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Fraport at a Glance/
FRA at a Glance
Fraport at a Glance/FRA at a Glance

History of Fraport AG

1924 Opening of the airfield at the Rebstock site, Frankfurt, operated by the Südwestdeutsche Luftverkehr AG
1936 Start-up of flight operations at the site of today’s FRA – beginning of airship traffic
1939–1945 World War II: Construction of first runway
1945 End of World War II: 77% of the airport destroyed, US troops took over control
1949 Second runway (south) constructed in less than a year during the Berlin airlift
1954–1955 Foundation of Flughafen Frankfurt/Main AG – resumption of civil aviation services
1972 Inauguration of Terminal 1
1984 Third runway (west) goes into service
1994 Inauguration of Terminal 2
2001 Initial Public Offering; new company name “Fraport AG”
1997–2008 Focus on international activities: Acquisition of Frankfurt-Hahn, Antalya, Lima, Vama & Burgas, Xi’an; Management contracts with Riyadh & Jeddah, Cairo, Dakar
2008–2009 Portfolio optimization: Sale of ICTS Europe and Frankfurt-Hahn

Fraport at a Glance/FRA at a Glance

Features of Fraport Group

- Fraport AG – Frankfurt Airport Services Worldwide – based in Frankfurt/Main, Germany
- Founded in 1924
- Owns and operates Frankfurt Airport, Germany’s biggest hub airport as well as other airports around the world
- IPO in June 2001
- 133.3 million passengers at all Fraport airports in 2008
  - 78.1 million passengers at majority holdings
  - 55.2 million passengers at minority holdings and airports under management contract
- The Fraport Group employs 20,196 people, thereof 18,910* at Frankfurt Airport.
- Fraport generated revenues of € 2.1 bn. in 2008

*) As of December 31, 2008 (employees on temporary leave and trainees not included)
Fraport at a Glance/FRA at a Glance
Financial Performance

€ mil.


Revenue
EBITDA
Net Profit before minorities

1) Figures after special items off affects/consolidation effects
2) Special effect: exceptional write-down for Marita reduced EBITDA by € 241.7 mil. and net profit by € 227.1 mil.
Visual Fact Book Full Year 2008

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Fraport at a Glance/FRA at a Glance
Traffic Figures of the Fraport Group

Passengers in mil.

2004 2005 2006 2007 2008

Frankfurt Majorities (incl. FRA) Minorities Management Contracts Total

51.1 52.2 52.8 54.2 53.5
66.1 66.1 68.6 73.9 40.8
10.3 11.3 10.8 12.6 14.4
77.0 72.1 88.6 117.3 133.3

* Keysh and Axil not included

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**Fraport at a Glance/FRA at a Glance**

**Group Traffic Figures FY 2008**

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<th>Passengers</th>
<th>Change in %</th>
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<th>Change in %</th>
<th>Movements</th>
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<td>100.00%</td>
<td>53,467</td>
<td>-1.3</td>
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<td>486</td>
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<td>Antalya</td>
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<td>9,071</td>
<td>8.5</td>
<td>n. a.</td>
<td>n. a.</td>
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<td>Lima</td>
<td>70.01%</td>
<td>8,289</td>
<td>10.4</td>
<td>239</td>
<td>6.1</td>
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<td>6.3</td>
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<td>Frankfurt-Hahn</td>
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<td>3,939</td>
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<td>124</td>
<td>10.9</td>
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<td>Burgas</td>
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<td>1,937</td>
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<td>Varna</td>
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<td>Xi’an</td>
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<td>5.3</td>
<td>121</td>
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<td>Hanover</td>
<td>30.00%</td>
<td>5,638</td>
<td>-0.1</td>
<td>17</td>
<td>6.7</td>
<td>87</td>
<td>-1.8</td>
</tr>
<tr>
<td>Cairo 2</td>
<td>14,360</td>
<td>14.2</td>
<td>279</td>
<td>12.3</td>
<td>137</td>
<td>12.7</td>
<td></td>
</tr>
<tr>
<td>Group total</td>
<td>133,320</td>
<td>2.2</td>
<td>3,326</td>
<td>-0.5</td>
<td>1,307</td>
<td>3.0</td>
<td></td>
</tr>
</tbody>
</table>

1) Terminal 1 + Domestic-Terminal Basis 2007 adjusted
2) Management contract

**Fraport at a Glance/FRA at a Glance**

**Intercontinental Traffic is Concentrated in Frankfurt**

- Frankfurt is No. 1 airport in Europe in terms of
  - Catchment area
  - Intermodality
- Frankfurt is No. 1 airport in Germany
- Frankfurt is the dominant airport in intercontinental traffic due to hub and spoke operations in Germany
- Wide body share underlines Frankfurt’s dominant position
  - Frankfurt: 25.5%
  - Munich: 6.1%
  - Düsseldorf: 3.9%
  - Hamburg: 2.9%
- Frankfurt airport is No. 1 Star Alliance hub in Europe

*Domestic traffic is diverted on high speed trains; figures are rounded; source: Statistisches Bundesamt (Federal Statistical Office)*
Corporate Strategy

Strategic Goals

Value Creation  Performance  Sustainability

The three Pillars of Fraport’s Strategy

Consolidation at FRA  Growth & Expansion at FRA  External growth

Corporate Strategy

Strategic Goals

Value creation
We strive consistently to increase our company’s value in all fields of business. We achieve above-average returns in our segments, ranking among the industry’s best in each of them.

We are committed to strengthening our long-term ability to finance projects and service our debts.

Performance
With our integrated business model, we achieve outstanding results through reliable, efficient, high-quality processes.

Our outstanding performance is reflected by both a substantial market share and satisfied customers. We are committed to improving both even further.

Sustainability
As an employer and economic player, we are acutely aware of our responsibilities toward our staff, society and the environment.

We focus on sustainability and base our business activities on sound economic, environmental and social principles.
Corporate Strategy
The Three Pillars of Fraport’s Strategy

Consolidation at FRA
- Taking advantage of our strong position in the aviation and ground-handling segments
- Tightening relationships with our key customers
- Optimizing productivity and efficiency

Growth & Expansion at FRA
- Increasing capacity to ensure medium-term growth and strengthen our competitive position
- Expanding and modernizing terminals and retail areas
- Upgrading the real estate location ‘Frankfurt Airport’ to ‘Frankfurt Airport City’

External Growth
- Using Fraport’s expertise at locations other than Frankfurt
- Acquisition and operation of airports and passenger terminals
- Winning airport management and service contracts

Market Data/Air Traffic
Market Data/Air Traffic
Dynamic Growth in Air Traffic Due to Globalization

- Growth in air traffic is highly correlated to growth of global trade
- Due to globalization both air traffic and global trade have grown stronger than the global GDP, but they are also correlated to it
- In the long run, crises like 9/11 do not stop the globalization process
- Negative or low growth rates in air traffic after 9/11 were offset by even stronger growth rates after that crisis

Conclusion for next decade

Air traffic is expected to grow stronger than the GDP
~ 5% per year

Visual Fact Book Full Year 2008

Market Data/Air Traffic
Air Traffic Grows Stronger Than World Economy

Until 2027, world air traffic will more than double

4.2% p.a. 5.0% p.a. 4.9% p.a.
ACI(1) Boeing(2) Airbus(3)

3.2% p.a. 3.4% p.a. 2.0% p.a.
World Economy(4) Global Steel Industry(5) Rail Market(6)

Expected air traffic growth
Expected growth of world economy and selected industries


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Market Data/Air Traffic
Focus on Intercontinental Routes in Europe

Air traffic growth 2008–2027*

NA: North America, SA: South America, E: Europe, AS: Asia, ME: Middle East

- North America 2.5%
- Latin America 5.0%
- Europe 3.4%
- Asia 6.3%
- Middle East 4.6%
- South America 4.5%

Global average 4.2% p.a.

*) Source: CAGR of passengers by ACI Global Traffic Forecast 2008-2017
Visual Fact Book Full Year 2008

Market Data/
Segment & Competition
### Market Data/Segment & Competition

**Aviation: Slot Capacity of European Hub Airports**

<table>
<thead>
<tr>
<th>Airport</th>
<th>Existing runways</th>
<th>Slot capacity</th>
<th>Planned runways</th>
<th>Target Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>London-Heathrow</td>
<td>2 not independently usable</td>
<td>70 mov/h</td>
<td>1 possibly by 2020</td>
<td>120 mov/h</td>
</tr>
<tr>
<td>Paris-Ch. d. Gaulle</td>
<td>4 not independently usable</td>
<td>110 mov/h</td>
<td>0</td>
<td>120 mov/h</td>
</tr>
<tr>
<td>Frankfurt</td>
<td>3 not independently usable</td>
<td>83 mov/h</td>
<td>1 by 2011</td>
<td>128 mov/h</td>
</tr>
<tr>
<td>Madrid</td>
<td>4 independently usable</td>
<td>90 mov/h</td>
<td>0</td>
<td>120 mov/h</td>
</tr>
<tr>
<td>Amsterdam</td>
<td>6 not independently usable</td>
<td>108 mov/h</td>
<td>1</td>
<td>126 mov/h</td>
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<tr>
<td>Munich</td>
<td>2 independently usable</td>
<td>90 mov/h</td>
<td>1 possibly by 2011</td>
<td>120 mov/h</td>
</tr>
<tr>
<td>Vienna</td>
<td>2 not independently usable</td>
<td>72 mov/h</td>
<td>1</td>
<td>95 mov/h</td>
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<tr>
<td>Zurich</td>
<td>3 not independently usable</td>
<td>66 mov/h</td>
<td>0</td>
<td>n.a.</td>
</tr>
</tbody>
</table>

*Optimization of existing runways

---

### Market Data/Segment & Competition

**Aviation: Passengers per Passenger Flight**

![Bar chart showing passenger traffic per passenger flight for various airports]

*Passenger flights; considering only passenger flights – pure cargo flights and non-commercial flights not included

Source: Fraport, company information

*Visual Fact Book Full Year 2008*
Market Data/Segment & Competition
Aviation: Traffic Focussing on Mega Hubs in Europe

Only three Airbus A380 bases in Europe

A380s in Europe

<table>
<thead>
<tr>
<th>Airline</th>
<th>A380</th>
<th>Airport</th>
<th>PAX Airport</th>
</tr>
</thead>
<tbody>
<tr>
<td>British Airways</td>
<td>12 (+7)</td>
<td>LHR</td>
<td>67.1</td>
</tr>
<tr>
<td>Virgin Atlantic</td>
<td>6</td>
<td>LHR</td>
<td>67.1</td>
</tr>
<tr>
<td>Air France</td>
<td>12 (+2)</td>
<td>CDG</td>
<td>60.9</td>
</tr>
<tr>
<td>Lufthansa</td>
<td>15 (+5)</td>
<td>FRA</td>
<td>53.5</td>
</tr>
</tbody>
</table>

1) Number of orders + number of options; Source: Fraport, airlines
2) All Rapid Data Exchange, 1/2008, commercial pax

Visual Fact Book Full Year 2008

Slide 25

Market Data/Segment & Competition
Expansion: Major New and Recent Airport Projects

Selected European Projects > €1.0 bn

- Dublin (€1.9 bn)
- London (€2.3 bn)
- Amsterdam (AMS €1.7 bn)
- Berlin (€1.7 bn)
- Frankfurt (€1.7 bn)
- Vienna (€1.7 bn)
- Moscow SVO (€1.9 bn)
- New Airport (€4.0 bn)
- Madrid (€1.5 bn)
- Lisbon (€1.8 bn)
- Malaga (€1.8 bn)
- AGP (€1.8 bn)

Sources: Nürnberg Airport information, May 2006; original version in $; foreign currency translation could lead to different data, 1/4 exchange rate 1.56

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* Fraport data, 2007–2015
Slide 27

**Market Data/Segment & Competition**

**Ground Handling: Fraport One of the Leading Handlers**

Revenue of top-selling ground handlers in mil. € in 2007

<table>
<thead>
<tr>
<th>Handler</th>
<th>Revenue (mil. €)</th>
<th>At number of station</th>
<th>In number of countries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swissport</td>
<td>1,150</td>
<td>187</td>
<td>43</td>
</tr>
<tr>
<td>Servisair</td>
<td>659</td>
<td>138</td>
<td>27</td>
</tr>
<tr>
<td>Fraport</td>
<td>621</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>WFS</td>
<td>620</td>
<td>120</td>
<td>17</td>
</tr>
<tr>
<td>Menzies Aviation Group</td>
<td>534</td>
<td>120</td>
<td>28</td>
</tr>
<tr>
<td>Aviatick</td>
<td>379</td>
<td>37</td>
<td>5</td>
</tr>
<tr>
<td>Aviance UK</td>
<td>247</td>
<td>16</td>
<td>2</td>
</tr>
<tr>
<td>SATS</td>
<td>198</td>
<td>30</td>
<td>6</td>
</tr>
</tbody>
</table>

Source: company data, Fraport

Visual Fact Book Full Year 2008

Slide 28

**Market Data/Segment & Competition**

**External Activities: 5 Key Players in Airport Business**

Passenger volume of airport groups (proportionate calculation)
Number of passengers in 2007, status of shareholdings as of December 2006

Source: Fraport and company data, management and consulting contracts not included

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Market Data/Segment & Competition
Ext. Act.: Major Privatizations and Secondaries 2009

1) Parts of BAA
2) Corporation providing airport services
3) Government-owned airport operator

Visual Fact Book Full Year 2008
Market Data/Know how
Retail: High Purchasing Power at FRA

Purchasing power in catchment area of FRA above average

Different kind of customers:

- Employees
  - Approx. 70,000 employees working at FRA
  - In 2015 approx. 100,000 employees
- Passengers with high purchasing power
  - 53.5 mil. PAX in 2008, thereof
  - 48% O&D passengers with purchasing power above German average
  - 52% transfer passengers with extremely high purchasing power, e.g. from the USA, China, Russia or the Middle East

Market Data/Know how
Properties: High Demand at Frankfurt Airport

Vacancy rate extremely low at FRA

- Prime markets such as Munich, Frankfurt, Hamburg, Berlin will be able to keep prime rents steady
- The Jones Lang LaSalle European office rental index dropped by 3.4% in the fourth quarter of 2008
- Frankfurt's attractiveness as a business location is essentially due to its above-average transportation infrastructure
- High demand for space located close to the terminals

Heterogeneous property market benefits Frankfurt Airport

2) Source: Jones Lang LaSalle
Market Data/Know how
Ground Handling: Heterogeneous Markets

<table>
<thead>
<tr>
<th>Europe</th>
<th>North America</th>
<th>Asia</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heterogeneous market situation: monopolies,</td>
<td>Fully liberalized market</td>
<td>Regulated market</td>
</tr>
<tr>
<td>duopolies and fully liberalized markets</td>
<td>Self-handling by airlines at hubs</td>
<td>Self- and third-party</td>
</tr>
<tr>
<td>Airports, airlines, independent ground</td>
<td>Independent ground handlers</td>
<td>handling by hub airlines</td>
</tr>
<tr>
<td>handlers</td>
<td>Airport authorities do not offer any</td>
<td>Mostly one independent</td>
</tr>
<tr>
<td>Revision of EU directive</td>
<td>ground handling services</td>
<td>ground handler</td>
</tr>
<tr>
<td></td>
<td></td>
<td>“Regulated duopolies”</td>
</tr>
</tbody>
</table>

*) in 2007  Source: Fraport and KPMG 2008

Frankfurt Airport – FRA
Frankfurt Airport – FRA
Facts and Figures

Biggest passenger airport in Germany
- 53.5 mil. PAX in 2008
- 119 airlines fly to 304 destinations in 106 countries*

One of the leading cargo hub airports in Europe
- 2.1 mil. metric tons of freight and mail in 2008
- 30 cargo airlines flying to 79 destinations in 40 countries*

Train connections
- 167 ICE and long-distance trains per day
- 233 regional trains per day
- ~ 5 mil. transfer PAX per year using the long-distance trains to and from FRA

FRA is Lufthansa’s home base and hub of the Star Alliance
- Star Alliance accounts for 74% of PAX (Cargo: 63%) at FRA

*) Summer flight schedule 2009
Visual Fact Book Full Year 2008

Frankfurt Airport – FRA
Traffic Split and Growth 2008

<table>
<thead>
<tr>
<th>Region</th>
<th>W-Europe</th>
<th>Domestic</th>
<th>E-Europe</th>
<th>Traffic Share in Frankfurt (Passengers) 12M 08 Change 12M 08 vs. 12M 07</th>
</tr>
</thead>
<tbody>
<tr>
<td>North America</td>
<td>41%</td>
<td>-2%</td>
<td>-5%</td>
<td>Change 12M 08 vs. 12M 07</td>
</tr>
<tr>
<td>Latin America</td>
<td>3%</td>
<td>+16%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Africa</td>
<td>5%</td>
<td>+4%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Far East</td>
<td>12%</td>
<td>-5%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intercontinental</td>
<td>60%</td>
<td>-2%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Middle East</td>
<td>5%</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Visual Fact Book Full Year 2008
Frankfurt Airport – FRA
Market Attractiveness of FRA

- Europe’s largest catchment area within a 200 km radius from FRA – 38 million people or about 50% of the German population covered
- Highest connectivity in Europe with more than 300 destinations
- Minimum connecting time is the shortest among major hubs in Europe
- Highest “intermodality” – access to German high speed railway – ~ 5 mil. passengers transferring from train to aircraft (and vice versa)
- Superior Ground Handling quality
- Leading cargo hub – enhances airline yields via belly freight
- Competitive fee level compared to other European hubs
- Slot availability limited – but capacity increase by more than 50% to 126 movements/hour by 2011 with inauguration of new runway
### Frankfurt Airport – FRA
### Top 30 Pax Airports in the World

<table>
<thead>
<tr>
<th>Rank</th>
<th>Airport</th>
<th>Passengers 2008*</th>
<th>Change %</th>
<th>Rank</th>
<th>Airport</th>
<th>Passengers 2008*</th>
<th>Change %</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Atlanta</td>
<td>90.0</td>
<td>0.7</td>
<td>16</td>
<td>Houston</td>
<td>41.7</td>
<td>-3.0</td>
</tr>
<tr>
<td>2</td>
<td>Chicago</td>
<td>69.4</td>
<td>-6.9</td>
<td>17</td>
<td>Phoenix</td>
<td>39.9</td>
<td>-5.4</td>
</tr>
<tr>
<td>3</td>
<td>London-Heathrow</td>
<td>67.1</td>
<td>-1.5</td>
<td>18</td>
<td>Bangkok</td>
<td>38.6</td>
<td>-6.3</td>
</tr>
<tr>
<td>4</td>
<td>Tokyo-Haneda</td>
<td>66.7</td>
<td>0.0</td>
<td>19</td>
<td>Singapore</td>
<td>37.7</td>
<td>2.7</td>
</tr>
<tr>
<td>5</td>
<td>Paris-Ch. d. G SALE</td>
<td>60.9</td>
<td>1.6</td>
<td>20</td>
<td>Dubai</td>
<td>37.4</td>
<td>9.0</td>
</tr>
<tr>
<td>6</td>
<td>Los Angeles</td>
<td>59.5</td>
<td>-4.8</td>
<td>21</td>
<td>San Francisco</td>
<td>37.4</td>
<td>4.5</td>
</tr>
<tr>
<td>7</td>
<td>Dallas-Ft Worth</td>
<td>57.1</td>
<td>2.6</td>
<td>22</td>
<td>Orlando</td>
<td>35.6</td>
<td>-2.4</td>
</tr>
<tr>
<td>8</td>
<td>Beijing</td>
<td>55.7</td>
<td>3.9</td>
<td>23</td>
<td>Newark</td>
<td>35.3</td>
<td>-2.9</td>
</tr>
<tr>
<td>9</td>
<td>Frankfurt</td>
<td>53.5</td>
<td>-1.3</td>
<td>24</td>
<td>Detroit</td>
<td>35.1</td>
<td>-2.3</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>25</td>
<td>Rome</td>
<td>35.1</td>
<td>6.9</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>26</td>
<td>Charlotte</td>
<td>34.7</td>
<td>4.7</td>
</tr>
<tr>
<td>10</td>
<td>Denver</td>
<td>51.4</td>
<td>3.0</td>
<td>27</td>
<td>Munich</td>
<td>34.5</td>
<td>1.7</td>
</tr>
<tr>
<td>11</td>
<td>Madrid</td>
<td>50.8</td>
<td>-2.4</td>
<td>28</td>
<td>London-Gatwick</td>
<td>34.2</td>
<td>-2.9</td>
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<tr>
<td>12</td>
<td>Hong Kong</td>
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<td>1.8</td>
<td>29</td>
<td>Miami</td>
<td>34.1</td>
<td>1.0</td>
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<tr>
<td>13</td>
<td>New York JFK</td>
<td>47.8</td>
<td>0.2</td>
<td>30</td>
<td>Minneapolis</td>
<td>34.0</td>
<td>-3.0</td>
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<td>14</td>
<td>Amsterdam</td>
<td>47.4</td>
<td>-0.8</td>
<td></td>
<td></td>
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<td></td>
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<td>15</td>
<td>Las Vegas</td>
<td>44.1</td>
<td>-7.7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*) Preliminary AC figures for 2008

### Frankfurt Airport – FRA
### Top 30 Cargo Airports in the World

<table>
<thead>
<tr>
<th>Rank</th>
<th>Airport</th>
<th>Cargo 2008* metric t 000</th>
<th>Change %</th>
<th>Rank</th>
<th>Airport</th>
<th>Cargo 2008* metric t 000</th>
<th>Change %</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Memphis</td>
<td>3,696</td>
<td>-3.8</td>
<td>16</td>
<td>London-Heathrow</td>
<td>1,486</td>
<td>6.5</td>
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<td>2</td>
<td>Hong Kong</td>
<td>3,657</td>
<td>-3.1</td>
<td>17</td>
<td>New York JFK</td>
<td>1,446</td>
<td>-10.0</td>
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<td>3</td>
<td>Shanghai</td>
<td>2,599</td>
<td>3.6</td>
<td>18</td>
<td>Chicago</td>
<td>1,325</td>
<td>-13.5</td>
</tr>
<tr>
<td>4</td>
<td>Seoul</td>
<td>2,424</td>
<td>-5.2</td>
<td>19</td>
<td>Beijing</td>
<td>1,303</td>
<td>9.3</td>
</tr>
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<td>5</td>
<td>Anchorage</td>
<td>2,361</td>
<td>-15.0</td>
<td>20</td>
<td>Bangkok</td>
<td>1,173</td>
<td>-3.8</td>
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<tr>
<td>6</td>
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<td>2,280</td>
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<td>21</td>
<td>Indianapolis</td>
<td>1,026</td>
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<td>7</td>
<td>Frankfurt</td>
<td>2,111</td>
<td>-2.7</td>
<td>22</td>
<td>Newark</td>
<td>889</td>
<td>-7.8</td>
</tr>
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<td>8</td>
<td>Tokyo</td>
<td>2,099</td>
<td>-6.9</td>
<td>23</td>
<td>Tokyo</td>
<td>849</td>
<td>-0.3</td>
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<td>9</td>
<td>Louisville</td>
<td>1,974</td>
<td>-5.0</td>
<td>24</td>
<td>Osaka</td>
<td>845</td>
<td>0.1</td>
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<td>10</td>
<td>Singapore</td>
<td>1,884</td>
<td>-1.8</td>
<td>25</td>
<td>Luxembourg</td>
<td>788</td>
<td>-8.0</td>
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<td>11</td>
<td>Dubai</td>
<td>1,825</td>
<td>9.4</td>
<td>26</td>
<td>Guangzhou</td>
<td>686</td>
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<td>12</td>
<td>Miami</td>
<td>1,807</td>
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<td>Kuala Lumpur</td>
<td>861</td>
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<td>13</td>
<td>Los Angeles</td>
<td>1,830</td>
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<td>Dallas-Ft Worth</td>
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<td>14</td>
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<td>1,802</td>
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<td>29</td>
<td>Atlanta</td>
<td>855</td>
<td>-9.0</td>
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<td>15</td>
<td>Taipei</td>
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<td>-7.0</td>
<td>30</td>
<td>Brussels</td>
<td>819</td>
<td>-17.6</td>
</tr>
</tbody>
</table>

*) Preliminary AC figures for 2008

Visual Fact Book Full Year 2008
Frankfurt Airport – FRA
119 Airlines Fly to 304 Destinations in 106 Countries

Summer Timetable 2008: weekly services/destinations from Frankfurt Airport

Frankfurt Airport – FRA
FRA Offers the Most Destinations in Europe
Frankfurt Airport – FRA
Growth Due to Efficient Use of Existing Infrastructure


- Pax per Pax movements
- Widebody share
- Seat load factor

*) Wide body share excluding DoD (flights for US military supply)
Source: Fraport 2009

Visual Fact Book Full Year 2008

Frankfurt Airport – FRA
Originating Passenger Split

Share of Originating* Passengers at FRA 2008

- Large catchment area due to huge population around FRA as well as excellent autobahn and high-speed train connection
- FRA’s catchment area encompasses important German agglomerations: Rhine-Ruhr, Rhine-Main, Rhine-Neckar, Stuttgart, where population grows above average and most German industry is situated
- 28% of the passengers traveling to the airport from a distance of more than 100 km (growth of 9 percentage points since 1998)

1998

- <50 km
- 51–100 km
- 101–200 km
- 201–300 km
- >300 km

2008

- 4%
- 15%
- 23%
- 57%

- 7%
- 18%
- 21%
- 41%

*) Originating passengers starting by car, bus, train, taxi, etc

Visual Fact Book Full Year 2008
**Group Financials**
Group Financials
Balance Sheet

€ mil.

2005
3,951.6
3,187.0
764.6

2006
762.5
1,031.2
2,080.4
-0.1%

2007
4,294.5
3,385.8
908.7
127.3
-2.9%

2008
5,704.7
4,787.5
917.2
11.9%
36.6%

- Cash & cash equivalents
- Financial liabilities
- Shareholders equity
- Minority interests & proposed dividend
- Other assets
- Other liabilities

Visual Fact Book Full Year 2008

Group Financials
Finance Features and Maturity Profile

€ mil.

- Credit commitment (EB+LT), €960 mil.
- Promissory note "Schuldscheindarlehen" of €720 mil.
- Financial liabilities
- Cash & cash equivalents

Fraport debt conditions on average
- ~4% interest rate
- ~6 years maturity

1) As of Dec. 31, 2004
2) Include current liabilities of €1,434.3 mil. as well as financial liabilities of Flughafen Frankfurt-Hahn GmbH of €12.3 mil. Hahn sold effective January 1, 2009

Visual Fact Book Full Year 2008
## Group Financials

### Fraport Value Management

<table>
<thead>
<tr>
<th>€ mil.</th>
<th>Fraport Group</th>
<th>Aviation</th>
<th>Retail &amp; Properties</th>
<th>Ground Handling</th>
<th>External Activities*</th>
</tr>
</thead>
<tbody>
<tr>
<td>EBIT</td>
<td>335.4</td>
<td>360.7</td>
<td>44.8</td>
<td>58.0</td>
<td>244.6</td>
</tr>
<tr>
<td>Fraport assets</td>
<td>3,073.8</td>
<td>3,411.9</td>
<td>1,005.9</td>
<td>1,148.5</td>
<td>1,259.1</td>
</tr>
<tr>
<td>Costs of capital before tax</td>
<td>307.4</td>
<td>341.2</td>
<td>100.6</td>
<td>114.8</td>
<td>125.0</td>
</tr>
<tr>
<td>Fraport value added before tax</td>
<td>28.0</td>
<td>19.5</td>
<td>-55.8</td>
<td>-56.8</td>
<td>119.6</td>
</tr>
<tr>
<td>ROFRA</td>
<td>10.9%</td>
<td>10.6%</td>
<td>4.5%</td>
<td>5.1%</td>
<td>19.6%</td>
</tr>
</tbody>
</table>

\[ \text{ROFRA} = \frac{\text{EBIT}}{\text{Fraport assets}} \]

*) External Activities; EBIT and Fraport assets are adjusted for investments accounted for using the equity method and financial investments with regard to non-integrated participations.

---

### Aviation/Regulation
Aviation/Regulation
Segment Structure

Traffic and Terminal Management, Airport Expansion
Martijn Bien, Executive VP

Airport Security Management
Volker Zintel, Executive VP

Aviation Operations
Infrastructure Development
Realization Management
Airport Security Management

Air traffic operations
Airport master planning
Airsides infrastructure
Passenger infrastructure

- Project management and approval procedure for airport expansion
- Civil engineering technical equipment
- Environmental issues

Aviation security
Airport security
Airport fire services

*) New segment structure from 2009 onwards. The Retail & Properties segment will be adjusted and will be newly named as "Retail & Real Estate". Internal service units Real Estate and Facility Management (ERM) and Information and Telecommunication (ITU) will be organized within the newly named segment "External Activities & Services". The profit center in which the cost-related fees are posted will be transferred to the Aviation segment.

Aviation/Regulation
Key Figures

€ mil.

<table>
<thead>
<tr>
<th>Year</th>
<th>EBITDA margin</th>
<th>Revenue</th>
<th>EBITDA</th>
<th>EBIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>22.7%</td>
<td>688.9</td>
<td>156.3</td>
<td>158.3</td>
</tr>
<tr>
<td>2006</td>
<td>22.6%</td>
<td>702.8</td>
<td>158.3</td>
<td>76.9</td>
</tr>
<tr>
<td>2007</td>
<td>20.0%</td>
<td>698.7</td>
<td>139.6</td>
<td>44.8</td>
</tr>
<tr>
<td>2008</td>
<td>17.9%</td>
<td>698.4</td>
<td>124.9</td>
<td>58.0</td>
</tr>
</tbody>
</table>

*) Figures after specified effects/consolidation effects
### Aviation/Regulation
#### Segment Revenue Split 2008

**Segment Revenue:** 698.4€

- **Passenger charges:** €351.7
- **Landing and take-off charges:** €113.3
- **Revenue from security services (ministry of the interior):** €132.6
- **Security charges:** €37.3
- **Aircraft parking charges:** €35.2
- **Others:** €27.3

**Key Definitions:**
- **Passenger charges:** related to the number of passengers as well as their origin and destination.
- **Landing and take-off charges:** related to MTOW, number of passengers (take-off only), weight of freight/mail, noise and emission.
- **Aircraft parking charges:** related to time and position.
- **Security charges:** related to the number of departing passengers, freight/mail tonnage (arrival and departure).
- **Revenue from security services (ministry of interior):** costs of passenger security controls are charged to federal ministry of interior.

---

### Aviation/Regulation
#### Components of Regulated Airport Charges

- **Landing and take-off charges**
  - Weight-related, charges based on MTOW
  - Passenger (only take-off) freight/mail-related charges (variable charges)
  - Noise-related charges
  - Emission-related charges
  - Approx. 1,600€*

- **Passenger charges**
  - Passenger-related charges (only take-off)
  - Depending on destination (EU, Non-EU continental, or intercontinental)
  - Discount for transfer passengers
  - Defined Cap
  - Approx. 4,050€*

- **Security charges**
  - Passenger-related charges (only take-off)
  - Charges related to freight or mail tonnage transported, per 100 kg or fraction thereof aboard the aircraft
  - Approx. 350€*

- **Aircraft parking charges**
  - All charges related to aircraft stand size and length of time parked (on block vs. off block)
  - Surcharges for pier stands
  - Rental contracts can be signed under defined conditions
  - Approx. 400€*

*Example airport charges for one take-off of B 747-400, calculation based on average MTOW and a seat load factor of 75%; transfer rate of 50%, 3 t freight, parking time 5 hours, total airport charges: approx. 6,400€

---

*Visual Fact Book Full Year 2008*
Aviation/Regulation
Single and Dual Till/Regulation in EU

- Dual till: Airport operator is not subsidizing aviation business with other parts of the business
- Features of asset base of aviation business: runway, apron, etc. (100%) + terminal (aviation part)

Regulation at Frankfurt Airport
- Calculation basis for charges: operating costs + costs of capital
- Regulator for Airport Charges: State of Hesse (Ministry of Economics & Transport)
- General procedure:
  - Discussion with airlines
  - Proposal to regulator
  - Approval by regulator
  - Public announcement by regulator

Source: NCL, Fraport Company Data
Visual Fact Book Full Year 2008

Aviation/Regulation
Consultation Process – All Airlines Involved

Airport Charges Review Board headed by HMWVL\(^1\) permanently discusses charges – Board Members: Fraport, BARIG\(^2\), BDF\(^3\), DLH. The airlines are informed about intended changes to the Airport Charges Regulation in form of an information letter

- Consultation dialogue with airlines / airline organizations
- Fraport applies to regulator for approval of charges
- Regulator invites comments from airlines/airline organizations
- Fraport replies to regulator on airline comments
- Official notification of Fraport by regulator
- Publication of airport charges in “Notices to Airmen”

Charges are consulted once a year in August/September
- In-depth information given to the regulator

1) Hessisches Ministerium für Wirtschaft, Verkehr und Landesentwicklung (Hessian Ministry of Economics, Transport and Regional Development)
2) Board of Airline Representatives in Germany
3) Bundesverband der Deutschen Fluggesellschaften (German Airlines Association)
Aviation/Regulation
Three Approaches for Regulated Asset Base (RAB)

Elements of RAB
- Runway
- Terminal
- Aprons
- Facilities (e.g. people mover)

- Company’s interest bearing capital employed can be based on:
  - Residual carrying amount (RCA)
  - At cost (historical costs, no depreciation)
  - At cost/2 (50% of historical costs, no depreciation)

- All 3 methods derive a different RAB
- In case of airports there are intensive investment cycles due to large scale projects (e.g. terminals and runways)
- Thus there are periods where investments vary a lot from depreciation
- Using the RCA approach value creation is also generated by depreciation

Aviation/Regulation
Comparison of Asset Base Curve

At cost/2 approach (50% of historical costs) leads to the same results as the Residual Carrying Amount approach (RCA) – in the long term.

- More stable asset base
- Asset base fluctuates!
  Plus: value creation when investment < depreciation

*Exemplary figures
Visual Fact Book Full Year 2008
**Aviation/Regulation**

Comparison of the 3 Different Approaches for RAB

<table>
<thead>
<tr>
<th></th>
<th>+</th>
<th>-</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residual Carrying Amount (RCA)</td>
<td>Very common approach, easy to understand</td>
<td>Value generation, if: depreciation &gt; new investments Cyclic investments lead temporarily to this situation</td>
</tr>
<tr>
<td>At cost</td>
<td>Over proportional allocation of costs</td>
<td>Unrealistic &amp; inappropriate to market consideration</td>
</tr>
<tr>
<td>At: cost/2</td>
<td>• Balance of heavy investment cycles</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Fair value generation (no depreciation)</td>
<td></td>
</tr>
</tbody>
</table>

Approach to calculate asset base for regulation at Frankfurt Airport

- At cost/2

**Retail & Properties**
Retail & Properties Segment Structure*

Car Parking  
Retail  
Real Estate  
Others

- Shopping  
- Services  
- Advertising  
- Rents in Terminals  
- Rents for Service & Admin. Buildings  
- Leaseholds  
- Land & Infrastructure  

- Facility Management  
- Information & Telecommunication

*) New segment structure from 2009 onwards. The Retail & Properties segment will be adjusted and will be newly named as “Retail & Real Estate”. Internal service units Real Estate and Facility Management (FM) and Information and Telecommunication (IT), will be organized within the newly named segment “External Activities & Services”. The profit center in which the cost-related user fees are posted will be transferred to the Aviation segment.

Retail & Properties Key Figures*

€ mil.

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>EBITDA margin</td>
<td>77.4%</td>
<td>81.7%</td>
<td>70.6%/80.5%</td>
<td>64.3%</td>
</tr>
<tr>
<td>Revenue</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EBITDA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EBIT</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*) Figures after separation of effects/consolidation effects

Visual Fact Book Full Year 2008
Retail & Properties
Segment Revenue Split 2008

Segment Revenue: 433.5

Real Estate
- Rents in terminals for offices, lounges, storages etc.
- Leasing rates for land where buildings of airlines and other companies are built
- Energy supply

Retail
- Concession fees for shops, restaurants etc. based on their revenue
- Rents for advertising space

Car Parking
- Parking charges

Other Revenue, e.g.
- Real estate and facility management, information and telecommunication services

Retail & Properties/Retail
Retail Revenue Split 2008

Retail Revenue: 151.6

Retail segments | Outlets
--- | ---
Duty Free & Travel Value | 18
Specialty shops | 82
Food & beverages | 58
Other Services, e.g. car rental | 53
Advertising
Slide 67

**Retail & Properties/Retail**

**Increasing Retail Revenue per PAX at FRA**

![Graph showing retail revenue per passenger from 2007 to 2008 with targets for 2009 & 2012.](image)

*Different Reporting Structure
**Targets communicated*

Slide 68

**Retail & Properties/Retail**

**Growing Retail Space at FRA**

**Future Retail Projects**

- Airport City Mall (1,700 sqm, opening in parts until 2010)
- Redesigning Terminal 2 landside (1,200 sqm, opening 2009)
- Pier-A-West, Terminal 1 (12,000 sqm, opening 2012)
- Terminal 3 (15,500 sqm, opening 2014)

**Shopping space Frankfurt, Terminal 1, 2 & 3; sqm (exp.) = Duty Free & Travel Value + Specialty Shops**

![Graph showing increasing shopping space from 2000 to 2015.](image)

1) Retail space includes shopping space, such as food & beverages and other services
2) Including Terminal 3
Retail & Properties/Retail
Duty Free Revenues at Point of Sale 2008*

The passenger structure at Frankfurt Airport is unique with regard to the share of international passengers:

- 51% of all passengers are non-EU passengers with high spending power
- The heterogeneous passenger mix curbs negative effects from regional economic developments

* Revenues of all duty free shops at Frankfurt Airport

---

Retail & Properties/Retail
New Terminal Layout: A-West Pier

- For up to 6 million passengers
- 12,000 sqm new retail space
- New marketplaces with extensive retail offerings
- Focus on the Lufthansa A380
- 7 new widebody gates, 4 A380
Map of Frankfurt Airport/Property of Fraport AG incl. Terminal 3 and Northwest Runway (planned)

Property of Fraport AG
as of March, 2009
Retail & Properties/Real Estate

Retail & Properties/Real Estate
Revenue Split 2008

€ mil.

- Land/Infrastructure
  - Energy supply (supply+infrastructure)
  - Usage-charge at the airport for services such as catering and fueling

- Leaseholds
  - Fraport-owned land leased to Lufthansa (most part of DLH base)
  - Heritable leases in CargoCity South to logistics companies

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

- Rents in Terminals
  - Offices, lounges, storage mainly rented to airlines

Rents in Terminals: 27.8
Leaseholds: 41.3
Rents for Service & Administration Buildings: 29.1
Others: 3.5

Real Estate Revenue: 162.4

Land/Infrastructure: 60.7

Fraport
Retail & Properties/Real Estate
Areas included in Frankfurt Airport City

Retail & Properties/Real Estate
Split of Space on Fraport Property 2008

21 km²

- Aviation Infrastructure
- Not available for usage
- Area already developed, i.e. Terminal Area
- Leaseholds, i.e. CCN/CCS
- Area to develop, i.e. Mönchhof Site
Retail & Properties/Real Estate
Rentable Areas 2008

<table>
<thead>
<tr>
<th>Property</th>
<th>Sqm¹</th>
<th>Office space²</th>
<th>Storage</th>
<th>Others</th>
<th>Average rents/sqm/month³</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rents in Terminals</td>
<td>228,500</td>
<td>103,000³</td>
<td>56,500</td>
<td>89,000</td>
<td>€30</td>
</tr>
<tr>
<td>Rents in Service &amp; Admin. Buildings</td>
<td>543,000</td>
<td>151,500³</td>
<td>208,500</td>
<td>183,000</td>
<td>€15</td>
</tr>
<tr>
<td>DLH Base²</td>
<td>473,200</td>
<td>75,000</td>
<td>165,000</td>
<td>233,200⁴</td>
<td></td>
</tr>
</tbody>
</table>

1) Gross floor space
2) Office space incl. lounges
3) Allocation of two buildings changed
4) Renting space approx. 160,000 sqm
5) Plus service charges and additional rents
6) Estimated figures for DLH Base

Retail & Properties/Real Estate
Integrated Part of the Group’s Growth Strategy

Further development of the integrated business model
- Leverage our strong position in aviation and ground handling
- Extend our hub competence to strengthen our business relationships with key clients
- Optimize productivity and efficiency
  ➔ Asset management

Growth at Frankfurt Airport
- Extend capacities to secure medium-term growth and our competitive position
- Expand and modernize retail space
  ➔ Site development
- Accelerate property development/expansion of the Airport City

External growth
- Utilize Fraport’s expertise outside the Frankfurt site
  ➔ Portfolio management
- Acquire and operate airports and terminals
- Win airport management and service contracts
Retail & Properties/Real Estate
Terminal Area

Size and Features 2008
Locations:
• Terminals: 228,500 sqm gross floor space
• Service & administration buildings: 262,000 sqm gross floor space

Utilization:
• 176,000 sqm offices/lounges
• 119,500 sqm storage
• 50,500 sqm operations
• 144,500 sqm other utilization

Ownership
• 100% Fraport

Clients
• Lufthansa
• Other airlines
• Fraport
• Government agencies

49.05 ha of total gross floor space
Mixed utilization
• Offices/Lounges
• Storage
• Operations

Retail & Properties/Real Estate
CargoCity North and South (CCN/CCS)

Size and Features 2008
• 149 ha
• A further 27 ha gross land for building of space will be developed in the CCS
• 11,600 employees

Ownership
100% Fraport

Clients
• 250 companies: airlines, forwarders, express services and other service providers
• Major logistics companies such as
  • Panalpina
  • Dachser
  • DHL Danzas
  • Yusen
  • LUG
  • Kühne & Nagel
  • Nippon Express
  • Swissport
  • WFS

149 ha existing area land plus 27 ha for further development
Logistics utilization
• Tailor-made facilities for major logistics companies
• Express services, forwarders
Retail & Properties/Real Estate
Home Base of Deutsche Lufthansa (DLH)

Size and Features 2008
- 96.5 ha, partly rented and partly under ground lease developed

Ownership
- Fraport owns the entire ground within the airport parameter fence including the buildings, which are rented to DLH. This includes service and administration buildings, hangars, repair shops, storage space and aircraft parking space.
- DLH only owns ground outside the parameter fence north of the airport ring road – 11.3 ha of land area.
- Lufthansa's training center and corporate headquarters are located in this area.

Lufthansa Maintenance facilities in the South – 25 ha land area
The ground is owned by Fraport and rented to DLH;
- A 380 maintenance base
- Lufthansa Technik/ Maintenance International base

Clients
- DLH

Retail & Properties/Real Estate
Mönchhof Site

Size and Features 2008
- 1,100,000 sqm of gross building land to sell and develop
- In 2008 development plans for 840,000 sqm were approved; 11 sales contracts, first building projects underway
- In 2009 plans for an additional 260,000 sqm are in the pipeline; laying of the foundation stone for Multiparc

Ownership
- Fraport Real Estate Mönchhof GmbH & Co. KG (100% subsidiary of Fraport AG)

Clients
- Logisreal with leaser: "Dress for less"
- Zoth
- Weichinger
- DoKaSch (maintenance for airfreight containers), Ontour/ Ontour II (forwarder)
- Wuth AG for training facility
- DHL/Harder Partner
- Multiparc/Multiparc II (Logistic and technology)
- Via Mat

1,100,809 sqm of gross building land to sell and develop

Mixed utilization
- Logistics and distribution centers
- Large-scale commercial uses
- Airport-related operations
- Offices, hotels and restaurants

*) As of March 2009
Retail & Properties/Real Estate
Airrail Center Frankfurt

Size and Features 2008*
- 200,000 sqm of gross floor space
- Nine-story complex
- 650 meters long and 65 meters wide
- Start of construction 2007
- Completion in 2009

Ownership
- AIRRAIL CENTER FRANKFURT Verwaltungsgesellschaft mbH und Co. Vermietungs KG Joint project of IVG AG, represented by IVG Development GmbH, and Fraport AG

Clients
- Contract with Hilton International for 34,500 sqm of space (582 rooms)
  - high-class hotel (240 rooms)
  - mid-market Hilton Garden Inn (334 rooms)
- Contract with KPMG for 39,000 sqm of office space
- Further clients: Metropolitan Medical Center, plug-and-work Business and Conference Center and many retail & gastronomy clients
- After construction in 2009

140,000 sqm of net floor space
Mixed utilization
- Offices
- Retail & restaurant area
- Hotels
- Parking

---

Retail & Properties/Real Estate
Gateway Gardens

Size and Features 2008
- 350,000 sqm of gross building land
- Direct autobahn connections (A3, A5)
- Direct access to Frankfurt Airport's operational area
- Regional link via own “Gateway Gardens S-Bahn station” (planned) and bus lines
- Fully developed with binding land-use plan

Ownership
- Grundstücksgeellschaft Gateway Gardens GmbH Fraport AG holds 25% shares of the development company

Clients
- LSG Sky Chefs use 50,000 sqm for Europe’s most modern catering services
- Rezidor Hotel Group starts construction of a Park Inn Hotel
- Partnership between the State of Hesse, the City of Frankfurt, four universities and business representatives to construct a research and education institution for logistics and mobility

350,000 sqm of gross building land; resp. 700,000 sqm gross floor space
Mixed utilization
- Offices
- Hotels
- Congress center, Trade center
- Research and Science
Ground Handling

Ground Handling Structure

- Ramp Services
  - Aircraft acceptance
  - Supply of handling equipment
  - Loading and unloading of aircraft (baggage, freight, mail)
  - Walk-out assistance

- Passenger Services
  - Check-in & boarding
  - Ticket service
  - Arrival service
  - Lost and found
  - Crew briefing
  - Weight & balance services
  - General aviation terminal

- Central Infrastructure (incl. Baggage Service)
  - Baggage conveyor system (~70 km)
  - Baggage security
  - Passenger bridges
  - Baggage Reconciliation System (BRS)
  - 400 Hz ground power supply
  - Toilet/water facilities

- Cargo Services (FCS GmbH*)
  - De-palletization
  - Warehousing
  - Documentation

*) Fraport Cargo Services GmbH, 100% subsidiary of Fraport AG
Slide 86

**Ground Handling Segment Figures**

€ mil.

<table>
<thead>
<tr>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>632.1</td>
<td>624.1</td>
<td>620.5</td>
<td>642.7</td>
</tr>
</tbody>
</table>

**EBITDA margin**

- 2005: 11.6%
- 2006: 10.1%
- 2007: 6.0%
- 2008: 8.1%

*Figures after specification of effects/consolidation effects

Slide 87

**Ground Handling Segment Revenue Split 2008**

€ mil.

- **Segment Revenue:** 642.7
- **Ground Handling:** 410.0
- **Central Infrastructure:** 219.1
- **Others:** 12.7

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

**Charges for Central Infrastructure**
Charge 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
Ground Handling

Business Activities: Who Does What?

- Loading bridges: Fraport
- Push-back: Fraport
- Ground power: Fraport
- Baggage security: Fraport
- Catering: LSG
- De-icing: Fraport (NICE*)
- Fuelling: FJS Frankfurt Jet Services
- Transportation (baggage/cargo/post): Fraport
- High loaders & transporters: Fraport
- Loading/unloading (baggage/cargo/post): Fraport
- Toilet service: Fraport
- Cabin cleaning: Fraport/ASG

* 62% subsidiary of Fraport

Visual Fact Book Full Year 2008

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Ground Handling

On-time Management of Complex Processes

<table>
<thead>
<tr>
<th>Arrival</th>
<th>Departure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ramp supervision</td>
<td>De-icing</td>
</tr>
<tr>
<td>Parking</td>
<td>Cleaning</td>
</tr>
<tr>
<td>Unloading</td>
<td>Loading</td>
</tr>
<tr>
<td>Stairs</td>
<td>Crew transportation</td>
</tr>
<tr>
<td>PAX transport</td>
<td>Crew transportation</td>
</tr>
<tr>
<td>Baggage transportation</td>
<td>Baggage transportation</td>
</tr>
<tr>
<td>Bridges</td>
<td>Bags*</td>
</tr>
<tr>
<td>Baggage conveyor system</td>
<td>Bridges</td>
</tr>
<tr>
<td>400 itz facilities, toiletwater facilities</td>
<td></td>
</tr>
</tbody>
</table>

- Check-in
- Weight & balance
- Flight operations
- Arrival service, lost & found, ticketing
- Warehousing
- Palletization

* BRS = Baggage Reconciliation System

Visual Fact Book Full Year 2008
**Ground Handling**

**Core Business Area: Ramp Services 2008**

**Ramp Services**
- Regulated market: one third-party handler, Acciona
- Main customers of Fraport: Lufthansa and Star Alliance partners
- 203,436 aircraft handled in 2008
- ~24.9 mil. tons MTOW

**Activities:**
- Aircraft acceptance
- Supply of handling equipment
- Loading and unloading of aircraft
- Passenger and crew transport
- Baggage, cargo, mail transport
- Ramp supervision
- Moving of aircraft and walk-out assistance
- De-icing/anti-icing services and snow/ice removal
- Safety measures
- Fresh water supply/toilet services
- Cleaning

**Market Share**
- Fraport: 12.4%
- Acciona: 87.6%

*Source: MTOW 2008, Source: Fraport, Visual Fact Book Full Year 2008*

---

**Ground Handling**

**Core Business Area: Passenger Services 2008**

**Passenger Services**
- Open market: third-party handlers (e.g., Swissport, Acciona) and self-handling (e.g., Lufthansa)
- 19,692 aircraft handled in 2008

**Activities:**
- Station representation
- Check-in & boarding
- Ticket service
- Baggage tracing (lost&found)
- Arrival service
- Training
- Crew briefing
- Weight & balance services
- General aviation terminal

⇒ Fraport handles approximately 23% of the „free market“ (excluding DLH self handling)

**Market Share**
- Fraport: 18.6%
- Lufthansa self handling: 12.9%
- Lufthansa 3rd party handling: 9.5%
- Others: 55.0%

1) Base: Passengers 2008; Source: Fraport
2) Several handlers with up to 2% market share each

*Source: Visual Fact Book Full Year 2008*
Ground Handling
Core Business Area: Central Infrastructure 2008

Central Infrastructure
- Sole provider
- Provision of infrastructure, incl. Baggage conveyor system (73 km)
- Baggage performance in 2008: 1.2‰ misconnected baggage

Activities and Features:
- 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
- Fuelling and de-icing facilities

Market Share

Source: Fraport

Ground Handling
Baggage Performance: Best Practice in FRA

Integrated process management paired with top notch infrastructure ensure excellent baggage performance in FRA on a best practice level compared to other European mega hubs.

Baggage facilities and conveyor system:
- More than 70 km long, the Frankfurt Airport’s baggage conveyor system is one of the world’s largest facilities of its kind
- Capacity: approx. 16,000 items per hour
- Record: 103,778 baggage items a day
- System reliability rate: 99.86%
- Guaranteed transfer time: 45 minutes
- Transport speed: 2.5 m/sec; max. speed 5 m/sec
- Only 1.2 misconnected baggage per 1,000 items* in FRA – top performance of our Fraport Ground Services

* ) Related to all checked and transferred baggage
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**Ground Handling**

**Core Business Area: Cargo Services 2008**

**Cargo Services**
- Open market: third-party handlers (e.g., LUG, Aviapartner) and self-handlers (e.g., Lufthansa)
- Fraport Cargo Services (FCS), wholly owned subsidiary (100%)
- 358,357 metric tons of cargo handled in 2008

**Activities:**
- Handling and documentation of import, export and transfer freight
- Handling of special freight
- Commissioning and deconsolidation services
- Bonded warehouse
- Truck dispatching
- Last-minute and express services

⇒ FCS handles approximately 32% of the „free market“ (excluding Lufthansa self handling)

**Market Share**

1. Basic: Cargo Tonnage 2008; source: FCS
2. Several handlers with 1-5% market share each

Visual Fact Book Full Year 2008

---

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**Ground Handling – Short Connecting Times – Crucial Competitive Advantage for Mega Hubs**

**Guaranteed Minimum Connecting Time* in min.**
for passengers and checked baggage

<table>
<thead>
<tr>
<th>Airport</th>
<th>FRA</th>
<th>AMS</th>
<th>LHR</th>
<th>CDG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Time</td>
<td>35</td>
<td>40</td>
<td>45</td>
<td>60</td>
</tr>
<tr>
<td>Time</td>
<td>45</td>
<td>50</td>
<td>120</td>
<td>150</td>
</tr>
</tbody>
</table>

*Not including domestic-domestic connections

Source: OAG Pocket Flight Guide February 2009 and Fraport

Visual Fact Book Full Year 2008
Ground Handling – Our Excellent Connectivity
Results from Good Cooperation

Exemplary system partnership
Joint approach of Fraport’s Ground Handling division and key customer Lufthansa, optimizing handling services and productivity

Logistics masterpiece behind the scenes
Optimized communication and logistics channels improve baggage and passenger flows as well as aircraft processes, thus maximizing connectivity

Close cooperation of logistic partners
Integrated controlling of all operative processes in FRA’s Hub Control Center – 24 hours for up to 1,000 flights per day

Winners of the German Logistics Award 2008
for "Integrated Passenger and Baggage Logistics at the Frankfurt Aviation Hub" for this joint project of Fraport and Lufthansa

Source: Fraport, www.bvl.de
**External Activities Segment Structure**

- **Airports Majority Holdings**
  - Adana International Airport (AYT), 51%
  - Jorge Chávez Int'l Airport Lima (LIM), 70.01%
  - Varna Airport (VAR) & Burgas Airport (BOJ), 80%

- **Airports Minority Holdings**
  - Hannover Airport (HAJ), 30%
  - Indira Gandhi International Airport (DEL), 10%

- **Airports Management Contracts**
  - Cairo International Airport (CAI)
  - Dalar Airport (DKR)
  - Riyadh (RUH), Saudi Arabia
  - Jeddah (JED), Saudi Arabia

- **Service Providers**
  - Fraport Ground Services Austria, Vienna, 100%
  - Air Transport IT, Orlando, Florida, USA, 100%
  - Tradeport Hong Kong (Logistics), China, 18.76%

*New segment structure from 2009 onwards: The Retail & Properties segment will be adapted and will be renamed as "Retail & Real Estate". Internet service units Real Estate and Facility Management (FM) and Information and Telecommunication (IT) will be organised within the newly named segment "External Activities & Services". The profit center in which the cost relates are posted will be transformed to the Airlines segment.*

---

**External Activities Segment Figures**

- **€ mil.**
  - 2005: 394.8
  - 2006: 431.9
  - 2007: 538.4
  - 2008: 327.0

- **EBITDA margin**
  - 2005: 5.6%
  - 2006: 9.7%
  - 2007: 13.1%
  - 2008: 17.1%

- **ICTS effect**
  - 2006: 0.2
  - 2007: 33.4
  - 2008: -2.2

**Revenue** → **EBITDA** → **EBIT**

*Figures after speculations of effects/consolidation efforts*
**External Activities**

**Segment Revenue Split 2008**

€ mil.*

- **ICTS** deconsolidated as of April 1, 2008
- **Frankfurt-Hahn** sold effective January 1, 2009
- **Only 34%**-Consolidation in Antalya in 2006; 50% as of January 5, 2009; concession will include the 2nd international Terminal by Sept 2009
- **Fraport share since May 30, 2008:** 70.01%
- **Other revenues are generated by majority held subsidiaries/management contracts, such as:**
  - Ground Service Austria
  - Air Transport IT, Orlando, USA
  - Air IT Systems, Hanover
  - Fraport Saudi Arabia, Riyadh
  - Medical Airport Services, Kelsterbach

---

**External Activities**

**Fraport Manages a Variety of Airports**

<table>
<thead>
<tr>
<th>Hubs</th>
<th>Regional Airports</th>
<th>Tourist Airports</th>
<th>Management Contracts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frankfurt Main</td>
<td>Xi’an Airport</td>
<td>Antalya Airport</td>
<td>Cairo Airport</td>
</tr>
<tr>
<td>Share: 100% 53.5 mil. PAX</td>
<td>Share: 24.3% 11.9 mil. PAX</td>
<td>Share: 51.0% 9.1 mil. PAX</td>
<td>Duration: 6Y 14.4 mil. PAX</td>
</tr>
<tr>
<td>Lima Airport</td>
<td>Hanover Airport</td>
<td>Burgas Airport</td>
<td>Riyadh</td>
</tr>
<tr>
<td>Share: 70.01% 8.3 mil. PAX</td>
<td>Share: 30.0% 5.6 mil. PAX</td>
<td>Share: 60.0% 1.9 mil. PAX</td>
<td>Duration: 6Y 11.4 mil. PAX</td>
</tr>
<tr>
<td>New Delhi Airport</td>
<td></td>
<td>Varna Airport</td>
<td>Jeddah</td>
</tr>
<tr>
<td>Share: 10.0% 23.2 mil. PAX</td>
<td></td>
<td>Share: 60.0% 1.5 mil. PAX</td>
<td>Duration: 6Y 17.6 mil. PAX</td>
</tr>
</tbody>
</table>

*As of January 2008 dividend rights increase from 34% to 50%
2: 2007 figures, 2008 figures not available at time of publication

Visual Fact Book Full Year 2008
External Activities
History of Fraport’s Airports

- Management contracts
- Minority holdings
- Majority holdings

Dakar

Cairo (CAI) 2005

Dakar (DAM) 2012 (2014)

Xi’an (XIY) 2007

Delhi (DEL) 2008

Hanover (HAJ) 2006

Varna & B. (VAR) 2011

Lima (LIM) 2001

Antalya (AYT) 2021 (2024)

Frankfurt-Hahn (HHN) 1999

Saudi Arabia 2008

Saarbrücken (SNC) 2007

1) Contact will start in 2010
2) Extension option
3) No concession
4) Frankfurt-Hahn sold to the State of Rhineland-Palatinate in Jan. 2009

External Activities
Antalya Airport at a Glance

Profile
- 2nd largest airport in Turkey
- Tourist gateway to Turkish Riviera

Infrastructure
- 2 runways, capacity for 40 movements/hour
- 3 terminals, capacity for 30 mil. pax/year

Main Carrier
- SunExpress, Turkish Airlines, Sky Air

Further Carriers
- Onur Air, Air Berlin, Pegasus, TU/ly

- 11.9%
External Activities
Antalya Airport Financials

<table>
<thead>
<tr>
<th></th>
<th>€ mil.</th>
<th>2007</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers in mil.</td>
<td>6.5/17.8</td>
<td>9.1/18.9</td>
<td></td>
</tr>
<tr>
<td>Movements in '000</td>
<td>40.9</td>
<td>66.6</td>
<td></td>
</tr>
<tr>
<td>Revenue²</td>
<td>84.8</td>
<td>79.3</td>
<td></td>
</tr>
<tr>
<td>EBITDA²</td>
<td>26.1</td>
<td>57.9</td>
<td></td>
</tr>
<tr>
<td>EBIT²</td>
<td>1.7</td>
<td>22.3</td>
<td></td>
</tr>
<tr>
<td>EBITDA margin²</td>
<td>40.3%</td>
<td>73.0%</td>
<td></td>
</tr>
<tr>
<td>Employees</td>
<td>315</td>
<td>619</td>
<td></td>
</tr>
<tr>
<td>Fraport share</td>
<td>100%³</td>
<td>51/34%</td>
<td></td>
</tr>
<tr>
<td>Consolidation</td>
<td>full³</td>
<td>34%</td>
<td></td>
</tr>
</tbody>
</table>

Fraport share: 51.00%
- 51% voting rights
- 50% dividend rights
- Dividend rights increased by 15% to 50% in Jan. 2008

Other shareholders:
- IC İctas Insaat Sanayi ve Ticaret A.S. (48.09%)
- Fraport IC İctas Havalimani İşletme Aronisim Sirketi (0.01%)

Fraport history
- Fraport has held a majority interest (100%) in Terminal 1 (BOT) since '99
- New concession contract since Sep. 2007
- Since Sep. 2007 Fraport is operating T 1 + Domestic Terminal with its partners
- Sep. 2009–2024 Fraport will operate all 3 terminals together with Turkish IC Holding

Regulation
- Fixed passenger fee

Capex (Obligation)
- EPC contract € 99 mil. for modernization & expansion of airport

---

External Activities
Lima Airport at a Glance

Profile
- Largest airport in Peru
- Mini Hub for LAN and Taca

Infrastructure
- 1 runway, capacity for about 160,000 movements/year
- 1 terminal, capacity for 10 mil. pax/year

Main Carrier
- LAN

Further Carriers
- Taca, AA, Continental, Air Canada, Gol, TAM, Aero Condor

- 6.8%
External Activities
Lima Airport Financials

<table>
<thead>
<tr>
<th></th>
<th>2007</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers in ml.</td>
<td>7.5</td>
<td>8.3</td>
</tr>
<tr>
<td>Movements × 1,000</td>
<td>92.9</td>
<td>98.7</td>
</tr>
<tr>
<td>Revenue¹</td>
<td>88.5</td>
<td>93.2</td>
</tr>
<tr>
<td>EBITDA¹</td>
<td>23.2</td>
<td>24.3</td>
</tr>
<tr>
<td>EBIT¹</td>
<td>16.3</td>
<td>18.2</td>
</tr>
<tr>
<td>EBITDA margin</td>
<td>26.2%</td>
<td>26.1%</td>
</tr>
<tr>
<td>Employees</td>
<td>414</td>
<td>468</td>
</tr>
<tr>
<td>Fraport share</td>
<td>100%²</td>
<td>70.01%³</td>
</tr>
<tr>
<td>Consolidation</td>
<td>full²</td>
<td>full³</td>
</tr>
</tbody>
</table>

Fraport share: 70.01%
Other shareholders:
- International Finance Corporation (IFC) (19.99%)
- FONDO DE INVERSION EN INFRAESTRUCTURA, SERVICIOS PUBLICOS Y RECURSOS NATURELES (Apoyo) (10.00%)

Fraport history:
- 2001–2007 Fraport held 42.75%
- From August 2007 until May 2008 100%
- Since May 2008 70.01%
- 30-year BOT concession contract, with an extension option

Regulation:
- Until the end of 2008 fixed tariffs according to concession agreement, since 2009 single toll

Capex (Obligation):
- Fix until 2008: USD 256 mil.
- Variable 2009–30: 2nd terminal and runway

---

External Activities
Varna and Burgas at a Glance

Profile
- Tourist gateway to the Black Sea

Infrastructure Varna
- 1 runway, capacity for 130 movements/day
- 2 terminals, capacity for 17,000 pax/day

Infrastructure Burgas
- 1 runway, capacity for 170 movements/day
- 2 terminals, capacity for 24,000 pax/day

Main Carrier
- Bulgaria Air Charter

Further Carriers
- Bulgaria Air, Air Via, Balkan Holidays Air

- 13.2%
External Activities
Varna and Burgas Financials

<table>
<thead>
<tr>
<th>Airports of Twin Star</th>
<th>2007</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue in € mil.</td>
<td>41.3</td>
<td>40.6</td>
</tr>
<tr>
<td>EBITDA in € mil.</td>
<td>12.9</td>
<td>13.9</td>
</tr>
<tr>
<td>EBIT in € mil.</td>
<td>10.1</td>
<td>10.0</td>
</tr>
<tr>
<td>EBITDA margin</td>
<td>31.2%</td>
<td>34.2%</td>
</tr>
<tr>
<td>Employees</td>
<td>1,604</td>
<td>1,218</td>
</tr>
<tr>
<td>Fraport share</td>
<td>60%</td>
<td>60%</td>
</tr>
<tr>
<td>Consolidation</td>
<td>full*</td>
<td>full</td>
</tr>
</tbody>
</table>

Fraport share: 80.00%
Other shareholders:
- BM Star Ltd. (40.00%)

Fraport history
- In Sep 2006 Fraport has been awarded the concession for modernizing, expanding and operating both airports
- BOT concession contract for 35 years
- Local partner with 40% stake: BM Star

Regulation
- Dual till

Capex (Obligation)
- € 54 mil. until 2010: 2 new terminals
- Further investments subject to traffic growth

Varna
<table>
<thead>
<tr>
<th>Passengers in mil.</th>
<th>1.5</th>
<th>1.5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Movements in '000</td>
<td>15.0</td>
<td>15.1</td>
</tr>
</tbody>
</table>

Burgas
<table>
<thead>
<tr>
<th>Passengers in mil.</th>
<th>1.9</th>
<th>1.9</th>
</tr>
</thead>
<tbody>
<tr>
<td>Movements in '000</td>
<td>16.1</td>
<td>17.0</td>
</tr>
</tbody>
</table>

* Full consolidation since November 2006

External Activities
Minority: Hanover Airport

Fraport share: 30.00%
Other shareholders:
- City of Hanover (35.00%)
- State of Lower Saxony (35.00%)

Profile
- 24 hour operation
- 3rd highest runway capacity in Germany
- Homebase of TUIfly

Infrastructure
- 2 runways, capacity for 60 movements/hour
- 3 terminals, capacity for 10 mil. pax/year

Main Carrier
- TUIfly, Air Berlin

Further Carriers
- Aerofoil, Lufthansa, Turkish Airlines

- 1.6%

Pax Total 2008
- 5.6 mil.
External Activities
Minority: Delhi, India

Fraport share: 10.00%
Other shareholders:
- GMR Infrastructure Ltd. (31.10%)
- Airports Authority of India (26.00%)
- GMR Energy Ltd. (10.00%)
- Malaysia Airports (Mauritius) Private Ltd. (10.90%)
- GVL Investments Private Ltd. (9.00%)
- India Development Fund (3.90%)

Profile
- 2nd largest airport in India
- One of the longest runways in Asia

Infrastructure
- 3 runways
- 6 terminals, capacity for 37 mil. pax/year

Main Carrier
- Air India, Jet Airways, IndiGo

Further Carriers
- JetLite, Emirates, Lufthansa

- 11.8%

Pax Total 2008
- 24 mil.

External Activities
Minority: Xi’an, China

Fraport share: 24.5% Fraport Asia Ltd.
Other shareholders:
- 50.9% West Airport Group Company
- 24.5% China National Aviation Corporation
- Airport Investment Limited
- 0.1% CWAG Aviation Logistica (Xi’an) Co. Ltd.

Profile
- 9th biggest airport in China
- Center of the Chinese aerospace and aviation industry
- Known for its world-famous Terracotta Army

Infrastructure
- 1 runway
- 2 terminals, capacity for 11 mil. pax/year

Main Carrier
- Air China, China Eastern, China Southern

- 14.7%

Pax Total 2008
- 11.9 mil.
External Activities
Management Contracts

Cairo, Egypt
Profile:
- On the way of becoming the hub of MENA (Middle East North Africa)
Infrastructure:
- 3 runways, capacity for 45 movements/hour
- 3 terminals, capacity for 21 mil. pax/year
Main Carrier:
- Egypt Air
Further Carriers:
- LH, Emirates, KLM, Air France
- 7.3%
Pax Total 2008:
- 14.4 mil.

Dakar, Senegal
Profile:
- The new airport will be build by the end of 2010
Infrastructure:
- 1 runway
- 1 terminal, capacity for 3 mil. pax/year

Riyadh & Jeddah, Saudi Arabia
Profile
- Capital airport
Infrastructure Riyadh:
- 2 runways
- 4 terminals
Main Carrier:
- Saudi Arabian Airlines
Further Carriers:
- Air India, Pakistan International Airlines
Pax CAGR (1998–2007)*
- 4.3%
Pax Total 2007*:
- 11.4 mil.

Jeddah:
Profile
- Pittam airport, Red Sea
Infrastructure Jeddah:
- 3 runways
- 3 terminals
Main Carrier:
- Saudi Arabian Airlines
Further Carriers:
- Egypt Air, Air India, Austrian Airlines, LH
Pax CAGR (1998–2007)*
- 4.3%
Pax Total 2007*:
- 17.5 mil.

* 2008 figures were not available at time of publication
Visual Fact Book Full Year 2008

Investments FRA:
Expansion/FRA North
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Investments FRA: Expansion/FRA North
FRA Traffic Split Forecast for 2020

Traffic Share in Frankfurt (Passengers)

Source: Infranum, Air traffic forecast 2020 for Frankfurt, 12/09/2006, figures are rounded

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Investments FRA: Expansion/FRA North
Constrained Movement Capacities

Based on Frankfurt Airport’s 2009 Summer Timetable

Source: Fraport
Visual Fact Book Full Year 2006
Investments FRA: Expansion/FRA North
Slot Demand Exceeds Capacity

Based on Frankfurt Airport’s 2009 Summer Timetable

- Declared capacity
- Av. slot demand

Number of requested slots

Time of the day (local)

Source: Fraport
Visual Fact Book Full Year 2008

Investments FRA: Expansion/FRA North
Capex Range 2007–2015: ~ €7bn

- Infrastructure
- New Runway
- Existing Terminals
- Existing Runway System
- Apron
- People Transport System
- Terminal 3

Expansion: ~ €4 bn
FRA North: ~ €3 bn

1) e.g. including new C-Pier, A-West, CD Pier, Hall C, fire protection, etc.
2) e.g. technical equipment, IT

Visual Fact Book Full Year 2008
Investments FRA: Expansion/FRA North

Finance Sources and Milestones in 2008

Successful Placement of “Schuldscheindarlehen”
- Two tranches:
  - 7 years, 65 basis points above six-month EURIBOR
  - 9 years, 72 basis points above six-month EURIBOR

Credit Commitment of 2 Infrastructures Banks, EIB and LTH: €980 mil.
- Payments in 4 tranches
- Margin significantly below average of market
- Average maturity: ~ 8 years
- Closing: Dec 19, 2008
- First Tranche: January 15, 2009

Total Investment 2007 - 2010: €3 bn.

Debt still to finance

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Investments FRA: Expansion/FRA North

Process for NW-Runway and Terminal 3

Planning
- 1997: Start of discussions
- June 2000: Final political decision for airport expansion
- September 2000: Fraport Board approval

Approval
- June 2002: Regional planning procedure finalized
- April 2003: Scoping hearing
- Jan/Feb 2005: Publication of documents in neighbouring communities

Approval/Construction
- 2005: Final statement course and results of hearing
- 2007: Approval of zoning procedure
- 2009: Start of runway construction/clearing of forest

Operation
- 2011: Opening of the new runway
- 2013: First construction phase of the planned Terminal 3 completed
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**Investments FRA: Expansion/FRA North**

**Five Challenges for Existing Terminals**

- **Passenger Capacity**: The number of passengers will increase dramatically before the completion of the first construction phase of the new Terminal 3 in 2013.
- **EU Security Regulation**: Separation of arriving passengers ("unclean" from non-Schengen) and departing ("clean") passengers required.
- **Strict Fire Protection Regulations**: Germany has the strictest fire protection regulations in the world; terminal buildings from 1972 require substantial modification.
- **New Aircraft Generation: A380**: A380 requires boarding on two levels via 3 passenger bridges and lounge capacity for up to 900 passengers.
- **High Demand for Retail Space**: Retail business generates high margins, compared to other European hubs. Frankfurt Airport has a shortage of retail space, especially on the airside.

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**Investments FRA: Expansion/FRA North**

**Main Projects Deal With Five Challenges**

- **Passenger Capacity**
- **EU Security Regulation**
- **Strict Fire Protection Regulations**
- **New Aircraft Generation: A380**
- **High Demand for Retail Space**

- **Pier A West Main drivers:**
  - Passenger capacity, 6 mil.
  - Retail space
- **Concourse B, Gaps AB, BC Main driver:**
  - Fire protection Terminal 1
- **Hall G, C/D-Pier Main drivers:**
  - Passenger capacity, 4 mil.
  - A380
- **Terminal 2 Main drivers:**
  - A380
  - Retail space
Fraport Share

Share 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): €316.1 million
Calculated par value per share: €10.00
Number of floating shares¹ on Dec. 31, 2008: 91,612,759
Listing: Frankfurt Stock Exchange – official trading (Prime Standard)
IPO: June 11, 2001
Placement price: €35.00

¹ Total number of shares on the balance sheet date minus treasury shares
Fraport Share Listings and Sustainability Listings

Share Indices
- Dow Jones STOXX 600
- FTSE World Europe
- MDAX
  The MDAX is a stock index which lists German companies. The index is calculated by Deutsche Börse (German Stock Exchange). It includes the 50 Prime Standard shares from classic sectors that rank immediately below the companies included in the DAX index. The company size is based on terms of order book volume and market capitalization.

Fraport Share Shareholder Structure

- Unknown: 17.51%
- Taube Hodson: 31.57%
- Amhold and S. Bleichroeder: 9.94%
- Artisan Partners: 10.35%
- Deutsche Lufthansa: 20.16%
- City of Frankfurt: 3.58%
- Country: 3.02%
- Other: 3.87%

Notes:
1) The relative ownership interest of the individual shareholders was adjusted to the current total number of shares existing as of March 31, 2009, and therefore may differ from the figures given at the time of reporting on excess/shortfall of the threshold of from the respective shareholders' own disclosures.
Source: State of Hesse, City of Frankfurt, Deutsche Lufthansa, Fraport
Fraport Share
Geographical Split

Total Geographical Split of Share
- USA: 24%
- Germany: 12%
- Rest of Europe: 3%
- UK: 2%
- Unknown: 7%

Geographical Split of Free Float*
- Continental Europe: 26%
- Rest (mainly Asia/Pacific): 3%
- USA: 16%

* Excluding Hesse, Frankfurt and Lufthansa, for unknown shareholding own estimates

Source: Fraport, March 2009

Fraport Share
Share Performance: EPS, Dividend, Payout Ratio

<table>
<thead>
<tr>
<th>Year</th>
<th>EPS (basic)</th>
<th>Dividend</th>
<th>Payout Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001</td>
<td>0.40</td>
<td>1.35</td>
<td>35.6%</td>
</tr>
<tr>
<td>2002</td>
<td>0.44</td>
<td>1.28</td>
<td>34.5%</td>
</tr>
<tr>
<td>2003</td>
<td>0.75</td>
<td>1.28</td>
<td>49.4%</td>
</tr>
<tr>
<td>2004</td>
<td>3.93</td>
<td>1.51</td>
<td>50.8%</td>
</tr>
<tr>
<td>2005</td>
<td>1.78</td>
<td>1.51</td>
<td>46.9%</td>
</tr>
<tr>
<td>2006</td>
<td>2.51</td>
<td>1.15</td>
<td>46.9%</td>
</tr>
<tr>
<td>2007</td>
<td>2.28</td>
<td>1.15</td>
<td>50.5%</td>
</tr>
<tr>
<td>2008</td>
<td>1.89</td>
<td>1.15*</td>
<td>61.0%</td>
</tr>
</tbody>
</table>

Special effects:
write-off Manila

* Dividend proposed to Annual General Meeting

Source: Visual Fact Book Full Year 2009
**Fraport Share**

**Key Figures Regarding the Fraport Share**

<table>
<thead>
<tr>
<th></th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year-end price</td>
<td>€ 31.39</td>
<td>44.9</td>
<td>54.62</td>
<td>53.87</td>
<td>30.91</td>
</tr>
<tr>
<td>Highest price</td>
<td>€ 31.39</td>
<td>44.9</td>
<td>66.77</td>
<td>64.65</td>
<td>54.34</td>
</tr>
<tr>
<td>Lowest price</td>
<td>€ 22.20</td>
<td>29.59</td>
<td>44.9</td>
<td>-45.53</td>
<td>23.87</td>
</tr>
<tr>
<td>Annual performance</td>
<td>% 40.3</td>
<td>45.4</td>
<td>22.3</td>
<td>1.9</td>
<td>-40.4</td>
</tr>
<tr>
<td>Earnings per share (basic)</td>
<td>€ 1.51</td>
<td>1.78</td>
<td>2.51</td>
<td>2.28</td>
<td>1.99</td>
</tr>
<tr>
<td>Dividends per share</td>
<td>€ 0.75</td>
<td>0.90</td>
<td>1.15</td>
<td>1.15</td>
<td>1.15</td>
</tr>
<tr>
<td>Dividend yield at Dec. 31</td>
<td>% 2.4</td>
<td>2.0</td>
<td>2.1</td>
<td>3.7</td>
<td></td>
</tr>
<tr>
<td>Payout ratio</td>
<td>% 49.4</td>
<td>50.8</td>
<td>45.9</td>
<td>50.5</td>
<td>61.0</td>
</tr>
<tr>
<td>Price-earnings ratio</td>
<td>20.8</td>
<td>25.2</td>
<td>21.5</td>
<td>23.6</td>
<td>16.4</td>
</tr>
<tr>
<td>Average trading volume per day</td>
<td>number 102,563</td>
<td>106,898</td>
<td>209,163</td>
<td>262,132</td>
<td>296,704</td>
</tr>
<tr>
<td>Market capitalization at Dec. 31</td>
<td>€ million 2,841</td>
<td>4,080</td>
<td>4,036</td>
<td>4,032</td>
<td>2,836</td>
</tr>
<tr>
<td>Total number of shares at Dec. 31</td>
<td>million 90.5</td>
<td>91.1</td>
<td>91.4</td>
<td>91.6</td>
<td>91.6</td>
</tr>
</tbody>
</table>

*Dividend proposed to Annual General Meeting*

**Fraport Share**

**Stock Performance Since IPO**

![Graph showing stock performance since IPO](image)

*For comparison reason the index of Fraport share performance was calculated by adding the dividend per share to the stock price*
Fraport Management

CEO: Prof. Dr. Wilhelm Bender

Fraport AG’s CEO since January 1993, thus the longest-serving chairman of all MDAX companies in Germany

Responsible for:
- Ground Services (Ground Handling)
- Corporate Strategy
- Internal Auditing
- Marketing, Sales Support, Boards and Committees
- Corporate Communications

Brief biography:
- 1990–1993: CEO of Schenker & Co GmbH; later CEO of Schenker Waggon- und Beteiligungs AG
- 1984–1990: Managing director of “Verkehrsforum Bahn” (the Rail Transport Forum industry association)
- 1974–1984: Various positions with Deutsche Bundesbahn AG
- Studied law and economic sciences
Fraport Management
Vice Chairman and COO: Dr. Stefan Schulte

Fraport AG’s Vice Chairman and COO since April 2007

- Traffic and Terminal management, Airport Expansion, and Airport Security Management (Aviation)
- Real Estate and Facility Management
- Legal Affairs

Brief biography:
- 2003–April 2007: CFO of Fraport AG
- 2001–2003: Executive board member (CFO) of Deutz AG, responsible for finance and human resources
- CFO at Infostrada S.p.A., the Mannesmann/Vodafone group’s former Italian fixed-network subsidiary
- Area director of controlling at Mannesmann Arcor
- Deutsche Bank’s group development department
- 1991: Finished his doctorate degree

Fraport Management
CFO: Dr. Matthias Zieschang

Fraport AG’s CFO since April 2007

- Controlling, Finance, Accounting
- Global Investments and Management (External Activities)
- Central Purchasing, Construction Contracts
- Information and Telecommunication
- Investor Relations
- Investment Management

Brief biography:
- 2001–2007: CFO of Deutsche Bahn Netz AG
- 1999–2001: CFO of Scandlines AG (shipping line)
- 1997–1999: Head of project and investment financing at Deutsche Bahn AG
- 1994–1997: Head of financial strategy and planning at Deutsche Bahn AG
- 1990–1994: Specialist for capital market financing at BASF AG
- Assistant lecturer at the Technical University of Darmstadt
- Studied national economics and business administration
**Fraport Management**

**Executive Director Labor Relations: Herbert Mai**

Fraport AG’s Executive Director Labor Relations since 2001

Responsible for:

- Retail and Properties
- Human Resources
- Data Protection
- Management Systems
- Confidential Affairs
- Environmental Management

**Brief biography:**

- 1982–1992: Regional chairman of ÖTV Hesse
- Wide range of responsibilities at ÖTV Hesse
- Attended the Higher Technical College for Social Services
- Administrative inspector with the Düsseldorf administrative district board
- Training in higher public administrative service

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**Glossary I**

- **ACI**
  Acronym for Airports Council International, the international association representing the world’s airports

- **AEA**
  Acronym for Association of European Airlines, the European association representing European airlines

- **Aviation**
  One of the Fraport Group’s business segments. The Aviation segment is responsible for air traffic and terminal management as well as airport and aviation security

- **BOT**
  Acronym for Build Operate Transfer

- **CAGR**
  Acronym for Compound Annual Growth Rate

- **CUTE**
  Common Use Terminal Equipment

- **DLH**
  Acronym for Deutsche Lufthansa

- **EPS**
  Acronym for Earnings per Share

- **EIB**
  Acronym for European Investment Bank

- **External Activities**
  One of the Fraport Group’s business segments. The External Activities segment encompasses all holdings and activities not located at Frankfurt

- **FRA**
  Acronym for Frankfurt Airport
Glossary II

**Ground Handling**
One of the Fraport Group’s business segments. The Ground Handling segment encompasses the services required for servicing an aircraft on the ground.

**Hub**
An airport that coordinates direct long-haul services with a system network of feeder services.

**IATA**
Acronym for International Air Transport Association, the international umbrella organization of the airlines, headquartered in Montreal.

**ICE**
Acronym for Inter City Express, German high speed train.

**IR**
Acronym for Investor Relations.

**ISIN**
Acronym International Securities Identification Number is a 12-character alpha-numerical code that uniquely identifies a security, e.g., a share.

**MTOW**
Acronym for maximum takeoff weight, the maximum weight for which an aircraft is certified. The MTOW is the decisive parameter for determining takeoff and landing charges.

**O & D**
Origin and Destination.

**PAX, or pax**
Abbreviation for passenger(s).

**RAB**
Acronym for Regulated Asset Base: Asset base used for calculating costs of capital as part of regulated charges.

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Glossary III

**Retail & Properties**
One of the Fraport Group’s business segments. The Retail & Properties segment encompasses the letting of shops and offices, the management of parking facilities and real estate marketing.

**ROFRA**
Abbreviation for Return on Fraport Assets = EBIT divided by Fraport assets.

**RPK**
Acronym for Revenue Passenger Kilometers: number of paying passengers multiplied with number of kilometers they traveled.

**Star Alliance**
The world’s largest strategic alliance of airlines, which also includes Lufthansa German Airlines.
Map of Frankfurt Airport incl. Terminal 3 and Northwest Runway (planned), as of March 2009
Investor Relations
IR Service – meet IR

Financial Calendar 2009
3-month interim report 2009  Tuesday, May 12
Annual General Meeting  Wednesday, May 27
6-month interim report 2009  Thursday, August 6
9-month interim report 2009  Thursday, November 5

Traffic Calendar 2009
April 2009  Wed., May 13, 2000
May 2009  Tue., June 16, 2009
June 2009  Fri., July 10, 2009
July 2009  Wed., August 12, 2009
August 2009  Thu., September 10, 2009
September 2009  Tue., October 13, 2009
October 2009  Wed., November 11, 2009
November 2009  Thu., December 10, 2009
December 2009  Fri., January 15, 2010

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www.meet-ir.com

There you find e.g. the dates and places of roadshows and conferences as well as downloads of the most current data and presentations.

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Investor Relations
IR Contact – meet IR

Fraport AG
Frankfurt Airport Services Worldwide
60547 Frankfurt am Main
Phone  +49 69 690-74842
Fax  +49 69 690-74843
Email  investor.relations@fraport.de

Stefan J. Rüter, Head of IR
Phone  +49 69 690-74840
s.rueter@fraport.de

Aysegül Bahar-Top, Manager IR
Phone  +49 69 690-74844
a.bahar-top@fraport.de

Marc Poeschmann, Manager IR
Phone  +49 69 690-74845
m.poeschmann@fraport.de
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