<td>2.9</td>
<td>+ 154.0% - 20.3%</td>
</tr>
<tr>
<td>Spain &amp; Canary Isl.</td>
<td>2.2</td>
<td>+ 58.0% - 18.8%</td>
</tr>
<tr>
<td>Germany</td>
<td>2.0</td>
<td>+ 94.7% - 45.5%</td>
</tr>
<tr>
<td>Italy</td>
<td>1.3</td>
<td>+ 80.2% - 34.7%</td>
</tr>
<tr>
<td>United Kingdom</td>
<td>1.1</td>
<td>+ 240.2% - 30.4%</td>
</tr>
<tr>
<td>Turkey</td>
<td>1.1</td>
<td>+ 71.2% + 0.3%</td>
</tr>
<tr>
<td>France</td>
<td>0.8</td>
<td>+ 120.4% - 31.1%</td>
</tr>
<tr>
<td>Canada</td>
<td>0.8</td>
<td>+ 161.0% - 14.1%</td>
</tr>
<tr>
<td>Greece</td>
<td>0.7</td>
<td>+ 29.0% - 1.9%</td>
</tr>
<tr>
<td>Portugal</td>
<td>0.6</td>
<td>+ 82.6% - 21.5%</td>
</tr>
<tr>
<td>Austria</td>
<td>0.6</td>
<td>+ 147.1% - 39.3%</td>
</tr>
<tr>
<td>Poland</td>
<td>0.5</td>
<td>+ 81.2% - 39.4%</td>
</tr>
<tr>
<td>United Arab Emirates</td>
<td>0.5</td>
<td>+ 79.7% - 30.9%</td>
</tr>
<tr>
<td>India</td>
<td>0.4</td>
<td>+ 155.4% - 31.3%</td>
</tr>
<tr>
<td>Switzerland</td>
<td>0.4</td>
<td>+ 104.1% - 34.7%</td>
</tr>
<tr>
<td>Other</td>
<td>8.4</td>
<td>+ 88.5% - 36.0%</td>
</tr>
</tbody>
</table>
**Increasing Infrastructure Utilization**

**Passenger per Passenger Flight**

- 2009: 118
- 2010: 123
- 2011: 124
- 2012: 128
- 2013: 132
- 2014: 136
- 2015: 140
- 2016: 141
- 2017: 145
- 2018: 145
- 2019: 147
- 2020: 109
- 2021: 114
- 2022: 143

**Seat Load Factor**

- 2009: 74%
- 2010: 76%
- 2011: 74%
- 2012: 76%
- 2013: 77%
- 2014: 77%
- 2015: 78%
- 2016: 77%
- 2017: 79%
- 2018: 79%
- 2019: 80%
- 2020: 58%
- 2021: 64%
- 2022: 78%
**Market Position**

**Traffic Shares by Airlines**

**Top Five Airlines** by passengers are handling more than 70% of all passengers travelling Frankfurt.

This reflects a total amount of **36.0 million passengers** in 2022.

**Top Five Airlines** by movements are offering more than 78% of all movements at Frankfurt Airport.

This reflects a **total number of 262k movements** in 2022.
Market Position

Highest Transfer Share in Central Europe

Features of Frankfurt Airport
FRA total passengers excl. transit: 48.8 million

With 50.4 % Frankfurt has the highest rate and highest total number of transferring passengers in Central Europe

More than 70 % of all transferring passengers come from or go to an intercontinental destination, 66 % are intercont-cont passengers and 5 % intercont-intercont

Intercont traffic has direct impact on charges (higher MTOW) and retail revenue (better spending behaviour)

Sources: Air traffic statistics Fraport AG | Fraport MONITOR
Market Position

Competitive Landscape

Domestic airports

Main European transfer airports

Middle East & Turkey

Competition for O&D passengers

Competition depending on availability of route, flight time, ticket price, travel distance to airport, preference of airline, and/or alternative way of travel, i.e., train, bus, or car

Competition for transfer passengers

Except for alternative way of travel, competition same as in O&D market but also: availability of transfer flight to final destination or destination nearby, total flight duration: fitting time of connecting flight and direct flight path vs. diversion, density of network: number of frequencies to origin and destination, quality of airport: transfer process for passenger and baggage as well as comfort level

1 Airports 2+mil. Passengers and in in vicinity of 200 km

Features of Frankfurt Airport
Market Position

**FRA Market Attractiveness**

**Biggest passenger airport in Germany**
- 49 mil. Passengers in 2022 (70% of 2019)
- 86 airlines fly 292 destinations in 92 countries*
- Lufthansa and Star Alliance hub
- Also One World, Skyteam and non-allied airlines fly Frankfurt

**Leading cargo hub in Europe**
- 2.0 mil. metric tons of freight and mail in 2022 (#1 in Europe)
- Substantial part of freight volume is transported in bellies of passengers aircraft
- Leading cargo hub enhances airline yields via belly freight

**Europe’s largest catchment area**
- Around 50% of the German population live within 200km radius from FRA
- ICE, long-distance and regional trains connect FRA with other German cities

**Frankfurt Airport – Top of the hubs**
- Highest connectivity in Europe
- Competitive charges compared to other European hubs
- Capacity increase due to fourth runway and Terminal 3 (to be opened in 2026) offers growth potential

* Summer flight schedule 2023

---

* Features of Frankfurt Airport
Market Position

Almost 2/3 of German Blue Chips Within 2h Radius
Market Position
Connectivity as Competitive Edge

Nonstop only (at least one flight per week) | Source: OAG

Lowest Monthly Number of Destinations
Average Monthly Number of Destinations
Highest Monthly Number of Destinations

Expansion

Investments to Secure Competitive Position

Projects in Development
- Runway Northwest
- LCC neo

Realized Projects
- Mönchhof Site
- Airport City West
- The Squaire
- CD Link
- Pier A+
- Gateway Gardens
- CargoCity South
- Terminal 3
- A380 Hangar

Features of Frankfurt Airport
On Track to be **Construction-wise completed in 2 Years** (2025)
Commissioning scheduled for **Summer 2026**
Residual Worth of Contracts to be awarded: **EUR c.0.9bn**
Residual cash out expected **slightly above 2bn** (Contracts already awarded + to be awarded)
Residual cash out to be spent **until 2028**
Expansion

Terminal 3: Piers G, H & J

Planned Completion: 2026on. | ~20 mil. Passengers Capacity | EUR c.4 bn. Invest

Terminal 3: Piers G, H & J

Terminal 3 Pier G: 1st stage
- Planned completion: 2026
- Passenger capacity: ~4 to 5 mil. p. a.
- Parking positions: 9
- Flexible Schengen/Non-Schengen operations due to swing gates

Terminal 3: Main Hall and Piers H & J
- Planned completion: 2026
- Parking positions: 24
- 400m Pier H for Schengen operation
- 600m Pier J for Non-Schengen operation

Features of Frankfurt Airport
3 Frankfurt Business Segments
### Frankfurt Business Segments

#### Overview and Services

<table>
<thead>
<tr>
<th>Aviation</th>
<th>Retail &amp; Real Estate</th>
<th>Ground Handling</th>
<th>Affiliated Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airside Management</td>
<td>Retail</td>
<td>Central Infrastructure</td>
<td>Facility Management</td>
</tr>
<tr>
<td>-Airside Infrastructure</td>
<td>-Shopping</td>
<td>-Baggage Conveyor Belts</td>
<td>Information and Telecommunications</td>
</tr>
<tr>
<td>-Airside Operations</td>
<td>-Services</td>
<td>-Passenger Conveyor Belts</td>
<td>Corp. Infrastructure Mgmt.</td>
</tr>
<tr>
<td>Terminal Management</td>
<td>-Advertising</td>
<td>-PRM</td>
<td>Airport Expansion South</td>
</tr>
<tr>
<td>-Landside Operations</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-Capacity Management</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Corp. Safety and Security</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-Airport Fire Safety</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-Emergency Response</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Noise and Air Quality</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**No independent price setting:**
Return on Investment approach, Tendered services and or Regulation applies

**Open / (partly) liberalized market:**
No part of any Regulation, Market driven price setting

---

**Visual Fact Book 2022**
39
Aviation

Regulation Framework

(1) The airport operator is subject to a regulation regarding the charges for the usage of facilities and services connected with the lighting, taking off, landing, and parking of an aircraft as well as the handling of passengers and freight. Approval shall be granted if the charges are regulated according to appropriate, objective, transparent, and non-discriminatory criteria. In particular, it shall be ensured that:

1. The services and infrastructure to be paid are clearly defined.
2. The calculation of the charges is cost-related and fixed in advance.
3. Access to the services and infrastructures of airport is granted to all users in the same way.
4. Airport users are not charged differently for basic charges. A differentiation of charges is permissible; the criteria used must be appropriate, objective and transparent.

(3) Without prejudice to (1), the following shall apply to the approval of the charge scheme:

1. The operator shall submit a draft to the users 6 months before the intended entry into force...
2. The application shall be submitted to the regulating authority no later than 5 months before the intended entry into force...
3. Approval shall be granted if there is a reasonable relationship between the amount of the charges set by the airport operator and the amount of the expected actual costs, and the orientation towards an efficient provision of services is recognizable...
4. The decision of the regulating authority shall be taken within 2 months of receipt of the application...
5. At least once a year, the airport operator shall consult the airport users with regard to the charge scheme.
6. The operator shall provide the airport users the following documents and information before the consultation:
   a. A list of the different services and infrastructures provided in return for the airport charges collected;
   b. The method used to fix airport charges;
   c. The total cost structure of the facilities and services to which the airport charges relate. This should make it clear that the operator is oriented towards efficient service provision;
   d. Revenues of the various charges and the total cost of the services financed with it;
   e. ...
   f. The foreseeable development of charges and traffic at the airport as well as intended investments;
   g. ...
   h. The foreseeable outcome of planned major investments in terms of their impact on airport capacity. Only investments which serve the expansion of the airport are considered as investments. Pre-financing should only be taken into account if airport users benefit from improved or more cost-effective services...
Overview of Regulated Activities

**Landing and take-off charges (including noise charge)**
- Each time an aircraft arrives or departs
- Depending on maximum take-off mass of aircraft, noise category and time of arrival/depature as well as number of departing passengers and freight volume on take-off and landing
- Runway system, including navigational aids
- Noise-measurement devices

**Parking charges**
- Charges related to parking an aircraft at the airport
- In relation to size of parking position, parking time and location of the position (terminal or apron)
- Aprons, parking positions for aircraft

**Security Charges**
- Per departing passenger and per 100 kg of freight on landing or take-off
- Staff and goods control when entering the restricted area

**Noise abatement charges**
- Per departing passenger or per 100 kg of freight on landing and take-off
- Depending on noise category of aircraft and time of arrival/depature
- Legal noise abatement measures in the vicinity of the airport

**Passenger Charges**
- Per departing passenger
- In relation to flight destination
- Terminal facilities and equipment
- Transportation of passengers between terminals

**Type of charge**
- Charging method
- Used resource
## Overview of Regulated Charges

### Passenger Charges
**Total 2022:** EUR 393.1 mil.
- Passenger-related charges (only take-off)
- Depending on destination (EU, Non-EU continental, or intercontinental)
- Discount for transfer passengers
- Defined Cap

### Landing and Take-off Charges
**Total 2022:** EUR 140.2 mil.
- Mass-related charges based on MTOM
- Passenger (only take-off)/freight/mail-related charges (variable charges)
- Noise-related charges
- Emission-related charges

### Aircraft Parking Charges
**Total 2022:** EUR 49.1 mil.
- All charges related to aircraft stand size and length of time parked
- Surcharges for use of terminal position
- Rental contracts can be signed under defined conditions

### Security Charges
**Total 2022:** EUR 35.9 mil.
- Passenger-related charges (only take-off)
- Charges related to freight or mail tonnage transported, per 100 kg or fraction thereof aboard the aircraft

### Example charges for one A380 round trip: ~ € 12,200 total bill

<table>
<thead>
<tr>
<th>Service</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mass-related</td>
<td>~ € 8,750</td>
</tr>
<tr>
<td>Noise-related</td>
<td>~ € 2,160</td>
</tr>
<tr>
<td>Emission-related</td>
<td>~ € 590</td>
</tr>
<tr>
<td>Airport parking</td>
<td>~ € 590</td>
</tr>
<tr>
<td>Security charges</td>
<td>~ € 700</td>
</tr>
</tbody>
</table>

1 Assumptions: Daytime flight, 440 Passengers, 50% Transfers

---

Visual Fact Book 2022
## Price Calculation in Regulated Aviation Business

<table>
<thead>
<tr>
<th>Step</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>Projection of Capex and RAB for period in question</td>
</tr>
<tr>
<td>2nd</td>
<td>Calculation of pre tax WACC =</td>
</tr>
<tr>
<td></td>
<td>Projected pre tax Cost of Capital, i.e., allowed return or EBIT in regulated Aviation business</td>
</tr>
<tr>
<td>3rd</td>
<td>Projection of EBIT in regulated Aviation business for period in question, including: volume projection for Frankfurt Airport &amp; cost development</td>
</tr>
<tr>
<td>4a)</td>
<td>If projected EBIT falls below allowed return, price upward potential</td>
</tr>
<tr>
<td>4b)</td>
<td>If projected EBIT exceeds allowed return, price downward potential</td>
</tr>
</tbody>
</table>
Calculation of Allowed Returns in Regulated Business

Pre Tax Cost of Capital = Invested capital x Pre Tax WACC

2022 WACC calculation

Cost of equity
- Total market yield 8.2 %: Risk-free interest rate 0.4 % plus market risk premium 7.8 %
- Beta 1.09
- Cost of equity before taxes 13.0 %

Cost of debt
- Cost of debt before taxes 2.0 %

Shareholders’ equity ratio 51 %: market value
- Debt ratio 49 %: interest-bearing 36 %/ non interest-bearing 13 %

Fraport assets defined as "Fraport assets"

In Frankfurt:
- Goodwill
- Other intangible assets @ cost / 2
- Investment in airport operating projects @ cost / 2
- Construction in progress and lands at cost
- Other Property, plant, and equipment @ cost / 2
- Carrying amounts of the Group companies accounted for using the equity method and other investments
- Inventories
- Trade accounts receivable
- Current trade accounts payable

! Fraport assets to most extent included @ cost / 2, this allows for more stable asset base and prevents value creation solely through depreciation. See also next slide
RAB: “At cost / 2” vs. “Residual Carrying Amount” Approach

Asset base fluctuates more!
Plus: value creation when investment < depreciation

More stable asset base!

"Assets under construction” included in full as they are not depreciated, upon inauguration assets will be included at cost / 2
“At Cost/2 Approach” provides **more stable pricing environment** compared to fluctuating “Residual Carrying Amount Approach”

In practice: Pure focus on RAB value will lead to dropping valuation upon commissioning of asset item, while the allowed return on RAB + Depreciation is **broadly stable** (all else equal)

**Broader valuation focus** on Allowed return on RAB + Depreciation **seems appropriate**
Historic Returns in Aviation Segment

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Prices</td>
<td>2.9</td>
<td>2.9</td>
<td>2.9</td>
<td>0</td>
<td>1.9</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4.3</td>
</tr>
<tr>
<td>Passengers</td>
<td>0.9</td>
<td>2.6</td>
<td>2.5</td>
<td>-0.4</td>
<td>6.1</td>
<td>7.8</td>
<td>1.5</td>
<td>-73.4</td>
<td>32.2</td>
<td>97.2</td>
</tr>
<tr>
<td>Movements</td>
<td>-2.0</td>
<td>-0.8</td>
<td>-0.2</td>
<td>-1.1</td>
<td>2.7</td>
<td>7.7</td>
<td>0.4</td>
<td>-58.7</td>
<td>23.4</td>
<td>45.9</td>
</tr>
</tbody>
</table>

2015: ROFRA including ~€10 mil. provision for fire brigade
2016: No charge increase due to withdrawal of application in 2015. ROFRA including €9 mil. staff provision & €22.4mil. impairment on FraSec
2017: New incentive scheme for growing airlines introduced.
2018: €21.8 mil. increased D&A due to changes in expected useful life times of assets.
2019: €20.2 mil. increased D&A due to changes in expected useful life times of assets.
2022: “Recovery Program” introduced to realize growth beyond traffic expectations after Covid-19 pandemic

1 Regulated charges since 2017 include reimbursements to airlines
Aviation

**Stake Sale of Frankfurt Security Services**

Partnership to strengthen Frankfurt Based Passenger Screening Performance signed on Nov 19th 2021

- **Step 1**: Transfer of 26% Equity Stake to Sasse Group Jan. 1st 22
- **Step 2**: Transfer of further 25% stake on Jan 1st 23

At equity Consolidation as of 2023: 2.4+k Employees and more than EUR 100mn Revenues involved
Business Update
Restructuring of Security Services at Frankfurt Airport

Takeover of Security Responsibilities in 2023
- Fraport to enhance Security Product jointly with Federal Police
- Fraport to tender Frankfurt Security Lots and to procure Security Equipment

Gradual roll-out of new CT Scanners in next 5 Years

Financial Impacts
- Fraport passes on Costs of procured Assets to Customers
- Fraport becomes billing Interface: 2023 Security Services Revenues & Cost expected to be EUR c.250mn + Airport Security Revenues & Cost
Relocation of Terminal 1 Concourse B Passenger Screening Lanes towards Terminal Entrance

24 Lanes (current Tech) to be replaced by 14 Lanes (new Tech) in 2 Steps, Phase 1: 2025, Phase 2: 2027

New Security Concept Enables seamless Passenger Connecting between Concourse A and B Schengen: c.60% of FRA total
Development of Frankfurt Retail Business

Until IPO
- Low focus on Retail business
- Airports with pure function to serve as interface between road and air
- Fraport acted as "landlord", renting out retail space
- Some shops even were closed over the weekend
- No KPI’s or targets

Until ~2015
- Increasing focus on Retail business
- Retail areas expanded and modernized
- Fraport still acting as landlord, renting out space
- Introduction of promoting activities for individual customers / nationalities together with shop operators
- Upcoming of KPI’s and targets

Since ~2015
- Very strong focus on Retail business
- Retail activities expanded beyond point of sale: multi channel approach
- Online offering enables shopping well ahead of traveling
- Online platform also enables shops to maximize offering and to go for continuous advertising
- Since 2017 Fraport has also been directly involved as shop operator, based on JV with Gebr. Heinemann
- Further measures introduced like home delivery option, adding shops to online platform etc.
KPI “Retail Revenue per Passenger”

Retail Revenue per Passenger

€


- Retail revenue according to old segment structure / revenue split, including IT services for passengers
  *affected by Covid Pandemic. 2021 adjusted by €10 mil. DTF kick back
## Top Spenders vs. Top Volume

<table>
<thead>
<tr>
<th>TOP 5 by Retail Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Destinations with <strong>very high retail value</strong></td>
</tr>
<tr>
<td>Low <strong>passenger volumes</strong></td>
</tr>
<tr>
<td>Highly defined consumption patterns</td>
</tr>
<tr>
<td>Easy reachability and addressability</td>
</tr>
</tbody>
</table>

- Vietnam
- China
- India
- UAE
- South Korea

<table>
<thead>
<tr>
<th>TOP 5 by Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Destinations with <strong>very large passenger volumes</strong></td>
</tr>
<tr>
<td>Moderate <strong>retail value</strong></td>
</tr>
<tr>
<td>Moderate reachability and addressability</td>
</tr>
</tbody>
</table>

- USA
- United Kingdom
- Turkey
- Canada
- Spain

~5% passengers
~18% revenue

~34% passengers
~24% revenue

Sales optimization through culture-specific and highly customer-focused marketing
Shifts in Spending Behavior

Spending Behavior

Top 5 destinations in spending power

Spending power, compared to total average Duty Free spendings\(^1\)

Trend\(^2\)

Destinations sorted by turnover

Shifts reflect exchange rate developments and socio-economic developments

\(^1\) Total average Duty Free spendings of passengers in 2019. Average = 1.0  
\(^2\) Compared to previous year
Parking and Mobility

- Management of:
  - c. 30,000 parking lots
  - c. 33,000 contract customers and
  - c. 15 mil. transactions p.a.

- E-Mobility strategy based on customer needs

- Digitization is critical success factor:
  - 80% of parking spaces are pre-booked
  - Data-driven management: strategically, operationally, and commercially
  - Yield management with the aim of maximizing profit
Retail & Real Estate

Property Development

Further Expansion CargoCity South (CCS)
- Contract signed with DHL for new development project
- Further areas at CCS give opportunity to exploit additional potential

Development of strategic Logistics & Cargo hub
- New areas will be developed to strengthen Frankfurt Airport as a Logistics & Cargo hub
- Further potential for project development in the medium-term

More opportunities close by Gateway Gardens
- Own areas and more options as part of the Gateway Gardens development company
- Development together with strategic partners depending on market environment brings upside potential
Central Infrastructure

- Sole provider
- Regulated business
- Provision of infrastructure, incl. Baggage conveyor system (80+ km)
- Baggage connectivity in 2022: 95.8%
- ~ 21.4 mil. pieces of baggage

Activities

- Total Baggage Management, incl. intermodal handling (AirRail Terminal)
- Baggage facilities and conveyor system
- Baggage customs warehouse
- Baggage security, Baggage Reconciliation System (BRS)
- Passenger bridges
- CUTE network
- 400 Hz Ground power
- Fresh water / toilet facilities
- Fueling and de-icing facilities
Ground Handling

Ramp & Passenger Services

Ramp Services

- One third-party handler: WISAG
- ~165k A/C / ~21.6 mil. tons MTOM handled 2022

Tasks, among others:
- A/C acceptance, Loading and unloading services, Passenger & crew transport, Baggage, Cargo, Mail transport, De-icing, Water supply, Cleaning

Market Share

1

87% 13%

Fraport WISAG

Passenger Services

- Open market: third-party handlers (e.g., WISAG) and self-handling (e.g., Lufthansa)
- ~16.5k aircraft handled in 2022

Tasks, among others:
- Check-in & boarding, Ticketing, Baggage tracing, Flight and Ground Ops, Ramp Agents, General aviation terminal

Market Share

1

63% 17% 10%

Fraport Lufthansa self handling LH 3rd-party Others

1 Base: LHS A/C Movements, RHS: Passengers
4 Major International Holdings
Portfolio

23 Airports  |  5 Retail Concessions  |  1 Other Operations

Airport operations: concessions & freeholds
Management of US retail concessions
Hong Kong = Other operations
Engagement suspended
## Key Facts of Airport Holdings

<table>
<thead>
<tr>
<th>Investment</th>
<th>% share</th>
<th>Consolidation</th>
<th>Investment type</th>
<th>Concession charge</th>
<th>Capex obligation¹</th>
<th>Regulation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fortaleza</td>
<td>100</td>
<td>Full</td>
<td>Concession until 2047</td>
<td>Fixed minimum + 5% revenue component</td>
<td>Modernizing and expanding the airport</td>
<td>Dual till</td>
</tr>
<tr>
<td>Porto Alegre</td>
<td>100</td>
<td>Full</td>
<td>Concession until 2042 ³</td>
<td>Fixed minimum + 5% revenue component</td>
<td>Modernizing and expanding the airport</td>
<td>Dual till</td>
</tr>
<tr>
<td>Ljubljana</td>
<td>100</td>
<td>Full</td>
<td>Asset ownership ⁴</td>
<td>No conc. charge</td>
<td></td>
<td>Dual till</td>
</tr>
<tr>
<td>Lima</td>
<td>80.01</td>
<td>Full</td>
<td>Concession until 2041 ³</td>
<td>Fixed minimum + revenue component</td>
<td>Modernization of existing infrastructure fulfilled, new runway constructed, new terminal under construction</td>
<td>Single till</td>
</tr>
<tr>
<td>Greek regionals</td>
<td>65</td>
<td>Full</td>
<td>Concession until 2057</td>
<td>Fixed minimum + EBITDA component</td>
<td>Modernizing and expanding the airport portfolio</td>
<td>Dual till with predefined charge mechanism</td>
</tr>
<tr>
<td>Varna &amp; Burgas</td>
<td>60</td>
<td>Full</td>
<td>Concession until 2046</td>
<td>Fixed minimum + revenue component</td>
<td>Construction of 2 new terminals fulfilled</td>
<td>Dual till</td>
</tr>
<tr>
<td>Antalya (current concession)</td>
<td>51/50 ²</td>
<td>@equity</td>
<td>Concession until 2026</td>
<td>Fixed</td>
<td>Construction of new terminal fulfilled</td>
<td>Dual till with fixed charges</td>
</tr>
<tr>
<td>Antalya (new concession)</td>
<td>49/50 ²</td>
<td>@equity</td>
<td>Concession 2027-2051</td>
<td>Fixed</td>
<td>Expansion of terminal and other airport facilities</td>
<td>Dual till with fixed charges</td>
</tr>
<tr>
<td>Delhi</td>
<td>10</td>
<td>@cost</td>
<td>Concession until 2036 ³</td>
<td>Revenue component</td>
<td></td>
<td>Hybrid till</td>
</tr>
</tbody>
</table>

¹ W/o maintenance capex and investments subject to traffic growth ² Share of voting rights: 51% (current concession) 49% (new concession) / dividend share: 50% each ³ Extension option available ⁴ Right to operate airport derived from land use contract until 2054, extension possible ⁵ starting in year 6 of the concession
# Airport Types

<table>
<thead>
<tr>
<th>Portfolio</th>
<th>Airports</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Hubs</strong></td>
<td></td>
</tr>
<tr>
<td>Frankfurt Main</td>
<td>Share: 100%</td>
</tr>
<tr>
<td>Lima Airport</td>
<td>Share: 80.01%</td>
</tr>
<tr>
<td>Delhi Airport</td>
<td>Share: 10%</td>
</tr>
<tr>
<td><strong>Regional Airports</strong></td>
<td></td>
</tr>
<tr>
<td>Ljubljana Airport</td>
<td>Share: 100%</td>
</tr>
<tr>
<td>Porto Alegre Airport</td>
<td>Share: 100%</td>
</tr>
<tr>
<td>Thessaloniki Airport</td>
<td>Share: 65.0%</td>
</tr>
<tr>
<td><strong>Tourist Airports</strong></td>
<td></td>
</tr>
<tr>
<td>Fortaleza Airport</td>
<td>Share: 100%</td>
</tr>
<tr>
<td>13 Greek Regional Airports</td>
<td>Share: 65.0%</td>
</tr>
<tr>
<td>Burgas Airport</td>
<td>Share: 60%</td>
</tr>
<tr>
<td>Varna Airport</td>
<td>Share: 60%</td>
</tr>
<tr>
<td>Antalya Airport</td>
<td>Share: 51%</td>
</tr>
</tbody>
</table>
Features of Major Holdings

Fraport Brasil: Fortaleza & Porto Alegre Airports

Fraport ownership: 100%
Fraport investment since: Contracts signed in August 2017, operational takeover January 2018

Investment type:
Fortaleza: 30 years concession until 2047
Porto Alegre: 25 years concession until 2042

Airport profiles
Fortaleza: 1 runway, 1 terminal
Porto Alegre: 1 runway, 1 terminal

Cost of acquisition: ~€190 mil. upfront payment, ~€350 mil. further fixed payments + 5% revenue related component

Scope of Fraport activities: Aviation & non-Aviation
Capex obligation: Modernizing and expanding
Regulation: Dual till

2022 Profits to Group: € -4 mil
Share in 2022 Group result: n.a.
Features of Major Holdings

Fraport Slovenija: Ljubljana Airport

- **Fraport ownership:** 100%
- **Fraport investment since:** September 2014
- **Investment type:** Right to operate airport derived from 40 years land use contract, extension possible

**Airport profile**
- Capital city airport of Slovenia
- 1 Runway, capacity of 25 movements/hour,
- 1 Terminal, capacity of 4 mil. passengers/year,

- **Cost of acquisition:** ~€240 mil. for acquisition of shares, no other concession charges
- **Scope of Fraport activities:** Aviation, non-Aviation & Ground Handling
- **Capex obligation:** Maintenance and additional capex for terminal extension
- **Regulation:** Dual till
- **2022 profits to Group:** € ~-3 mil.
- **Share in 2022 Group result:** n.a.

1 no cargo data available
New York JFK Airport (Terminal 5)

Fraport ownership: 100%
Fraport investment since: August 2014
Investment type: Based on concession agreements, Fraport USA subleases terminal concession areas to retail, food & beverage operators at the following airports:
- Baltimore, concession until March 2023
- Cleveland, concession until January 2024
- Newark (Terminal B), concession until January 2025\(^1\)
- New York JFK (Terminal 5), concession until March 2028\(^1\)
- Nashville, concession until January 2029\(^1\)
Cost of acquisition: ~€45mil. for acquisition of shares
Scope of Fraport activities: Planning, designing & leasing of commercial areas
Capex obligation: Pre-defined capex requirements focused on the improvement of common areas
2022 profits to Group: € ~2 mil.
Share in 2022 Group result: n.a.

\(^1\) extension options available

Nashville International Airport
Features of Major Holdings

**Lima Airport**

**Fraport ownership:** 80.01%

**Fraport investment since:** February 2001

**Investment type:** 40 years concession + extension option

**Airport profile**

Capital city airport of Peru & regional hub in Latin America
1 runway (2<sup>nd</sup> runway to be put into operation in Q2 2023)
1 terminal (new terminal under construction)

**Cost of acquisition:** Multiple stage acquisition + annual variable revenue linked concession charge of ca. 46.5%

**Scope of Fraport activities:** Aviation & non-Aviation

**Capex obligation:** Obligation to modernize existing infrastructure fulfilled; new construction works commenced in January 2020 with the new runway completed and ready to be put into operation in Q2 2023, while the new terminal will be commissioned in 2025

**Regulation:** single till

**2022 profits to Group:** ~€ 37 mil.

**Share in 2022 Group result:** ~22%
Features of Major Holdings

Lima Airport Expansion

- Construction of **new Runway and Tower** completed in 2022 (Total cost: USD c.450mn)
- The **new Terminal** is currently **under construction**
- New terminal facilities will be sufficient to accommodate traffic recovery and expected **traffic growth in the long-run**
- The new terminal will be inaugurated in **25FY**
Features of Major Holdings

Fraport Greece: 14 Greek Regional Airports

<table>
<thead>
<tr>
<th>Cluster A</th>
<th>Cluster B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Num. of Airports: 7</td>
<td>Num. of Airports: 7</td>
</tr>
<tr>
<td>PAX 2022: 16.7 mil (+83.1% YoY)</td>
<td>PAX 2022: 14.5 mil (+74.5% YoY)</td>
</tr>
<tr>
<td>Domestic/Intl PAX 2022: 19%/81%</td>
<td>Domestic/Intl PAX 2022: 21%/79%</td>
</tr>
</tbody>
</table>

Fraport ownership: 65%
Fraport investment since: April 2017
Investment type: 40 years concession until 2057
Airports profile: 14 regional airports with strong touristic share
Cost of acquisition: Upfront payment of €1.234 bn., fixed annual installments of €22.9 mil. (indexed with Greek CPI), and as of 2021 additional variable component of c. 28.5% EBITDA (not or not fully applicable from 2021 to presumably 2023 due to Covid-19)
Scope of Fraport activities: Upgrade, maintenance, management and operation of the 14 regional airports
Capex obligation: Imminent works to modernize and expand airports completed until 2021
Regulation: Dual till with aviation charges set at €13 per departing passenger at the beginning, and fixed increase to €18.5 +/- 90% p.a. of Greek CPI following fulfillment of capex obligation
2022 Profits to Group: ~€ 70 mil.
Share in 2022 Group result: ~42%
Features of Major Holdings

Fraport Greece Financial Overview

Revenue
EUR mn

<table>
<thead>
<tr>
<th>Year</th>
<th>Underlying</th>
<th>IFRIC 12</th>
</tr>
</thead>
<tbody>
<tr>
<td>19FY</td>
<td>297</td>
<td>166</td>
</tr>
<tr>
<td>21FY</td>
<td>255</td>
<td>30</td>
</tr>
<tr>
<td>22FY</td>
<td>434</td>
<td>10</td>
</tr>
</tbody>
</table>

EBITDA
EUR mn

<table>
<thead>
<tr>
<th>Year</th>
<th>Underlying</th>
<th>EBITDA ex. State Compensation Effects</th>
<th>State Compensation Effects (saving on fixed and variable concession payment)</th>
</tr>
</thead>
<tbody>
<tr>
<td>19FY</td>
<td>170</td>
<td>206</td>
<td>82</td>
</tr>
<tr>
<td>21FY</td>
<td>124</td>
<td>272</td>
<td>77</td>
</tr>
<tr>
<td>22FY</td>
<td>195</td>
<td>35</td>
<td></td>
</tr>
<tr>
<td>23FY</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Features of Major Holdings

**Twin Star: Varna & Burgas Airports**

**Fraport ownership:** 60%
**Fraport investment since:** November 2006
**Investment type:** 40 years concessions until 2046
**Airports profile:** Largest airports except of Sofia and gateway to the Black Sea coast
  - Varna: 1 runway, 2 terminals
  - Burgas: 1 runway, 2 terminals
**Cost of acquisition:** € 3.0 mil. upfront payment and variable concession fee of 19.2% of total revenues
**Scope of Fraport activities:** Aviation, non-Aviation & Ground Handling
**Capex obligation:** Obligation to construct 2 new terminals fulfilled, further investments subject to traffic
**Regulation:** Dual till with multi year contracts
**2022 profits to Group:** ~€ 4 mil.
**Share in 2022 Group result:** ~3%

![Passengers in mil.](chart)
Features of Major Holdings

Antalya Airport

Fraport ownership: Share of voting rights: 51% / dividend share: 50%

Fraport investment since: 1999, concession was renewed in September 2007

Investment type: 19 years concession until 2026 (2 years extension due to Covid-19)

Airport profile
Largest Airport in Turkey outside of Istanbul
2 Runways, 3 Terminals

Cost of acquisition: Upfront payment of ~€500 mil. and annual installments of €100 mil. since 2010 / €116 mil. in 2025 & 2026 (deferred payments due to Covid-19)

Scope of Fraport activities: Aviation & non-Aviation

Capex obligation: Obligation to construct a domestic terminal fulfilled. Further investments subject to traffic

Regulation: Dual till with aviation charges set at €15 per departing international and €3 per departing domestic passenger

2022 profits to Group: ~€60 mil.
Share in 2022 Group result: ~36%

1 no cargo data available
## Antalya Airport – New Concession

### Operational Period
- Exclusivity to operate all terminals at Antalya Airport from January 2027 to December 2051
- The current Antalya Airport concession will expire in December 2026

### SPV
- Fraport’s share in the company: 49%; TAV’s share in the company: 51%
- Dividend rights 50/50, co-control

### Consolidation
- Asset to be consolidated by equity method

### Total Concession Rent
- Total concession rent payable is 7.25 billion EUR + VAT

### Concession Rent Payment Schedule
- 25% of total concession rent were paid up front to State Airports Authority (DHMI) in March 2022
- 10% of total concession rent will be paid between 2027 and 2031 in equal annual instalments (2% p.a.)
- 65% of total concession rent will be paid between 2032 and 2051 in equal annual instalments (3.25% p.a.)

### Pax Fees/ Security Fee During New Period
- International: 17 EUR (currently 15 EUR)/ Domestic: 3 EUR (no change)
- Security Fee of 1.50 EUR unchanged but as of 2027 no sharing (50/50) with the airport authority (DHMI)

### Capex
- Approx. 765 million EUR will be invested during concession period, of which approx. 600 million EUR will be invested between 2022-25

### Financing
- Both capex and upfront payment of the total concession rent will be majority debt-financed

### Impact on Fraport Group
- Fraport will continue its international success story in Turkey.
- Fraport will inject approx. 500 million EUR equity into the SPV.
- As the SPV is consolidated at equity, the equity injection will increase Group net debt by the same amount.
- Over lifetime of the new concession period, dividend returns will compensate for this effect.
**Features of Major Holdings**

**Delhi Airport**

- **Fraport ownership**: 10%
- **Fraport investment since**: April 2006
- **Investment type**: 30 years concession until 2036 with extension option until 2066

**Airport profile**
- Capital city airport & largest airport in India
- 3 Runways, 3 Terminals

**Cost of acquisition**: ~€40 mil.

**Scope of Fraport activities**: Airport operator

**Capex obligation**: n/a

**Regulation**: Hybrid till (aeronautical charges with 30% non-aeronautical revenues subsidized)

**2019 profits to Group**: n/a as investment is valued at cost

**Share in 2019 Group result**: n/a
5 Current Development
### Current Development

**Substantial FRA Cost Cutting Measures initiated**

<table>
<thead>
<tr>
<th><strong>Staff Cost</strong></th>
<th><strong>Non-Staff Cost</strong></th>
<th><strong>Capex</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>EUR c.250mn Savings with full effect by 2022</td>
<td>EUR c.100 – 150mn Savings p. a.</td>
<td>EUR c.1bn Savings spread over next 7-8 Yrs</td>
</tr>
<tr>
<td>• Continuation of Short time Working Scheme</td>
<td>• Reduction of all non-operational cost items</td>
<td>• Reduction of Frankfurt Capex outside of T3</td>
</tr>
<tr>
<td>• Gradual Reduction of c.4,000 Employees – see next slide</td>
<td></td>
<td>• T3 Inauguration in line with demand: c.2026</td>
</tr>
</tbody>
</table>
**Current Development**

**Frankfurt Staff Restructuring after Covid-19**

**Ground Handling**

<table>
<thead>
<tr>
<th>Ye</th>
<th>Number of Employees (as per Reporting Date)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Ground Handling</td>
</tr>
<tr>
<td></td>
<td>9,765</td>
</tr>
<tr>
<td></td>
<td>8,143</td>
</tr>
<tr>
<td></td>
<td>7,260</td>
</tr>
<tr>
<td></td>
<td>7,847</td>
</tr>
</tbody>
</table>

**FraSec**

<table>
<thead>
<tr>
<th>Ye</th>
<th>Number of Employees (as per Reporting Date)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FraSec</td>
</tr>
<tr>
<td></td>
<td>4,308</td>
</tr>
<tr>
<td></td>
<td>4,074</td>
</tr>
<tr>
<td></td>
<td>3,699</td>
</tr>
<tr>
<td></td>
<td>4,186 (^1)</td>
</tr>
</tbody>
</table>

\(^1\) incl. New HAM security staff of ~670 employees

**Other Frankfurt positions**

<table>
<thead>
<tr>
<th>Ye</th>
<th>Number of Employees (as per Reporting Date)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Other Frankfurt positions</td>
</tr>
<tr>
<td></td>
<td>6,719</td>
</tr>
<tr>
<td></td>
<td>6,331</td>
</tr>
<tr>
<td></td>
<td>5,485</td>
</tr>
<tr>
<td></td>
<td>5,467</td>
</tr>
</tbody>
</table>

- 80% of 2019 level working in Ground Handling at YE 2022
- Re-hirings as of Summer 21 (+~600 employees in 2022)

- 82% of 2019 security staff level in service (on a like-for-like basis)
- Staff amount grew by c.670 in 2022, due to takeover of Hamburg security contract
- At equity consolidation of Passenger screening business in 2023 → deconsolidation of staff

- Reduction of other Frankfurt positions offsets Ground Handling re-hirings

**3,962 Frankfurt employees reduced YE22 vs. YE19**
Substantial Savings despite Inflation, Higher Wages & Ramp-up

### Aviation, Retail & Real Estate, Ground Handling

#### Staff Cost

- Backbone of FRA staff cost savings: **Headcount reduction of c.4,000 employees** (ex. Hamburg Security business)
- Headwind mainly from **EUR c.30mn wage increases**
- Adjusted for higher wages; **staff cost down** by around **EUR 200mn**

#### Other Opex

- Increase in other Opex due to extra cost from **FRA quality issues** of in total **EUR 35mn** (esp. deployment of temporary staff)
- **Provisions** in GH segment in the amount of **EUR c.34mn**
- Cost for **energy supply** increased other Opex by **EUR c.25mn**
- Adjusted for above effects; **residual other Opex down** by **EUR c.90mn**
### Dual-Till regulated Infrastructure

**Aviation**
- **Full Cost (Inflation) Coverage Potential via Regulation, albeit with Time Gap Potential of up to c.12 months**
  - Total 22FY Segment Opex: 681mn
  - (2019: 786mn)
- **Airport Charges** with annual Price Revision to allocate Cost of running the Infrastructure on Users and allow appropriate Return on Invested Capital
- **Security Business** Pricing & Opex Reimbursement covered by Federal Framework

### Retail & Real Estate
- **Retail & Car Park Revenues mostly follow direct Inflation,**
  - Real Estate – continues Price Adjustments
  - Total 22FY Segment Opex: 134mn
  - (2019: 136mn)
- **Unregulated Segment (Opex), but:**
  - **Retail Revenues** usually as percentage of Shop Turnover; excl. Advertisement
  - **Parking** lots with flexible Pricing
  - **Real Estate** - continues price adjustments

### Ground Handling
- **Coverage Potential of Central Infrastructure Cost Inflation (c.35-40% of Segment Cost / Time Gap Potential of up to c.12 months), Ground Services Opex Inflation to be priced-in going forward**
  - Total 22FY Segment Opex: 632mn
  - (2019: 656mn)
- **Central Infrastructure** with annual Price Revision to allocate Cost of running the Infrastructure on Users and allow appropriate Return on Invested Capital
- **Ground Services** usually with fixed price contracts, new Contracts with focus on Price / Labor Index formula

---

*FRA Inflation Protection*
<table>
<thead>
<tr>
<th>Country</th>
<th>Details</th>
</tr>
</thead>
</table>
| Greece | - Airport Charges with annual Greek CPI-link (CPI x 0.9)  
- Non-Aviation usually as MAGs and percentage of Turnover |
| Brazil | - Airport Charges with annual BRL CPI-link (CPI – X - Q)  
- Non-Aviation usually as MAGs and percentage of Turnover |
| Lima | - Airport Charges annual US-RPI-link – X, multi-annual Revision of X-factor  
- Non-Aviation usually as MAGs and percentage of Turnover / Profit Sharing |
| Ljubljana | - Airport Charges RoRAB linked  
- Non-Aviation usually as MAGs and percentage of Turnover |
| Twin Star | - Airport Charges negotiated with Concession Grantor  
- Non-Aviation usually as MAGs and percentage of Turnover |
<p>| US | - Revenues usually as MAGs and percentage of Turnover |</p>
<table>
<thead>
<tr>
<th>Aviation</th>
<th>Retail &amp; Real Estate</th>
<th>Ground Handling</th>
<th>Internationals</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Continued Traffic Recovery</td>
<td>• Spend per Pax improvement backed by re-opening of Asian routes and</td>
<td>• Recruitment and training of staff to cope with peak operations</td>
<td>• Continued traffic recovery</td>
</tr>
<tr>
<td>• 4.9% increase in charges as of</td>
<td>intercontinental traffic, in general</td>
<td>• Price upward revision of 10% for Central Infrastructure as of Jan 1st, 2023</td>
<td>• Price adjustments due to inflation-</td>
</tr>
<tr>
<td>Jan 1&lt;sup&gt;st&lt;/sup&gt;, 2023</td>
<td></td>
<td></td>
<td>linked regulated charges</td>
</tr>
<tr>
<td>• Application for 2024 price</td>
<td></td>
<td></td>
<td>• Lima expansion capex</td>
</tr>
<tr>
<td>adjustment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Take over of Security Checks</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>at FRA</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

High potential to further grow traffic and financials towards pre-Covid levels
### Current Development

#### IR Milestones 2023-2028 (excerpts)

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
</table>
| 2023 | Positive 1H Base Effect from Drop out of 2022 Omicron Dip expected  
Reasonable Tariff Uplifts outlined: a.o., FRA Aviation Charges increased by 4.9%  
Transitioning of FRA Security Business |
| 2024 | Group EBITDA latest to reach Pre-Pandemic Level – Target for 2023/24  
Commissioning of major FRA PV Plant |
| 2025 | Commissioning of new Lima Terminal and Antalya Terminal  
FRA on the way to reach Pre-COVID PAX Level – Target for 2025/26 |
| 2026 | Commissioning of “Gamechanger” FRA T3  
Temporary Closure of FRA T2  
New FRA Windpark PPA |
| 2027 | New FRA Concourse B Passenger Screening Lines – Marking new Era of FRA T1 Retail & Passenger Experience  
Intl. Activities Capex about to Run on Maintenance Need  
New AYT Concession Takeover |
| 2028 | FRA Capex about to Run on Maintenance Need – Following Final Payments for FRA T3 |
6 Financials
2018: Hanover airport disposal: €25 mil. EBITDA, €83.6 mil. EBT, and €75.9 mil. Group result impact
2019: IFRS 16 applied for the first time, EBITDA impact of €47.5 mil., and €9.1 mil. Group result impact
Fraport Group

Revenue & EBITDA Split

Group Revenue: € 3,194 mil.
Group EBITDA: € 1,030 mil.

- **Aviation**: € 828, 25.9% of Group
- **Retail & Real Estate**: € 446, 14.0% of Group
- **Ground Handling**: € 550, 17.2% of Group
- **International Activities & Services**: € 1370, 42.9% of Group
- **Total Revenue**: € 3,194 mil.
- **Total EBITDA**: € 1,030 mil.

**Revenue & EBITDA Split**

- **Revenue**: € mil.
  - Aviation: 828
  - Retail & Real Estate: 446
  - Ground Handling: 550
  - International Activities & Services: 1370

- **EBITDA**:
  - Aviation: 175
  - Retail & Real Estate: 343
  - Ground Handling: 585
  - International Activities & Services: 585

**2022 Financials**

- **Revenue**: € 3,194 mil.
- **EBITDA**: € 1,030 mil.
Group Result Split

46.6%
Germany

53.4%
International Activities
Strong increase in financing activities, a.o. to finance negative Free Cash Flow during the Covid-19 pandemic

Negative Group result in 2020 reduced shareholder’s equity

As a consequence, gearing increased to 181% in 2022

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current assets</td>
<td>1,053</td>
<td>1,343</td>
<td>1,244</td>
<td>2,343</td>
<td>3,129</td>
<td>3,230</td>
</tr>
<tr>
<td>Non-current assets</td>
<td>9,779</td>
<td>10,106</td>
<td>11,383</td>
<td>11,738</td>
<td>12,991</td>
<td>14,366</td>
</tr>
<tr>
<td>Non-current liabilities</td>
<td>4,029</td>
<td>4,368</td>
<td>4,623</td>
<td>3,759</td>
<td>3,909</td>
<td>4,132</td>
</tr>
<tr>
<td>Shareholders’ equity</td>
<td>5,544</td>
<td>5,657</td>
<td>6,549</td>
<td>8,461</td>
<td>10,895</td>
<td>11,233</td>
</tr>
<tr>
<td>Current liabilities</td>
<td>1,260</td>
<td>1,424</td>
<td>1,455</td>
<td>1,862</td>
<td>1,428</td>
<td>2,231</td>
</tr>
</tbody>
</table>

Gearing:
- 94% in 2017
- 89% in 2018
- 97% in 2019
- 153% in 2020
- 170% in 2021
- 181% in 2022
Fraport Group

Capex and Cash Flow Overview

Capex¹ 2010 – 2022

€ mil.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Capex</td>
<td>859</td>
<td>969</td>
<td>715</td>
<td>437</td>
<td>291</td>
<td>291</td>
<td>306</td>
<td>430</td>
<td>834</td>
<td>1,381</td>
<td>1,147</td>
<td>1,168</td>
<td>1,154</td>
</tr>
</tbody>
</table>

Free Cash Flow² 2010 – 2022

€ mil.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Capex</td>
<td>-291</td>
<td>-350</td>
<td>-162</td>
<td>34</td>
<td>247</td>
<td>394</td>
<td>302</td>
<td>393</td>
<td>7</td>
<td>-374</td>
<td>-1,400</td>
<td>-772</td>
<td>-741</td>
</tr>
</tbody>
</table>

Net debt & Gearing 2010 – 2023

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Capex</td>
<td>78%</td>
<td>98%</td>
<td>105%</td>
<td>98%</td>
<td>97%</td>
<td>84%</td>
<td>94%</td>
<td>89%</td>
<td>97%</td>
<td>153%</td>
<td>170%</td>
<td>181%</td>
<td></td>
</tr>
</tbody>
</table>

² Capex as: Cash Flow in PPE, airport operating projects, intangible assets, investment property & at equity investments

² New Free Cash Flow definition incl. dividends from minorities applied from 2013 onwards

Strong negative impact from COVID-19 pandemic from 2020 on. Clear Capex containment in 2020-22, as a consequence.
- Further increase in Cash, Cash Equivalents, and Credit Lines\(^1\) by EUR \(~850\text{mn}\) at reasonable interest rates in a tightening market environment in 2022
- Lima project financing closed in Q1 2023 in the amount of USD 1.25bn boosts available funds to EUR >5.3bn
- Current Cash Position sufficient to accommodate expansion programs in Frankfurt and Lima in next few years

\(^1\) Defined as: Liquidity + Committed Credit Lines & Finance

\(^2\) Parts of the new project finance will be used to pay back the existing bridge loan: \(~750\text{mn}\) increase = delta between bridge loan and project finance at YE F/X

\(^3\) Dec 31, 2022 break down: Frankfurt 2,922mn + 581mn CL; Greece: 452mn; Brasil 30mn + 48mn CL; Lima 53mn + 108mn CL; Other: 410mn
Fraport Group

Cash Position & Maturity Profile

Liquidity as of Dec 31, 2022

Financial Liabilities

- €9.1 bn Fraport AG debt
- €1.2 bn Greece debt
- €340 mn Brazil debt
- €314 mn Lima debt

Average debt condition
~ 2.3% interest rate

in € mil.

- 10,926
- 3,867
- 4,603

€1.2 bn Greece debt

- 314
- 37
- 10
- 33
- 11
- 13
- 28
- 14
- 33
- 13
- 15
- 15
- 42
- 17
- 46
- 18
- 18
- 21
- 23
- 23
- 190

€9.1 bn Fraport AG debt

- 639
- 820
- 1,386
- 1,005
- 1,137
- 1,131
- 1,303
- 1,267
- 1,303
- 1,267
- 1,303
- 1,267
- 1,303
- 1,267
- 1,303
- 1,267
- 1,303
- 1,267
- 1,303
- 1,267
- 1,303

€340 mn Brazil debt

- 340
- 340
- 340
- 340
- 340
- 340
- 340
- 340
- 340
- 340
- 340
- 340
- 340
- 340
- 340
- 340
- 340
- 340
- 340

€314 mn Lima debt

- 314
- 314
- 314
- 314
- 314
- 314
- 314
- 314
- 314
- 314
- 314
- 314
- 314
- 314
- 314
- 314
- 314
- 314
- 314
## Fraport Group
### Value Management

<table>
<thead>
<tr>
<th>€ mil.</th>
<th>Fraport Group</th>
<th>Aviation</th>
<th>Retail &amp; Real Estate</th>
<th>Ground Handling</th>
<th>Intl’ Activities &amp; Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adjusted EBIT&lt;sup&gt;1&lt;/sup&gt;</td>
<td>677.4</td>
<td>343.1</td>
<td>40.7</td>
<td>25.8</td>
<td>258.9</td>
</tr>
<tr>
<td>Fraport assets</td>
<td>11,383.8</td>
<td>10,208.6</td>
<td>4,152.3</td>
<td>3,881.1</td>
<td>2,672.6</td>
</tr>
<tr>
<td>Costs of capital before tax</td>
<td>831.0</td>
<td>622.7</td>
<td>303.1</td>
<td>236.7</td>
<td>195.1</td>
</tr>
<tr>
<td>Fraport value added before tax</td>
<td>–153.6</td>
<td>–279.6</td>
<td>–262.4</td>
<td>–211.0</td>
<td>63.8</td>
</tr>
<tr>
<td>ROFRA</td>
<td>6.0</td>
<td>3.4</td>
<td>1.0</td>
<td>0.7</td>
<td>9.7</td>
</tr>
</tbody>
</table>

ROFRA (Return on Fraport assets) = \[
\frac{\text{Adjusted EBIT}^1}{\text{Fraport assets}}
\]

<sup>1</sup> EBIT including one-off effects and investments accounted for using the equity method before Taxes
## Segment Aviation

### Key Figures

<table>
<thead>
<tr>
<th>EBITDA margin</th>
<th>25.6%</th>
<th>23.9%</th>
<th>26.2%</th>
<th>27.6%</th>
<th>26.6%</th>
<th>-63.7%</th>
<th>27.3%</th>
<th>21.2%</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td>927</td>
<td>910</td>
<td>954</td>
<td>1,006</td>
<td>1,027</td>
<td>441</td>
<td>588</td>
<td>828</td>
</tr>
<tr>
<td>EBITDA</td>
<td>238</td>
<td>218</td>
<td>250</td>
<td>278</td>
<td>273</td>
<td>-281</td>
<td>-421</td>
<td>-160</td>
</tr>
<tr>
<td>EBIT</td>
<td>116</td>
<td>70</td>
<td>132</td>
<td>138</td>
<td>114</td>
<td>26</td>
<td>26</td>
<td>175</td>
</tr>
</tbody>
</table>

Figures including special and consolidation effects, main effects are:
- 2016: €-9.0 mil. EBITDA impact from creation of staff-related provision and €22.4mil. impairment on FraSec
- 2017, 2018 & 2019 and 2022: Figures include reimbursements to airlines based on growth incentives
- 2020: €-96.4 mil. EBITDA impact from staff restructuring provision booked
- 2021: €+218 mil. EBITDA from state compensations for Covid-19 losses and security settlement

Financials
Revenue Split

Segment Aviation

- **Segment Revenue**: 828.1 € mil.
- **Revenues by Segment**:
  - **Passenger Charges**: related to the number of departing and destination and transfer-/transit passengers
  - **Landing and Take-off Charges**: related to MTOM, number of departing passengers, freight/mail tonnage (arrival and departure), noise and emission
  - **Aircraft Parking Charges**: related to time, aircraft size and position
  - **Security Charges**: related to the number of departing passengers, freight/mail tonnage (arrival and departure)
  - **Revenue from Security Services**: e.g. costs of passenger security costs are charged to the Federal Ministry of the Interior, Building and Community
  - **Others**: e.g. identity card and counter services

 Figures include reimbursements to airlines based on growth incentives

1 E.g., critical parts, additional security measures and passenger segregation, insurance, etc.
# Segment Retail & Real Estate

## Key Figures

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenue € mil.</th>
<th>EBITDA € mil.</th>
<th>EBIT € mil.</th>
<th>EBITDA margin</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>488</td>
<td>379</td>
<td>295</td>
<td>77.6%</td>
</tr>
<tr>
<td>2016</td>
<td>494</td>
<td>368</td>
<td>284</td>
<td>74.5%</td>
</tr>
<tr>
<td>2017</td>
<td>522</td>
<td>378</td>
<td>294</td>
<td>72.3%</td>
</tr>
<tr>
<td>2018</td>
<td>507</td>
<td>390</td>
<td>302</td>
<td>76.9%</td>
</tr>
<tr>
<td>2019</td>
<td>508</td>
<td>398</td>
<td>309</td>
<td>78.3%</td>
</tr>
<tr>
<td>2020</td>
<td>295</td>
<td>215</td>
<td>123</td>
<td>72.8%</td>
</tr>
<tr>
<td>2021</td>
<td>319</td>
<td>251</td>
<td>166</td>
<td>78.6%</td>
</tr>
<tr>
<td>2022</td>
<td>343</td>
<td>256</td>
<td></td>
<td>76.8%</td>
</tr>
</tbody>
</table>

**Notes:**
- Figures including special and consolidation effects, main effects are:
  - 2016: €-2.1 mil. EBITDA impact from creation of staff-related provision
  - 2018: Loss of energy supply contract led to revenue decline
  - 2019: €+12.8 mil. EBITDA from disposal of Energy supply subsidiary, negative Revenue impact of €21.7 mil.
  - 2020: €-16.2 mil. EBITDA impact from staff restructuring provision booked
  - 2021: €-10 mil. EBITDA from COVID-19 easing measures to Retail JV
Segment Retail & Real Estate

Revenue Split

€ mil.

Segment Revenue 446.4

- Real Estate 185.9
- Retail 153.6
- Car Parking 78.9
- Other 28.0

Retail
- Rents in terminals for shops, restaurants, service units, etc.
- Rents for advertising space

Car Parking
- Parking charges

Real Estate
- Rents in terminals for offices, lounges, storages etc.
- Leasing rates for land where airline buildings and / or other companies built
Retail Revenue Split

Retail Segments

<table>
<thead>
<tr>
<th>Segment</th>
<th>Outlets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duty Free &amp; Travel Value</td>
<td>20</td>
</tr>
<tr>
<td>Specialty Shops</td>
<td>130</td>
</tr>
<tr>
<td>Food &amp; Beverages</td>
<td>68</td>
</tr>
<tr>
<td>Other Services, e.g. Car Rental</td>
<td>58</td>
</tr>
</tbody>
</table>

Retail Revenue according to old segment structure, including IT services for passengers

As of Dec 31, 2022

1 Including mobile sales units
2 Excluding ATMs
Real Estate Revenue Split

- **Rents from Terminals**: €40.0 mil.
- **Rents for Service & Admin. Buildings**: €43.9 mil.
- **Leaseholds**: €59.7 mil.
- **Land / Infrastructure**: €36.5 mil.
- **Others**: €5.9 mil.

**Real Estate Revenue**: €185.9 mil.

**Land / Infrastructure**
- Energy supply infrastructure

**Leaseholds**
- Fraport-owned land leased to Lufthansa (most part of DLH base)
- Heritable building rights to logistics companies and Lufthansa

**Rents for Service & Admin. Buildings**
- Office buildings, maintenance and apron buildings

**Rents from Terminals**
- Offices, lounges, storage mainly rented to airlines
Segment Ground Handling

**Key Figures**

<table>
<thead>
<tr>
<th>EBITDA margin</th>
<th>6.9%</th>
<th>5.5%</th>
<th>8.0%</th>
<th>6.6%</th>
<th>8.5%</th>
<th>-83.1%</th>
<th>-18.7%</th>
<th>-13.4%</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>€ mil.</th>
<th>673</th>
<th>630</th>
<th>642</th>
<th>674</th>
<th>707</th>
<th>319</th>
<th>386</th>
<th>550</th>
</tr>
</thead>
</table>

**Revenue**

- 2015: €47 mil. (EBITDA impact: €-18.7 mil.)
- 2016: €35 mil. (EBITDA impact: €-139.8 mil.)
- 2017: €51 mil. (EBITDA impact: €-33.6 mil.)

**EBITDA**

- 2018: €44 mil.
- 2019: €60 mil.
- 2020: €-265 mil.
- 2021: €-72 mil.
- 2022: €-74 mil.

**EBIT**

- 2016: €-6 mil.
- 2017: €12 mil.

Figures including special and consolidation effects, main effects are: 2016: €-18.7 mil. EBITDA impact from creation of staff-related provision 2020: €-139.8 mil. EBITDA impact from staff restructuring provision booked 2022: €-33.6 mil. EBITDA impact from creation of provision for potential settlement of claims
Segment Ground Handling

Revenue Split

Ground Handling charges
For services provided to airlines including:
- Ramp services
- Passenger services
- Cargo Services

Central Infrastructure charges
Charges imposed to the airlines for the provision of central ground handling infrastructure facilities such as:
- Baggage conveyor system
- Passenger bridges
- Fresh water / toilet facilities
- 400 Hz ground power facilities
## Segment International Activities & Services

### Key Figures

<table>
<thead>
<tr>
<th>EBITDA margin</th>
<th>36.5%</th>
<th>78.6%</th>
<th>39.8%</th>
<th>32.3%</th>
<th>30.7%</th>
<th>13.0%</th>
<th>49.2%</th>
<th>42.7%</th>
</tr>
</thead>
<tbody>
<tr>
<td>IFRIC 12 Rev.</td>
<td>15.1</td>
<td>19.9</td>
<td>41.7</td>
<td>359.5</td>
<td>446.3</td>
<td>224.5</td>
<td>241.7</td>
<td>331.1</td>
</tr>
</tbody>
</table>

### Financials

- **Revenue (€ mil.)**
- **EBITDA (€ mil.)**
- **EBIT (€ mil.)**

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenue</th>
<th>EBITDA</th>
<th>EBIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>510</td>
<td>186</td>
<td>103</td>
</tr>
<tr>
<td>2016</td>
<td>552</td>
<td>434</td>
<td>345</td>
</tr>
<tr>
<td>2017</td>
<td>650</td>
<td>325</td>
<td>206</td>
</tr>
<tr>
<td>2018</td>
<td>1,291</td>
<td>417</td>
<td>290</td>
</tr>
<tr>
<td>2019</td>
<td>1,464</td>
<td>449</td>
<td>271</td>
</tr>
<tr>
<td>2020</td>
<td>622</td>
<td>81</td>
<td>-106</td>
</tr>
<tr>
<td>2021</td>
<td>850</td>
<td>418</td>
<td>232</td>
</tr>
<tr>
<td>2022</td>
<td>1,370</td>
<td>585</td>
<td>379</td>
</tr>
</tbody>
</table>

### Figures including one-off and consolidation effects, main effects are:

- **2015**: Air IT Inc. disposed: book gain of ~€68 mil.
- **2016**: €40.1 mil. EBITDA impact from disposal of a 10.5% stake in St. Petersburg and €198.8 mil. EBITDA impact from MNL compensation payment, €-7.9 mil. EBITDA impact from creation of staff-related provision & €7.4 mil. write down on Fraport USA.
- **2018**: sale of Hanover airport: EBITDA/EBIT effect of €25.0 mil.
- **2019**: first-time application of IFRS 16: EBITDA impact €+47.5 mil., EBIT impact €+2.9 mil.
- **2020**: €-46.6 mil. EBITDA impact from staff restructuring provision booked.
- **2022**: €+42 mil. EBITDA impact from compensations for Covid-19 losses; €+54 mil. EBITDA impact from stake disposal in Xi’an.

---

**IFRIC 12 Rev.**

- **2015**: Air IT Inc. disposed: book gain of ~€8 mil.
- **2016**: €40.1 mil. EBITDA impact from disposal of a 10.5% stake in St. Petersburg and €198.8 mil. EBITDA impact from MNL compensation payment, €-7.9 mil. EBITDA impact from creation of staff-related provision & €7.4 mil. write down on Fraport USA.
- **2018**: sale of Hanover airport: EBITDA/EBIT effect of €25.0 mil.
Segment International Activities & Services

Overview of Major Special Accounting Effects 2021/2022

2022:
Retail & Real Estate
4Q 22 EUR +18.6mn Other Income: Disposal of Property Development

Ground Handling
4Q 22 EUR -33.6mn Other Opex: Provision for poss. settlement of claims

International Activities / Xi’An
2Q 22 EUR +53.7mn Other Income: Gain on Asset Disposal

International Activities / Fraport Greece
3Q 22 EUR +23.6 mn Other Income: State Settlement Agreement

International Activities / Fraport Brasil
4Q 22 EUR +18.5 mn Other Income: Rebalance Economic Equilibrium

Financial Result
1Q 22 EUR +20.0mn Result from companies accounted for using the equity method: Xi’An Reversal of Impairment Loss
1Q 22 EUR -48.2mn Other financial result: Write-off Thalita Loan
2Q 22 EUR -115.1mn Other financial result: Write-off Thalita Loan
2Q 22 EUR -16.2mn Interest Expense: Refinancing of Fraport Greece Loan

2021:
Aviation
1Q 21 EUR + 57.8mn Revenue: Settlement Security Dispute
2Q 21 EUR +159.8mn Other Income: State Compensation for Parts of Operating Cost during 1st Lockdown 2020

International Activities / Fraport USA
1Q 21 EUR +11.6mn Other Income: Cancellation Minimum Lease Obligations
2Q 21 EUR + 2.3mn Other Income: Cancellation Minimum Lease Obligations
3Q 21 EUR + 2.1mn Other Income: Cancellation Minimum Lease Obligations
4Q 21 EUR +19.2mn Other Income: Cancellation Minimum Lease Obligations

International Activities / Fraport Slovenija
1Q 21 EUR + 0.8mn Other Income: Cancellation Minimum Lease Obligations
2Q 21 EUR + 0.8mn Other Income: Cancellation Minimum Lease Obligations
3Q 21 EUR + 5.0mn Other Income: Compensation for parts of Losses in 2020

International Activities / Fraport Greece
2Q 21 EUR +69.7mn Other Income: State Settlement Agreement
3Q 21 EUR +23.0mn Other Income: State Settlement Agreement

International Activities / Fraport Brasil
4Q 21 EUR +26.5mn Other Income: Rebalance Economic Equilibrium

Financial Result
1Q 21 EUR +17.5mn Interest Income: Settlement Security Dispute
### Segment International Activities & Services

**IFRIC 12 Accounting – Exemplary Figures**

#### Financial Position

<table>
<thead>
<tr>
<th>Assets</th>
<th>Equity + Liabilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;Investments in airport operating project&quot;</td>
<td>340 &quot;Other financial liabilities&quot;</td>
</tr>
<tr>
<td>(Intangible asset item reflects right to run the concession)</td>
<td>(NPV of fixed concession obligations)</td>
</tr>
<tr>
<td>→ Capex in connection with the concession will be added</td>
<td>→ Accounted for in current and non-current liabilities</td>
</tr>
</tbody>
</table>

#### P&L

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenues</td>
<td>+30</td>
</tr>
<tr>
<td>- Cost of Materials</td>
<td>-30</td>
</tr>
<tr>
<td>EBITDA</td>
<td>0</td>
</tr>
<tr>
<td>- D&amp;A</td>
<td>-10</td>
</tr>
<tr>
<td>- Interest expenses</td>
<td>-12</td>
</tr>
<tr>
<td>Group Result</td>
<td>-22</td>
</tr>
</tbody>
</table>

Revenues from IFRIC 12 are consistent with construction costs under the concession agreement reported in cost of materials (no margin considered)

Asset item divided by duration of initial concession period (straight-line D&A)

NPV adjustment of concession liabilities to derive value at t+1 (value is reduced annually)

#### Cash Flow

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Cash Flow</td>
<td>0</td>
</tr>
<tr>
<td>Investment Cash Flow</td>
<td>-45</td>
</tr>
</tbody>
</table>

Accounts for capex in the infrastructure and annual fixed concession payments

---

The right of use is recognized initially at the NPV of the liabilities based on fixed concession payments.

IFRIC 12 shifts fixed concession payments from cost of materials into D&A and Interest Expenses (non-cash).

IFRIC 12 shifts fixed concession payments out of OCF into Investment Cash Flow.
## Performance of Major Investments

### Fully consolidated Group companies

<table>
<thead>
<tr>
<th>€ million</th>
<th>Share in %</th>
<th>Revenue 1)</th>
<th>EBITDA</th>
<th>EBIT</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2022</td>
<td>2021</td>
<td>Δ %</td>
<td>2022</td>
</tr>
<tr>
<td>Fraport USA</td>
<td>100</td>
<td>103.4</td>
<td>67.9</td>
<td>+52.3</td>
<td>49.6</td>
</tr>
<tr>
<td>Fraport Slovenija</td>
<td>100</td>
<td>33.9</td>
<td>21.7</td>
<td>+56.2</td>
<td>7.6</td>
</tr>
<tr>
<td>Fortaleza + Porto Alegre 2)</td>
<td>100</td>
<td>90.0</td>
<td>68.3</td>
<td>+31.8</td>
<td>60.1</td>
</tr>
<tr>
<td>Lima 3)</td>
<td>80,01</td>
<td>590.1</td>
<td>345.2</td>
<td>+70.9</td>
<td>100.2</td>
</tr>
<tr>
<td>Fraport Greece 3)</td>
<td>65</td>
<td>443.8</td>
<td>255.4</td>
<td>+73.8</td>
<td>271.7</td>
</tr>
<tr>
<td>Twin Star</td>
<td>60</td>
<td>43.5</td>
<td>29.3</td>
<td>+48.5</td>
<td>19.3</td>
</tr>
</tbody>
</table>

### Group companies accounted for using the equity method

<table>
<thead>
<tr>
<th>€ million</th>
<th>Share in %</th>
<th>Revenue 1)</th>
<th>EBITDA</th>
<th>EBIT</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2022</td>
<td>2021</td>
<td>Δ %</td>
<td>2022</td>
</tr>
<tr>
<td>Antalya 4)</td>
<td>51/50 3)</td>
<td>396.6</td>
<td>266.6</td>
<td>+48.8</td>
<td>323.0</td>
</tr>
</tbody>
</table>

Figures refer to IFRS accounting, not local GAAP, percent changes based on unrounded figures.


2) Sum of the Group companies Fortaleza and Porto Alegre.

3) The Group companies Fraport Regional Airports of Greece A and Fraport Regional Airports of Greece B are collectively referred to as “Fraport Greece”.

4) Share of voting rights: 51%, dividend share: 50%.
### Segment International Activities & Services

#### Performance of Major Investments (vs. pre-pandemic levels)

<table>
<thead>
<tr>
<th>Greece € mil.</th>
<th>22 FY</th>
<th>19 FY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td>444</td>
<td>463</td>
</tr>
<tr>
<td>Revenue w/o IFRIC 12</td>
<td>434</td>
<td>297</td>
</tr>
<tr>
<td>- Airport Charges 1</td>
<td>348</td>
<td>246</td>
</tr>
<tr>
<td>- Retail</td>
<td>54</td>
<td>25</td>
</tr>
<tr>
<td>- Other</td>
<td>32</td>
<td>26</td>
</tr>
<tr>
<td>Total Revenue</td>
<td>468</td>
<td>464</td>
</tr>
<tr>
<td>Opex (ex. IFRIC 12)</td>
<td>186</td>
<td>127</td>
</tr>
<tr>
<td>EBITDA</td>
<td>272</td>
<td>170</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Twin Star € mil.</th>
<th>22 FY</th>
<th>19 FY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Revenue</td>
<td>44</td>
<td>64</td>
</tr>
<tr>
<td>Revenue w/o IFRIC 12</td>
<td>44</td>
<td>64</td>
</tr>
<tr>
<td>- Airport Charges</td>
<td>25</td>
<td>40</td>
</tr>
<tr>
<td>- Retail</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>- Other</td>
<td>12</td>
<td>16</td>
</tr>
<tr>
<td>Opex (ex. IFRIC 12)</td>
<td>24</td>
<td>30</td>
</tr>
<tr>
<td>EBITDA</td>
<td>19</td>
<td>34</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Brasil € mil.</th>
<th>22 FY</th>
<th>19 FY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td>90</td>
<td>283</td>
</tr>
<tr>
<td>Revenue w/o IFRIC 12</td>
<td>81</td>
<td>93</td>
</tr>
<tr>
<td>- Airport Charges</td>
<td>45</td>
<td>59</td>
</tr>
<tr>
<td>- Retail</td>
<td>15</td>
<td>14</td>
</tr>
<tr>
<td>- Other</td>
<td>21</td>
<td>20</td>
</tr>
<tr>
<td>Total Revenue</td>
<td>114</td>
<td>287</td>
</tr>
<tr>
<td>Opex (ex. IFRIC 12)</td>
<td>46</td>
<td>57</td>
</tr>
<tr>
<td>EBITDA</td>
<td>60</td>
<td>40</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Lima € mil.</th>
<th>22 FY</th>
<th>19 FY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Revenue</td>
<td>590</td>
<td>445</td>
</tr>
<tr>
<td>Revenue w/o IFRIC 12</td>
<td>278</td>
<td>347</td>
</tr>
<tr>
<td>- Airport Charges</td>
<td>162</td>
<td>192</td>
</tr>
<tr>
<td>- Retail</td>
<td>38</td>
<td>66</td>
</tr>
<tr>
<td>- Other</td>
<td>78</td>
<td>89</td>
</tr>
<tr>
<td>Opex (ex. IFRIC 12)</td>
<td>178</td>
<td>220</td>
</tr>
<tr>
<td>EBITDA</td>
<td>100</td>
<td>136</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ljubljana € mil.</th>
<th>22 FY</th>
<th>19 FY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td>34</td>
<td>45</td>
</tr>
<tr>
<td>Revenue w/o IFRIC 12</td>
<td>34</td>
<td>45</td>
</tr>
<tr>
<td>- Airport Charges</td>
<td>14</td>
<td>21</td>
</tr>
<tr>
<td>- Retail</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>- Other</td>
<td>18</td>
<td>21</td>
</tr>
<tr>
<td>Total Revenue</td>
<td>34</td>
<td>47</td>
</tr>
<tr>
<td>Opex (ex. IFRIC 12)</td>
<td>27</td>
<td>31</td>
</tr>
<tr>
<td>EBITDA</td>
<td>8</td>
<td>16</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Antalya € mil.</th>
<th>22 FY</th>
<th>19 FY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Revenue</td>
<td>397</td>
<td>401</td>
</tr>
<tr>
<td>Revenue w/o IFRIC 12</td>
<td>389</td>
<td>399</td>
</tr>
<tr>
<td>- Airport Charges</td>
<td>230</td>
<td>261</td>
</tr>
<tr>
<td>- Retail</td>
<td>144</td>
<td>124</td>
</tr>
<tr>
<td>- Other</td>
<td>15</td>
<td>14</td>
</tr>
<tr>
<td>Opex (ex. IFRIC 12)</td>
<td>67</td>
<td>64</td>
</tr>
<tr>
<td>EBITDA</td>
<td>323</td>
<td>337</td>
</tr>
</tbody>
</table>

---

1 Including Security Charges (FY22: EUR 51mn / FY19: EUR 30mn)
Segment International Activities & Services

Cash Flows & Cash Position of Fully Consolidated Investments

€ mil.

**Fraport USA**
- OCF: 44
- Capex: -3
- Lease: -41
- Net cash: 17

**Fraport Slovenija**
- OCF: 7
- Capex: -4
- Lease: -1
- Net cash: 9

**Fraport Greece**
- OCF: 214
- Capex: -9
- Net debt: -726

**Lima**
- OCF: 119
- Capex: -329
- Lease: -11
- Net cash: -19

**Fraport Brasil**
- OCF: 13
- Capex: -12
- Lease: -8
- Net cash: -7

**Twin Star**
- OCF: 19
- Capex: -6
- Fixed Conc.: -7
- Net cash: 21

Operating Cash Flow including working capital changes
Capex including down-payments to construction companies and fixed concession payments
**Contents**

- **Environmental**: CO₂, Air Quality & Noise
- **Social**: Employee satisfaction, Diversity, Regional engagement
- **Governance**: Executive & Supervisory boards, AGM

**Strong Focus on Sustainable Development** and Annual Reporting of ESG Performances

Environmental and Social **Risk Assessment** embedded in Corporate Strategy

**Management Remuneration** also linked to ESG components
We want to meet people's need for mobility without placing an additional burden on the environment. We are working at full speed to achieve this. Climate protection is one of the most urgent tasks facing the entire aviation industry. That is why we have once again tightened our CO\textsubscript{2} targets for 2030 in 2022.

New targets of Fraport AG (before: mt 75k CO\textsubscript{2} and –67% vs. 1990)

<table>
<thead>
<tr>
<th>Base year 1990</th>
<th>Target year 2030</th>
<th>Target year 2040</th>
<th>Target year 2045</th>
</tr>
</thead>
<tbody>
<tr>
<td>229</td>
<td>50</td>
<td>25</td>
<td>0</td>
</tr>
</tbody>
</table>

New targets for Fraport Group (before: mt 120k CO\textsubscript{2} and –58% vs. 1990)

<table>
<thead>
<tr>
<th>Base year 1990</th>
<th>Target year 2030</th>
<th>Target year 2040</th>
<th>Target year 2045</th>
</tr>
</thead>
<tbody>
<tr>
<td>289</td>
<td>95</td>
<td>40</td>
<td>0</td>
</tr>
</tbody>
</table>

No offsetting of CO\textsubscript{2} emissions (Scope 1 and 2) is to take place throughout the Group.
Commercial PPA signed with Provider EnBW on Dec. 10th, 2021

New Windpark “He Dreiht” projected to be commissioned by 2H26

Purchase of 85MW will reduce Frankfurt CO_2 Emissions by c.80k m.t. or just under 50% of 2019
New Frankfurt PV Plant

- New PV Plant to be constructed next to Take-off RWY West
- Test run currently underway
- Final Stage planned at approx. 2,600m of length and c.100m of width for 1H24
- Max. Electricity Production of 13 MW

Frankfurt on Track to Reduce its CO₂ Emissions w/o any Compensations
**ESG**

**Diversity**

Female Quota

- **26.6 %**
  - +0.3 PP

Women in Mgmt in Germany (Levels 1 and 2)

- **27.1 %**
  - +1.2 PP

Disabilities

- **5.8 %**
  - -0.1 PP

Average Age

- **45.3 years**
  - -0.2 years

Foreigners in Germany

- **26.4 %**
  - +2.3 PP

Trainees

- **280**
  - -11.7%
2-Tier Board Governance Structure

Executive Board

- Annual approval
- Duty to report
- Right to convene

Supervisory Board

- Annual approval
- Election of s/h representatives
- Duty to report
- Right to convene

General Meeting

1 Share = 1 Vote
Executive Board

Dr. Stefan Schulte
International Activities
FRA Airport Expansion
Corp. Strategy, ESG & PR
07 – 09: Fraport COO
03 – 07: Fraport CFO
01 – 03: Deutz CFO
96 – 00: Infostrada mgmt, CFO
Else: A.o. Director at Mannesmann

Anke Giesen
FRA Retail & Real Estate
FRA IT, Legal, Corp. Auditing,
Corp. Compliance
09 – 12: Douglas CHRO
04 – 09: Pfleiderer CHRO
01 – 04: Pfleiderer mgmt.
Else: A.o. Mgmt positions at Mannesmann

Dr. Pierre Dominique Prümm
FRA Aviation
FRA Infrastructure Mgmt
12 – 18: Fraport EVP Aviation
09 – 12: Fraport SVP Corp.
Development
Else: A.o. Mgmt positions at
Hanover Airport and Amadeus Germany

Julia Kranenberg
FRA Ground Handling
FRA HR
20 – 21: Avacon AG CHRO
18 – 19: E.ON
16 – 17: innogy SE
07 – 15: RWE
Else: Mgmt-Positions at RWE
HR, varouis positions as
lawyer at WestLB

Dr. Matthias Zieschang
Corp. Finance, Controlling &
Accounting, FRA Procurement & Facility Mgmt
01 – 07: DB Netz CFO
99 – 01: Scandlines CFO
97 – 99: DB Head of Financial Strategy
Else: A.o. Specialist financing BASF
### Executive Board Remuneration

<table>
<thead>
<tr>
<th>Component</th>
<th>Remuneration system</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Component</strong></td>
<td><strong>Remuneration system</strong></td>
</tr>
<tr>
<td><strong>Non-performance-related components</strong></td>
<td></td>
</tr>
</tbody>
</table>
| Fixed compensation | - Base salary  
- Annual adequacy review |
| Ancillary benefits | - Private use of a company car with optional driver services  
- Making use of Fraport AG’s VIP service free of charge for private matters for lifetime and accompanied by family members  
- Manager check-up  
- Payment of half of the total contributions toward their pension insurance  
- Contribution to statutory or private medical and health care insurance in line with legal provisions |
| **Performance-related components** | |
| Short-term performance related remuneration (bonus) | - Design of the bonus as a market standard target bonus system  
  - 60% EBITDA  
  - 40% ROFRA  
- Limit at 150% of the target amount  
- Modifier (0.5–1.1) to assess the collective performance of the Executive Board and environmental, social and governance goals (ESG) |
| Long-term performance related remuneration (PSP) | - Four-year period  
- Limit at 150% of the assignment value  
- Performance criteria:  
  - 70% Earnings per Share (EPS)  
  - 30% relative Total Shareholder Return (TSR) compared to MDAX |

Total **remuneration capped** for all Board members

**CEO salary cap:** €3.0mil. o/w fixed annual is €715k

**Other board members** cap: €2.2mil. each o/w fixed annual is €500–520k
## Executive Board Remuneration

<table>
<thead>
<tr>
<th>Other agreements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Maximum remuneration</strong></td>
</tr>
<tr>
<td>Maximum total remuneration according to Section 87a (1) sentence 2 No 1 AktG for the sum of all performance-related and non-performance-related remuneration components</td>
</tr>
<tr>
<td><strong>Shareholding obligation</strong></td>
</tr>
<tr>
<td>Obligation to purchase Fraport AG shares in the amount of a basic annual gross remuneration within 5 years</td>
</tr>
<tr>
<td><strong>Clawback/Malus</strong></td>
</tr>
<tr>
<td>Clawback and malus regulations imply the possibility of partial or complete reduction or reclaim of the variable remuneration</td>
</tr>
<tr>
<td><strong>Ancillary activities</strong></td>
</tr>
</tbody>
</table>
| – Remuneration payments of internal Group mandates on the Supervisory Board will be credited to the remuneration.  
– Supervisory board mandates outside of the Group require the permission of the Supervisory board and his decision, whether remuneration paid for this is to be offset. |
| **Subsequent non-competition obligation**|
| – For a period of two years  
– A monthly paid ex gratia compensation (50% of the contractual benefits last received on the average of the last three completed fiscal years)  
– Credited against the retirement pension in accordance with the pension scheme in the service contract |
| **Benefits in case of premature termination of Executive Board membership** |
| – Entitlement in the event an appointment is revoked without good cause  
– Limit at two total annual remunerations or at the remuneration of the remaining term of the employment contract (severance cap) |
| **Other benefits**                       |
| – Conclusion of a D&O liability insurance and an accident insurance  
– Private use of a company mobile device  
– Lifetime access to a parking spot at Frankfurt Airport |
Supervisory Board Remuneration

- **Annual fixed component**
  - Chairman receives 3x, Chairman of Finance & Audit Committee receives 2x
  - Vice Chairman and Chairmen of other Committees receive 1.5x
  - Range between €35-105k

- **Committee fixed Membership Component**
  - Membership in 2 or more Committees receive double
  - Range between €7.5-15k

- **Attandence Fee**
  - €1,000 per Meeting +Ancillary benefits subject to personal circumstances
  - 2022 Maximum was €21k

2022 Total Board Remuneration was ~€1,336k, o/w Chairman received €133k and Vice Chairman €80k (Vice Chairman since May 1st, 2022)
Supervisory Board

German Law for Legal Form of Fraport Parent Company stipulates 20 Board members

German Co-Determination Law stipulates 50% of Board members shall be made up by Employee representatives (non-independent)

In case of tie Chairman (SH-representative) has casting vote

30% Female Quota

15% Independent members

SH-representatives

Mr. Michael Boddenberg, Chair
State representative, Born 1959

Mr. Dr. Bastian Bergerhoff
City representative, Born 1968

Ms. Sonja Wärntges
Independent, Born 1967

Mr. Peter Feldmann (till Nov. 11, 2022)
City representative, Born 1958

Mr. Peter Gerber
Lufthansa representative, Born 1964

Ms. Dr. Margarete Haase
Independent, Born 1953

Mr. Frank-Peter Kaufmann
State representative, Born 1948

Mr. Lothar Klemm
State representative, Born 1949

Mr. Michael Odenwald
State representative, Born 1958

Ms. Prof. Dr.-Ing. Katja Windt
Independent, Born 1969

Employee representatives

Mr. Mathias Venema, Vice Chair
Born 1972

Ms. Devrim Arslan
Born 1977

Ms. Ines Born
Born 1989

Mr. Hakan Bölmümes
Born 1976

Mr. Hakan Cicek
Born 1973

Ms. Karin Knappe
Born 1975

Mr. Dr. Ulrich Kipper
Born 1960

Ms. Ramona Lindner
Born 1975

Ms. Matthias Pöschko
Born 1973

Mr. Qadeer Rana
Born 1983
# Supervisory Board Meeting Attendance

## Attendance at Supervisory Board and committee meetings 2022

<table>
<thead>
<tr>
<th>Member of the Supervisory Board</th>
<th>Supervisory Board</th>
<th>Finance and audit committee</th>
<th>Investment and capital expenditure committee</th>
<th>Human resources committee</th>
<th>Executive committee</th>
<th>Committee in accordance with Section 27 of the MitbestG (Mediation committee)</th>
<th>Nomination committee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Michael Boddenberg (Chair)</td>
<td>6 / 6 (100%)</td>
<td>2 / 2 (100%)</td>
<td>3 / 3 (100%)</td>
<td>1 / 1 (100%)</td>
<td></td>
<td>- / -</td>
<td>1 / 1 (100%)</td>
</tr>
<tr>
<td>Claudia Amier (until 30.04.2022)</td>
<td>1 / 1 (100%)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Devrim Arslan</td>
<td>6 / 6 (100%)</td>
<td>0 / 1 (0%)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Uwe Becker (until 24.05.2022)</td>
<td>2 / 2 (100%)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dr. Bastian Bergerhoff (since 24.05.2022)</td>
<td>4 / 4 (100%)</td>
<td>4 / 5 (80%) (since 27.06.2022)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ines Born (since 19.07.2022)</td>
<td>1 / 3 (33,33%)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hakan Bölükmesi</td>
<td>6 / 6 (100%)</td>
<td>3 / 3 (100%) (until 27.06.2022)</td>
<td>3 / 3 (100%)</td>
<td>2 / 2 (100%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hakan Cicek</td>
<td>6 / 6 (100%)</td>
<td>7 / 7 (100%)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yvonne Dunkelmann (until 10.02.2022)</td>
<td>- / -</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peter Feldmann</td>
<td>4 / 6 (66.67%)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peter Gerber</td>
<td>5 / 6 (83.33%)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dr. Margarete Haase</td>
<td>6 / 6 (100%)</td>
<td>7 / 7 (100%)</td>
<td></td>
<td>3 / 3 (100%)</td>
<td></td>
<td></td>
<td>1 / 1 (100%)</td>
</tr>
<tr>
<td>Frank-Peter Kaufmann</td>
<td>6 / 6 (100%)</td>
<td>8 / 8 (100%)</td>
<td></td>
<td>3 / 3 (100%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dr. Ulrich Kipper</td>
<td>6 / 6 (100%)</td>
<td>7 / 7 (100%) (since 30.09.2022)</td>
<td>1 / 1 (100%)</td>
<td>3 / 3 (100%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lothar Klemm</td>
<td>6 / 6 (100%)</td>
<td>7 / 7 (100%)</td>
<td></td>
<td>8 / 8 (100%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Karin Knappe (since 08.06.2022)</td>
<td>4 / 4 (100%)</td>
<td>5 / 5 (100%) (since 27.06.2022)</td>
<td></td>
<td>1 / 1 (100%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ramona Lindner (since 16.02.2022)</td>
<td>6 / 6 (100%)</td>
<td>7 / 8 (87.50%)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mira Neumaier (until 30.06.2022)</td>
<td>3 / 3 (100%)</td>
<td>0 / 3 (0%)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Michael Odenwald</td>
<td>6 / 6 (100%)</td>
<td>7 / 7 (100%)</td>
<td></td>
<td>3 / 3 (100%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Matthias Pösckho</td>
<td>5 / 6 (83.33%)</td>
<td>8 / 8 (100%)</td>
<td></td>
<td>3 / 3 (100%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Qadeer Rana</td>
<td>6 / 6 (100%)</td>
<td>7 / 7 (100%)</td>
<td></td>
<td>3 / 3 (100%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mathias Venema (Vice-Chair)</td>
<td>6 / 6 (100%)</td>
<td>3 / 3 (100%) (since 27.06.2022)</td>
<td></td>
<td>2 / 2 (100%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sonja Wärntges</td>
<td>5 / 6 (83.33%)</td>
<td>7 / 7 (100%)</td>
<td></td>
<td>3 / 3 (100%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prof. Dr.-Ing. Katja Windt</td>
<td>5 / 6 (83.33%)</td>
<td>6 / 8 (75%)</td>
<td></td>
<td>2 / 3 (66.67%)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
ESG

Ratings
## ESG

### Major ESG Ratings

<table>
<thead>
<tr>
<th>Rating Agency</th>
<th>Score</th>
<th>Rating Scale</th>
<th>Last Update</th>
<th>ESG Risk Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>MSCI</td>
<td>AA</td>
<td>CCC to AAA</td>
<td>March 29, 2022</td>
<td>Low Risk</td>
</tr>
<tr>
<td>Sustainalytics</td>
<td>12.8</td>
<td>D- to A+</td>
<td>23.11.2022</td>
<td></td>
</tr>
<tr>
<td>ISS ESG</td>
<td>C+</td>
<td>(Prime status)</td>
<td>December 2022</td>
<td></td>
</tr>
<tr>
<td>FTSE ESG Rating</td>
<td>3.4</td>
<td>0 to 5</td>
<td>September 19, 2022</td>
<td></td>
</tr>
</tbody>
</table>

See [Indices & Ratings](#)
Share & IR
Key Data

ISIN: DE0005773303

Share symbol: FRA GR (Bloomberg)
FRAG.DE (Reuters)

Class of share: Ordinary bearer shares with a notional par value of € 10.00 each

Capital stock (acc. to IFRS): € 924.7 million

Calculated par value per share: € 10.00

Number of floating shares on Dec. 31, 2022¹: 92,391,339

Listing: Frankfurt Stock Exchange – official trading (Prime Standard), MDAX²

Sustainability Share Indices: FTSE4Good Index, Germany Ethik 30 Stock Index

IPO: June 11, 2001

Placement price: € 35.00

¹ Total number of shares less treasury shares
² Index of Deutsche Börse for mid caps from classic sectors
Shareholder Structure as of December 2022

39.3% Free Float
31.3% State of Hesse
20.9% Stadtwerke Frankfurt am Main Holding GmbH
8.4% Deutsche Lufthansa AG

1 Shareholdings adjusted to total number of shares as of December 2022, shareholdings <3% allocated to Free Float
Geographical Split of Free Float

- **United States**: 12.6%
- **Australia**: 12.5%
- **Canada**: 8.9%
- **Germany**: 6.0%
- **Norway**: 2.3%
- **Smaller countries & Unknown**: 54.2%

1 Free Float without State of Hesse, Stadtwerke Frankfurt, Lufthansa & treasury shares. Holdings held by different subsidiaries were not pooled. Source: Public Filings, Bloomberg, January 2023.
Stock Performance

index based 100
%

January 1, 2022
December 31, 2022

Fraport AG
DAX
MDAX
Aéroports de Paris
AENA
Flughafen Zürich
Flughafen Wien

Share & IR
Visual Fact Book 2022
## Historic Figures

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Year-end closing price</strong></td>
<td>€ 54.39</td>
<td>48.04</td>
<td>58.94</td>
<td>56.17</td>
<td>91.86</td>
<td>62.46</td>
<td>75.78</td>
<td>49.36</td>
<td>59.18</td>
<td>38.05</td>
</tr>
<tr>
<td><strong>Highest price</strong></td>
<td>€ 57.41</td>
<td>57.77</td>
<td>62.30</td>
<td>58.94</td>
<td>91.86</td>
<td>96.94</td>
<td>78.68</td>
<td>75.50</td>
<td>68.30</td>
<td>67.62</td>
</tr>
<tr>
<td><strong>Lowest price</strong></td>
<td>€ 42.33</td>
<td>47.19</td>
<td>48.04</td>
<td>45.25</td>
<td>55.26</td>
<td>61.56</td>
<td>61.44</td>
<td>30.01</td>
<td>43.12</td>
<td>36.20</td>
</tr>
<tr>
<td><strong>Annual performance (incl. dividend)</strong></td>
<td>% 26.6</td>
<td>-9.4</td>
<td>25.5</td>
<td>-2.4</td>
<td>66.2</td>
<td>-30.4</td>
<td>24.5</td>
<td>-34.9</td>
<td>+19.9</td>
<td>-35.7</td>
</tr>
<tr>
<td><strong>Earnings per share (basic)</strong></td>
<td>€ 2.40</td>
<td>2.54</td>
<td>3.00</td>
<td>4.07</td>
<td>3.57</td>
<td>5.13</td>
<td>4.55</td>
<td>-6.50</td>
<td>0.90</td>
<td>1.43</td>
</tr>
<tr>
<td><strong>Dividend per share</strong></td>
<td>€ 1.25</td>
<td>1.35</td>
<td>1.35</td>
<td>1.50</td>
<td>1.50</td>
<td>2.00</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Dividend yield on Dec. 31</strong></td>
<td>% 2.3</td>
<td>2.8</td>
<td>2.3</td>
<td>2.7</td>
<td>1.6</td>
<td>3.2</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Payout ratio</strong></td>
<td>% 52.2</td>
<td>53.1</td>
<td>45.1</td>
<td>36.9</td>
<td>42.0</td>
<td>39.0</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Price-earnings ratio</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>26.6</td>
</tr>
<tr>
<td><strong>Average trading volume per day (XETRA)</strong></td>
<td>number 118,554</td>
<td>100,101</td>
<td>151,188</td>
<td>173,666</td>
<td>173,015</td>
<td>160,367</td>
<td>128,953</td>
<td>398,143</td>
<td>256,728</td>
<td>202,994</td>
</tr>
<tr>
<td><strong>Market capitalization on Dec. 31</strong></td>
<td>€ million 5,020</td>
<td>4,436</td>
<td>5,443</td>
<td>5,192</td>
<td>8,494</td>
<td>5,776</td>
<td>7,007</td>
<td>4,564</td>
<td>5,472</td>
<td>3,518</td>
</tr>
<tr>
<td><strong>Total number of shares on Dec. 31</strong></td>
<td>million 92.3</td>
<td>92.3</td>
<td>92.4</td>
<td>92.4</td>
<td>92.5</td>
<td>92.5</td>
<td>92.5</td>
<td>92.5</td>
<td>92.5</td>
<td>92.5</td>
</tr>
<tr>
<td><strong>Number of floating shares on Dec. 31</strong></td>
<td>million 92.2</td>
<td>92.3</td>
<td>92.3</td>
<td>92.3</td>
<td>92.4</td>
<td>92.4</td>
<td>92.4</td>
<td>92.4</td>
<td>92.4</td>
<td>92.4</td>
</tr>
</tbody>
</table>

1 Proposed dividend for 2022 fiscal year, payout ratio EPS, not Group result  
² W/o treasury shares
2023 Dates

2023 Financial Calendar

Mar 14, 2023

May 4, 2023

May 23, 2023

Aug 8, 2023

Nov 7, 2023

FY

3M

AGM

6M

9M

2023 Traffic Calendar

Apr 17, 2023

May 12, 2023

Jun 14, 2023

Jul 13, 2023

Aug 11, 2023

3M

4M

5M

6M

7M

Sep 13, 2023

Oct 13, 2023

Nov 13, 2020

Dec 13, 2020

Jan 16, 2024

8M

9M

10M

11M

12M
Contacts

Christoph Nanke  
c.nanke@fraport.de  
Head of Finance & IR I +49 (0)69 690 74840

Florian Fuchs  
f.fuchs@fraport.de  
Head of IR I +49 (0)69 690 74844

Svenja Ebeling  
s.ebeling@fraport.de  
Assistance I +49 (0)69 690 74842

Aysegül Bahar-Top  
a.bahar-top@fraport.de  
Sustainability Reporting I +49 (0)69 690 29911

Tanja Bäumer  
t.baumer@fraport.de  
Manager IR I +49 (0)69 690 29996

Lara Tress-Schilling  
l.tress-schilling@fraport.de  
Financial Reporting I +49 (0)69 690 74846

Dilyana Sirakova  
d.sirakova@fraport.de  
Financial Reporting I +49 (0)69 690 74845
Frankfurt Airport