**FRAPORT SHARE & MANAGEMENT**

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<td>Investor Relations</td>
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<td></td>
<td>IR Service – meet IR</td>
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Main Information on Fraport and Market

Fraport at a Glance
Fraport at a Glance

History of Fraport AG

1924  Opening of the airfield at the Rebstock site, Frankfurt, operated by the Südwestdeutsche Luftverkehrs 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”
1997–2010  Focus on international activities: Acquisition of Hanover, Frankfurt-Hahn, Delhi, Antalya, Lima, Vienna & Burgas, Xi’an, Saint Petersburg; Management contracts with Riyadh & Jedda, Cairo, Dakar
2008–2009  Portfolio optimization: Sale of ICTS Europe and Frankfurt-Hahn
2009  Construction start of the new runway Northwest

Fraport 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
- 133.6 million passengers at all airports of Fraport Group in 2009
  - 73.7 million passengers at majority holdings
  - 59.9 million passengers at minority holdings/airports with management contracts
  - The Fraport Group employs 19,247 people, thereof 17,290 at Frankfurt Airport
- Fraport generated revenue of €2.0 bn., EBITDA of €553 million in 2009

* As of December 31, 2009 (employees on temporary leave and furlough not included)
### Fraport at a Glance

#### Group Traffic Figures FY 2009

<table>
<thead>
<tr>
<th></th>
<th>in '000</th>
<th>Fraport Share</th>
<th>Passengers</th>
<th>Change in %</th>
<th>Cargo</th>
<th>Change in %</th>
<th>Movements</th>
<th>Change in %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frankfurt</td>
<td>100.00%</td>
<td>50,933</td>
<td>1,888</td>
<td>-10.6</td>
<td>463</td>
<td>-4.7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Antalya1</td>
<td>61.00%</td>
<td>11,013</td>
<td>8,787</td>
<td>6.1</td>
<td>105</td>
<td>6.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lima</td>
<td>70.01%</td>
<td>1,705</td>
<td>3</td>
<td>85.0</td>
<td>16</td>
<td>-7.8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Burgas</td>
<td>60.00%</td>
<td>2,229</td>
<td>&lt;1</td>
<td>-17.5</td>
<td>13</td>
<td>-15.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Varna</td>
<td>60.00%</td>
<td>14,379</td>
<td>286</td>
<td>144</td>
<td>78</td>
<td>-10.4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Delhi</td>
<td>10.00%</td>
<td>133,554</td>
<td>1,322</td>
<td>-5.6</td>
<td>1,284</td>
<td>0.8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Xi’an</td>
<td>24.50%</td>
<td>15,286</td>
<td>128</td>
<td>144</td>
<td>78</td>
<td>-10.4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hanover</td>
<td>30.00%</td>
<td>4,970</td>
<td>11</td>
<td>-34.5</td>
<td>78</td>
<td>-10.4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cairo2</td>
<td>14,379</td>
<td>286</td>
<td>142</td>
<td>3.7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1) Equity Share 56%; Voting rights 51%; pro rata basis consolidation; increase of equity share from 34% to 50% in January 2009
2) Share of September 2009 with all terminals, basis of a 24hr day. Adjusted

**Source:** Fraport

### Fraport at a Glance

#### Portfolio

<table>
<thead>
<tr>
<th>Aviation</th>
<th>Revenue</th>
<th>€1,972.6 mln.</th>
<th>EBITDA</th>
<th>€552.9 mln.</th>
<th>EBIT</th>
<th>€290.4 mln.</th>
<th>Net Income</th>
<th>€167.3 mln.</th>
<th>EPS Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fraport</td>
<td>EBIT</td>
<td></td>
<td>Employees</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dr. Stefan Schulte (CEO)</td>
<td>€683.7 mln.</td>
<td>€115.0 mln.</td>
<td>€40.1 mln.</td>
<td>6,192</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail &amp; Real Estate</td>
<td>Revenue</td>
<td>€363.9 mln.</td>
<td>EBITDA</td>
<td>€279.9 mln.</td>
<td>EBIT</td>
<td>€221.7 mln.</td>
<td>Net Income</td>
<td>€30.5 mln.</td>
<td>EPS Employees</td>
</tr>
<tr>
<td>Fraport Net</td>
<td>EBIT</td>
<td>€15.7 mln.</td>
<td>€38.5 mln.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ground Handling</td>
<td>Revenue</td>
<td>€206.8 mln.</td>
<td>EBITDA</td>
<td>€141.5 mln.</td>
<td>EBIT</td>
<td>€67.1 mln.</td>
<td>Net Income</td>
<td>€145.5 mln.</td>
<td>EPS Employees</td>
</tr>
</tbody>
</table>

1) Figures after spin-offs off effects of consolidation effects
2) As of December 31, 2009 (employees on temporary leave and trainees not included)
3) Executive Director Labour Relations

**Source:** Fraport
Fraport at a Glance
Financial Performance

€ mil.

2002 € -1.32
2003 € 1.33
2004 € 1.56
2005 € 1.85
2006 € 2.63
2007 € 2.44
2008 € 2.67
2009 € 1.64

Revenue | EBITDA | Net Profit before minorities

1 Figures including one-off, and consolidation effects, major effects included:
2002 Merge write-down EBITDA effect: -0.20 m, net profit effect: -0.67 m.
2003 Previous net profit effect from €1.3 m.强劲 payment in financial result.
2004 Previous net profit effect from €1.2 m.
2005 Previous net profit effect from €1.1 m.
2006 Previous net profit effect from €1.0 m.
2007 Previous net profit effect from €0.9 m.
2008 Previous net profit effect from €0.8 m.
2009 Previous net profit effect from €0.7 m.

2008 Sale of CTS investment on April 1, revenue effect of €0.295 m. in 2008 and €0.95 m. in 2009.
2009 Sale of CTS investment on Feb. 28, revenue effect of €0.39 m., and negative EBITDA effect, additional €30 m. impairment on Ground Handling, and positive tax effect of €20.9 m.

Main Information on Fraport and Market

Corporate Strategy
Corporate Strategy

Strategic Goals

Value Creation | Performance | Sustainability

The three Pillars of Fraport’s Strategy

Consolidation at FRA
- Taking advantage of our strong position in the Aviation and Ground Handling segments
- Tightening relations with our key customers
- Optimizing productivity and efficiency

Growth & Expansion at FRA
- Increasing capacity to ensure growth and strengthen our competitive position
- Expanding and modernizing terminals and retail areas
- Upgrading the real estate location 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

Corporate Strategy

Agenda 2015

Use of Growth Potentials

- Strengthen Profitability
- Customer Satisfaction
- Secure Sustainability

Manage Capex
**Corporate Strategy/Agoenda 2015**

**Key Projects and Activities**

**Strengthen Profitability**
- Traffic growth due to new runway for landings
- Increase of airport charges
- Increase in airport retail areas and revenue
- Further development of the external business
- Creation of competitive structures in ground services
- Program to increase efficiency and create lean corporate structures (Fitness@Fraport2011)

**Customer Satisfaction**
- Implementation of a strategic new service program for FRA
- Service action program: expeditious and easy traveling, attractive entertainment and shopping experiences, pleasant atmosphere

**Secure Sustainability**
- Optimizing the energy efficiency of buildings
- Expanding the use of electric vehicles
- Use of alternative energy sources at the airport (geothermal energy, photovoltaics)
- Group-wide rollout of our well-tested values management and whistle-blower systems (e.g., Bulgaria)

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**Corporate Strategy/Agoenda 2015**

**Use of Growth Potentials**

**External Activities**
- Public Private Partnership signed with Saint Petersburg
- Shareholding in Antalya increased
- Loss-making Hahn sold

**Retail**
- New marketplace in Terminal 2:
  - Expansion of existing retail space in Terminal 2 by more than 1,000 sqm
- Pier A-Plus in Terminal 1 (12,000 sqm, opening 2012)

**Expansion/FRA North**
- Construction of Runway Northwest started
- Capex financing 100% secured – despite credit crunch
Main Information on Fraport and Market

Future Air Traffic Development
Future Air Traffic Development  
Focus on Intercontinental Routes in Europe

Air traffic growth 2008-2027*

- North America: 2.5%
- Europe: 3.9%
- Latin America: 5.0%
- Middle East: 4.5%
- Asia/Pacific: 4.6%
- Global average: 4.2% p.a.

* Source: ACI Global Traffic Forecast 2008-2027  
* CAGR of passengers

Main Information on Fraport and Market

Key Players in Airport Business
Key Players in Airport Business

5 Key Players in Airport Business Worldwide

Passenger volume of airport groups (proportionate calculation)
Number of passengers in 2009 (2008), status of shareholdings as of January 2010

Key Players in Airport Business

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 independently usable</td>
<td>90 mov/h</td>
<td>1 possibly by 2020</td>
<td>120 mov/h</td>
</tr>
<tr>
<td>Paris-Charles de Gaulle</td>
<td>4 independently usable</td>
<td>114 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>126 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>110 mov/h</td>
<td>1</td>
<td>125 mov/h</td>
</tr>
<tr>
<td>Munich</td>
<td>2 independently usable</td>
<td>90 mov/h</td>
<td>1 possibly by 2013</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>
</tr>
<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
Key Players in Airport Business
Traffic focusing on Mega Hubs in Europe

Only three Airbus A380 bases in Europe

<table>
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<th>A380s in Europe</th>
<th>Intercontinental traffic in Europe</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>43%</td>
</tr>
<tr>
<td>Sky Team</td>
<td></td>
</tr>
<tr>
<td>Air France</td>
<td></td>
</tr>
<tr>
<td>KLM Etc.</td>
<td></td>
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<tr>
<td>Major Hub: CDG</td>
<td></td>
</tr>
<tr>
<td></td>
<td>18%</td>
</tr>
<tr>
<td>Star Alliance</td>
<td></td>
</tr>
<tr>
<td>Lufthansa</td>
<td></td>
</tr>
<tr>
<td>United Airlines</td>
<td></td>
</tr>
<tr>
<td>Major Hub: FRA</td>
<td></td>
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<tr>
<td></td>
<td>25%</td>
</tr>
<tr>
<td>One World</td>
<td></td>
</tr>
<tr>
<td>British Airways</td>
<td></td>
</tr>
<tr>
<td>American Airlines</td>
<td></td>
</tr>
<tr>
<td>Etc. Major Hub: LHR</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Three strong alliances dominate</td>
<td>57% of market</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Airline</th>
<th>A380 Orders</th>
<th>Airport</th>
<th>Airport PAX (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>British Airways</td>
<td>12 (+7)</td>
<td>LHR</td>
<td>66.0</td>
</tr>
<tr>
<td>Virgin Atlantic</td>
<td>6 (+8)</td>
<td>LHR</td>
<td>66.0</td>
</tr>
<tr>
<td>Air France</td>
<td>12* (+2)</td>
<td>CDG</td>
<td>57.9</td>
</tr>
<tr>
<td>Lufthansa</td>
<td>15* (+5)</td>
<td>FRA</td>
<td>50.9</td>
</tr>
</tbody>
</table>

1) Two aircraft already in service
2) Four aircraft is planned to go in service in 2010
3) Reference parameter: Intercontinental seats ex Europe
Source: OAG MAX December 2009

Key Players in Airport Business
Major New and Recent Airport Projects

Source: Mandarberger Airport Information, May 2009, original version in B, foreign currency translation could lead to different data, B retention rate 1.37 as of March 2010.

* Fraport data, 2007-2010
Main Information on Fraport and Market

Frankfurt Airport – Features of FRA

Biggest Passenger Airport in Germany
- 56.9 mln. PAX in 2008
- 119 airlines fly to 300 destinations in 110 countries*
- Star Alliance accounts for 74% of passengers at FRA

One of the leading cargo hub airports in Europe
- 1.9 mil. metric tons of freight and mail in 2009
- 30 cargo airlines flying to 78 destinations in 40 countries*
- Leading cargo hub – enhances airline yields via belly freight

Europe's largest catchment area
- 38 million people or about 50% of the German population live within a 200km radius from FRA
- 174 ICE and long-distance trains per day
- ~5 mil. transfer PAX per year using the long-distance trains to and from FRA
- 223 regional trains per day

Frankfurt Airport – top of the hubs
- Shortest minimum connecting among major hubs in Europe
- Highest connectivity in Europe with more than 250 destinations
- Competitive fee level compared to other European hubs
- Superior ground handling quality
- Capacity increase by more than 50% by 2011 with inauguration of new runway

*Summer flight schedule 2010
Frankfurt Airport – Features of FRA
Pax Development Since 1980: CAGR +3.7%

- Monthly development
- Gliding 12-months average
- Linear trend
- CAGR 1980-2009: 3.7%
- CAGR 1980-2008: 4.0%
- Gulf war
- 2nd oil crisis
- September-11
- War on Iraq / SARS
- Capacity constraints
- Economy downturn / high oil price

Source: Fraport

---

Frankfurt Airport – Features of FRA
Pax Development by Regions (CAGR)

Europe -0.5% (0.5%)*

Far East +1.7% (3.6%)*

Middle East +7.3% (8.9%)*

North America +0.9% (1.8%)*

Latin America -0.5% (-2.2%)*

China +4.6% (7.0%)*

India +8.0% (10.6%)*

**Frankfurt Airport – Features of FRA**

**Freight Development by Regions (CAGR)**

- **Europe**: -0.2% (-0.5%)*
- **Far East**: +4.1% (7.8%)*
- **Middle East**: +4.6% (5.3%)*
- **China**: +8.2% (12.7%)*
- **India**: +4.0% (7.4%)*
- **North America**: -1.9% (0.9%)*
- **Latin America**: +1.6% (3.0%)*

*Source: Fraport*

---

**Frankfurt Airport – Features of FRA**

**Traffic Split and Growth 2009**

- **W-Europe**: 40% *-5%
- **Domestic**: 12% *-6%
- **E-Europe**: 7% *-6%
- **Far East**: 12% *-6%
- **Middle East**: 5% *
- **Latin America**: 3% *-4%
- **Africa**: 5% *-4%
- **Intercontinental**: 41% *-4%

*Source: Fraport*
Frankfurt Airport – Features of FRA
Growth due to efficient Use of existing Infrastructure

Source: Fraport

Frankfurt Airport – Features of FRA
Passengers per Passenger Flights*

*Passenger flights: considering only passenger flights – pure cargo flights and non-commercial flights not included
Source: Fraport, company information
Frankfurt Airport – Features of FRA
Intercontinental Traffic is Concentrated in Frankfurt

- Frankfurt is No. 1 airport in Europe in terms of catchment area and intermodality
- Frankfurt is No. 1 airport in Germany, No. 3 in Europe and No. 9 worldwide
- 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: 23.8% (25.5%)*
  - Munich: 6.0% (6.1%)*
  - Düsseldorf: 4.8% (3.9%)*
  - Hamburg: 1.7% (2.9%)*
- Frankfurt Airport is No. 1 Star Alliance hub in Europe

Source: Statistisches Bundesamt (Federal Statistical Office)

Rankings related to PAX, wide body share related to PAX and Cargo

(*) 2008 figures

Frankfurt Airport – Features of FRA
Biggest Catchment Area of All European Hubs

47%* of the German population (38 mil.) lives within a radius of 200 km around Frankfurt Airport

* Source: DWP Deutschland AG, Consulting & Research, 2005
Frankfurt Airport – Features of FRA

**Originating Passenger Split**

- 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.
- 26% of the passengers traveling to the airport from a distance of more than 100 km (growth of 6 percentage points since 1998).

---

**Frankfurt Airport – Features of FRA**

**FRA has the highest Transfer Rate in Europe**

- With 52%, Frankfurt is the airport with the highest rate of transferring passengers in Europe.
- About 3/4 of all transferring PAX come from or go to an intercontinental destination, 65% are intercont-cont. PAX and 9% intercont-intercont.
- Intercont traffic has direct impact on fees (higher MTOW) and retail revenue (better spending behaviour).
- This effect is likely to increase with start of operations of the A380.
Frankfurt Airport – Features of FRA
FRA offers the most Destinations in Europe
Frankfurt Airport – Features of FRA With High Market Share on Profitable Routes Compared to European Hubs

North America | Latin America
---|---
LHR | -2.0 | CDG | 3.0
FRA | -5.3 | AMS | -5.5
CDG | -3.5 | FRA | 1.6
AMS | -11.6 | LHR | 0.7
MUC | -5.9 | MUC | 0.2
ZRH | -1.9 | ZRH | 0.2

Europe | Africa | Asia
---|---|---
LHR | -4.1 | CDG | 6.8 | LHR | 15.3
AMS | -2.8 | FRA | 4.1 | FRA | -2.7
CDG | -1.2 | AMS | -0.6 | CDB | 3.7
AMS | -3.4 | FRA | 2.4 | AMS | -6.3
MUC | -3.2 | ZRH | -5.7 | MUC | 6.9
ZRH | -2.3

YoY growth rate | Mil. passengers in 2009
Source: Rapid Data Exchange

Frankfurt Airport – Features of FRA Selected Schedule Changes in 2009

New Airlines

New Destinations
- Antwerp
- Poznan
- Istanbul Sabiha Gökçen
- Lahore
- Muscat
- Kabul
- Abuja
- Port Harcourt
- Libreville
- Nassau

Airlines not Operating any more at FRA

Source: Fraport
### Frankfurt Airport – Features of FRA

#### Top 30 Pax Airports in the World

<table>
<thead>
<tr>
<th>Rank</th>
<th>Airport</th>
<th>Passengers 2009*</th>
<th>Change %</th>
<th>Rank</th>
<th>Airport</th>
<th>Passengers 2009*</th>
<th>Change %</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Atlanta</td>
<td>68.0</td>
<td>-2.3</td>
<td>16</td>
<td>Bangkok</td>
<td>40.5</td>
<td>-4.9</td>
</tr>
<tr>
<td>2</td>
<td>London-Heathrow</td>
<td>66.0</td>
<td>-1.5</td>
<td>17</td>
<td>Las Vegas</td>
<td>40.5</td>
<td>-8.2</td>
</tr>
<tr>
<td>3</td>
<td>Beijing</td>
<td>65.3</td>
<td>16.8</td>
<td>18</td>
<td>Houston</td>
<td>40.0</td>
<td>-4.1</td>
</tr>
<tr>
<td>4</td>
<td>Chicago</td>
<td>64.4</td>
<td>-8.8</td>
<td>19</td>
<td>Phoenix</td>
<td>37.8</td>
<td>-5.2</td>
</tr>
<tr>
<td>5</td>
<td>Tokyo-Haneda</td>
<td>61.9</td>
<td>-7.2</td>
<td>20</td>
<td>San Francisco</td>
<td>37.4</td>
<td>0.2</td>
</tr>
<tr>
<td>6</td>
<td>Paris-Ch. d. Gaulle</td>
<td>57.9</td>
<td>-4.9</td>
<td>21</td>
<td>Singapur</td>
<td>37.2</td>
<td>-1.3</td>
</tr>
<tr>
<td>7</td>
<td>Los Angeles</td>
<td>56.5</td>
<td>-5.5</td>
<td>22</td>
<td>Guangzhou</td>
<td>37.0</td>
<td>10.8</td>
</tr>
<tr>
<td>8</td>
<td>Dallas-Ft Worth</td>
<td>56.0</td>
<td>-1.9</td>
<td>23</td>
<td>Jakarta</td>
<td>36.5</td>
<td>13.3</td>
</tr>
<tr>
<td>9</td>
<td>Frankfurt</td>
<td>50.9</td>
<td>-4.7</td>
<td>24</td>
<td>Charlotte</td>
<td>34.6</td>
<td>-0.5</td>
</tr>
<tr>
<td>10</td>
<td>Denver</td>
<td>50.2</td>
<td>-2.1</td>
<td>25</td>
<td>Miami</td>
<td>33.9</td>
<td>-0.5</td>
</tr>
<tr>
<td>11</td>
<td>Madrid</td>
<td>48.2</td>
<td>-5.1</td>
<td>26</td>
<td>Orlando</td>
<td>33.7</td>
<td>-5.4</td>
</tr>
<tr>
<td>12</td>
<td>New York JFK</td>
<td>45.9</td>
<td>-3.9</td>
<td>27</td>
<td>Rome</td>
<td>33.7</td>
<td>-4.0</td>
</tr>
<tr>
<td>13</td>
<td>Hong Kong</td>
<td>45.6</td>
<td>-4.8</td>
<td>28</td>
<td>Sydney</td>
<td>33.4</td>
<td>0.4</td>
</tr>
<tr>
<td>14</td>
<td>Amsterdam</td>
<td>43.6</td>
<td>-8.1</td>
<td>29</td>
<td>Newark</td>
<td>33.4</td>
<td>-5.5</td>
</tr>
<tr>
<td>15</td>
<td>Dubai</td>
<td>40.9</td>
<td>9.2</td>
<td>30</td>
<td>München</td>
<td>32.7</td>
<td>-5.4</td>
</tr>
</tbody>
</table>

*) Preliminary ACI figures for 2009, local passengers included and deplaned, passengers in transit counted once.

### Frankfurt Airport – Features of FRA

#### Top 30 Cargo Airports in the World

<table>
<thead>
<tr>
<th>Rank</th>
<th>Airport</th>
<th>Cargo 2009* [t]</th>
<th>Change %</th>
<th>Rank</th>
<th>Airport</th>
<th>Cargo 2009* [t]</th>
<th>Change %</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Memphis</td>
<td>3,697</td>
<td>0.4</td>
<td>16</td>
<td>London-Heathrow</td>
<td>1,350</td>
<td>-9.2</td>
</tr>
<tr>
<td>2</td>
<td>Hong Kong</td>
<td>3,385</td>
<td>-7.5</td>
<td>17</td>
<td>Amsterdam</td>
<td>1,315</td>
<td>-17.9</td>
</tr>
<tr>
<td>3</td>
<td>Shanghai</td>
<td>2,539</td>
<td>-2.3</td>
<td>18</td>
<td>Chicago</td>
<td>1,150</td>
<td>-14.1</td>
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<tr>
<td>4</td>
<td>Seoul</td>
<td>2,513</td>
<td>-4.8</td>
<td>19</td>
<td>New York JFK</td>
<td>1,136</td>
<td>-21.8</td>
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<tr>
<td>5</td>
<td>Anchorage</td>
<td>1,990</td>
<td>-14.9</td>
<td>20</td>
<td>Bangkok</td>
<td>1,046</td>
<td>-10.9</td>
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<tr>
<td>6</td>
<td>Louisville</td>
<td>1,949</td>
<td>-1.3</td>
<td>21</td>
<td>Guangzhou</td>
<td>955</td>
<td>39.3</td>
</tr>
<tr>
<td>7</td>
<td>Dubai</td>
<td>1,928</td>
<td>5.6</td>
<td>22</td>
<td>Indianapolis</td>
<td>901</td>
<td>-9.0</td>
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<tr>
<td>8</td>
<td>Frankfurt</td>
<td>1,868</td>
<td>-10.8</td>
<td>23</td>
<td>Tokyo</td>
<td>779</td>
<td>-8.3</td>
</tr>
<tr>
<td>9</td>
<td>Tokyo</td>
<td>1,652</td>
<td>-11.8</td>
<td>24</td>
<td>Newark</td>
<td>768</td>
<td>-13.5</td>
</tr>
<tr>
<td>10</td>
<td>Paris-Ch. d. Gaulle</td>
<td>1,819</td>
<td>-10.8</td>
<td>25</td>
<td>Luxembourg</td>
<td>629</td>
<td>-20.2</td>
</tr>
<tr>
<td>11</td>
<td>Singapore</td>
<td>1,661</td>
<td>-11.8</td>
<td>26</td>
<td>Osaka</td>
<td>609</td>
<td>-28.0</td>
</tr>
<tr>
<td>12</td>
<td>Miami</td>
<td>1,557</td>
<td>-13.8</td>
<td>27</td>
<td>Shenzhen</td>
<td>606</td>
<td>1.3</td>
</tr>
<tr>
<td>13</td>
<td>Los Angeles</td>
<td>1,506</td>
<td>-7.6</td>
<td>28</td>
<td>Dallas-Ft Worth</td>
<td>602</td>
<td>-8.6</td>
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<tr>
<td>14</td>
<td>Beijing</td>
<td>1,421</td>
<td>4.0</td>
<td>29</td>
<td>Kuala Lumpur</td>
<td>601</td>
<td>-9.7</td>
</tr>
<tr>
<td>15</td>
<td>Taipei</td>
<td>1,358</td>
<td>-9.0</td>
<td>30</td>
<td>Mumbai</td>
<td>568</td>
<td>1.6</td>
</tr>
</tbody>
</table>

*) Preliminary ACI figures for 2009, loaded and unloaded freight and mail.
Main Information on Fraport and Market

Expansion at FRA

Expansion at FRA
FRA Traffic Split Forecast for 2020

Traffic Share in Frankfurt (Passengers)

Source: Interplane, Air traffic forecast 2020 for Frankfurt, 12/03/2006
Expansion at FRA
Constrained Movement Capacities

Based on Frankfurt Airport’s 2010 Summer Timetable

Declared capacity
Av. slot coordinated

Number of requested slots

Time of the day (local)

Source: Fraport

Expansion at FRA
Slot Demand Exceeds Capacity

Based on Frankfurt Airport’s 2010 Summer Timetable

Declared capacity
Av. slot demand

Number of requested slots

Time of the day (local)

Source: Fraport
Expansion at FRA

Process for NW-Runway and Terminal 3

- **Planning**
  - 1997: Start of discussions
  - 1999-2000: Mediation
  - June 2000: Basic political decision for airport expansion
  - September 2000: Fraport Board approval

- **Approval**
  - June 2002: Regional planning procedure finalized
  - 2003: Submission of zoning application
  - Dec 18th, 2007: Zoning decision

- **Approval/Construction**
  - Jan 2008: Judgment by the court on start of construction work
  - Spring 2009: Start of runway construction/clearing of forest
  - Aug 2009: Decision by the court in the main proceedings

- **Operation**
  - 2011: Opening of the new runway

Terminal 3: Construction and opening of individual phases according to arising demand:
- From 2016 onwards first phase
- From 2018 onwards second phase

---

Expansion at FRA

Capex Range 2007-2015: ~ € 7bn

- **Infrastructure**
  - New Runway
  - Existing Terminals
- **Existing Runway System**
- **Apron**
- **People Transport System**

1) E.g. including new C-Pier, A-Pier, C-Pier, Hall C, Sep protection, etc.
2) E.g. technical equipment, IT
Expansion at FRA
Passenger Scenario at FRA

- Crisis effect
- Small growth
- 3% CAGR
- 1.3% CAGR
- Significant growth
- Growth above global GDP


Expansion at FRA
Five Challenges for Existing Terminals

- Passenger Capacity
- Number of passengers will increase significantly before the completion of the first construction phase of the new Terminal 3*

- EU Security Regulations
- Separation of arriving passengers ("in line" 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 600 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 airside

* Construction and opening of individual phases according to arising demand: from 2016 first phase, from 2018 second phase
Expansion at FRA
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
  Main driver:
  - Fire protection
  Terminal 1

- Hall C, D-Pier
  Main drivers:
  - Passenger capacity, 4 mil.
  - A380
  - Retail space

- Terminal 2
  Main drivers:
  - A380
  - Retail space

Group Financials & Segments
**Group Financials**

**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>2006</td>
<td>27.0%</td>
<td>2,143.9</td>
<td>578.4</td>
<td>330.4</td>
</tr>
<tr>
<td>2007</td>
<td>24.9%</td>
<td>2,329.0</td>
<td>590.5</td>
<td>339.3</td>
</tr>
<tr>
<td>2008</td>
<td>28.6%</td>
<td>2,101.6</td>
<td>600.7</td>
<td>359.2</td>
</tr>
<tr>
<td>2009</td>
<td>28.0%</td>
<td>1,972.6</td>
<td>552.9</td>
<td>290.4</td>
</tr>
</tbody>
</table>

*) Figures including special items/effects/consolidation effects

**Group Financials**

**Segment Split of Revenue and EBITDA FY 2009**

- Aviation: 21.0%
- Retail & Real Estate: 18.4%
- External Activities & Services: 25.6%
- Ground Handling: 31.5%
- Revenue: 100%

Group EBITDA € 552.9 mil.  
Group Revenue € 1.97 bn.
Group Financials
Balance Sheet

€ mil.

- Cash & cash equivalents
- Other assets

2006

4,333.6
3,439.8
893.8

2007

4,876.1
1,198.4
2,218.8

2008

5,764.9
1,104.4
888.8

2009

5,229.0
2,031.7
1,349.4

- Financial liabilities
- Other liabilities
- Shareholders equity
- Gearing

Minority interests & proposed dividend

8,657.0
6,055.7
1,828.3

6,578.4
1,769.4
2,442.4

2,240.8
165.8

Group Financials
Capex Financing 100% Secured

€ mil.

- Placement of 2 Promissory Notes/Schuldscheindarlehen
  - 2009: € 368 mln.
  - 10 Y Bullet, Spread 210 BP
  - 5 Y Bullet, Spread 260 BP
  - 10 Y Bullet, Spread 270 BP
  - 2008: € 720 mln.
  - 7 Y Bullet, Spread 65 BP
  - 5 Y Bullet, Spread 72 BP

- Loans of Infrastructure Banks (EIB+LTH)
  - € 980 mln.
  - 4 tranches
  - Final tranche drawn Dec. 23, 2009
  - Margin significantly below average of market
  - Average maturity: ~8 years

- Corporate Bond**
  - 10 Y Bullet, Spread 180 BP

- Private Placement**
  - 20 Y Bullet, Spread 200 BP

Source of funds

Debt of Subsidiaries, ~€ 385 mln.*

Total invested 2008 – 2010: ~€ 3.7 bn.

100% Secured

€ 4,245.8 mln.
Financial Debt as of Dec. 31, 2009

*) most part:
  - € 200 Mio. Fraport Issues
  - € 115 Mio. LOF
  - € 230 Mio. AVT

**) Proceeds partly used as cash reserve and repayment of short-term loans (ex. CAC)
Group Financials

Maturity Profile & Cash Position as of Dec. 31, 2009

€ mil.

Fraport debt conditions on average
• ~ 4% interest rate
• ~ 8.7 years maturity

- Bond of € 600 mil. & Private Placement of € 150 mil.
- Loans of Infrastructure Banks (EBR+TH) of € 350 mil.
- Promissory note "Schuldscheindarlehen" of € 308 mil.
- promissory note "Schuldscheindarlehen" of € 720 mil.
- Other financial liabilities
- Cash & Cash equivalents

Group Financials

Fraport 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>External Activities &amp; Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>EBIT</td>
<td>2004</td>
<td>359.2</td>
<td>49.1</td>
<td>92.5</td>
<td>221.7</td>
</tr>
<tr>
<td></td>
<td>2008</td>
<td>228.2</td>
<td>228.2</td>
<td>335.1</td>
<td>70.6</td>
</tr>
<tr>
<td></td>
<td>2009</td>
<td>18.9</td>
<td>18.9</td>
<td>18.9</td>
<td>18.9</td>
</tr>
<tr>
<td>Fraport assets</td>
<td>3,705.6</td>
<td>3,419.1</td>
<td>1,218.1</td>
<td>1,151.1</td>
<td>1,258.3</td>
</tr>
<tr>
<td>Costs of capital before tax</td>
<td>362.9</td>
<td>341.9</td>
<td>115.7</td>
<td>115.7</td>
<td>119.5</td>
</tr>
<tr>
<td>Fraport value added before tax</td>
<td>-61.6</td>
<td>17.2</td>
<td>-75.6</td>
<td>-23.6</td>
<td>192.2</td>
</tr>
<tr>
<td>ROFRA</td>
<td>7.8%</td>
<td>10.5%</td>
<td>3.3%</td>
<td>8.0%</td>
<td>17.6%</td>
</tr>
</tbody>
</table>

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

*) External Activities: EBIT and Fraport assets are adjusted for investments accounted for using the equity method and financial investments
Group Financials & Segments

Aviation

Aviation Segment Structure*

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

Airport Security Management
Claudia Uhe, Executive VP

Aviation Operations
- Air traffic operations
- Terminal operations
- Corporate Safety and Security

Infrastructure Development
- Airport master planning
- Airside infrastructure
- Passenger infrastructure

Realization Management
- Project management and approval procedure for airport expansion
- Civil engineering technical equipment

Airport Security Management
- Aviation security
- Airport security operations

Environmental Issues

*) New segment structure from 2009 onwards. The Retail & Properties segment has been adjusted and renamed as "Retail & Real Estate". The profit center in which the cost-related user fees are posted has been transferred to the Aviation segment.
Aviation
Key Figures

€ mil.

<table>
<thead>
<tr>
<th></th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>EBITDA margin</td>
<td>22.6%</td>
<td>20.9%</td>
<td>22.7%</td>
<td>16.9%</td>
</tr>
</tbody>
</table>

Revenue
EBITDA
EBIT

*) Due to change in IAS accounting and new segment structure from 2008 onwards, figures for 2009 adjusted.

Figures for 2007 + 2006 refer to old segment and accounting structure.

Aviation
Segment Revenue Split 2009

€ mil.

| Passenger charges related to the number of departing and destination and transfer/transit passengers |
| Landing and take-off charges related to MTOW, number of departing passengers, freight/mail tonnage (arrival and departure), 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 (Federal Ministry of the Interior) costs of passenger security controls are charged to the Federal Ministry of the Interior |

Security charges (airlines, etc.)
Aircraft parking charges
Others
Aviation

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. €1,650*

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

approx. €4,190*

Security charges
- Passenger-related charges (only take-off)
- Charges related to freight or mail tonnage transported, per 100 kg or fraction thereof above the aircraft

approx. €350*

Aircraft parking charges
- 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

approx. €400*

*Example: airport charges 2009 for one take-off of 81,474-463, calculation based on average MTOW and a weight factor of 79%, transfer rate of 62%, 51 height, parking time 6 hours, total airport charges: approx. €5,000

Aviation

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
  - Optionaly long term agreement with airlines
  - Proposal to regulator
  - Approval by regulator
  - Public announcement by regulator

Source: AOC, Fraport Company Data
Aviation

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

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!
Group Financials & Segments

Retail & Real Estate

Retail & Real Estate
Segment Structure*

Retail & Real Estate
Karl-Heinz Dietrich, Executive VP

Car Parking
Retail

Shopping
Services
Advertising

Real Estate
Rents in Terminals
Rents for Service & Admin. Buildings
Leaseholds
Land & Infrastructure

* New segment structure from 2008 onwards: The Retail & Properties segment has been adjusted and renamed as "Retail & Real Estate". The internal service units Facility Management and Information and Telecommunication have been assigned to the new segment "External Activities & Services". The profit center in which the cost-related user fees are posted has been transferred to the Aviation segment.
Retail & Real Estate
Key Figures
€ mil.

2006
385.1
218.0

2007
471.4
244.5

2008
370.7
228.2

2009
362.9
221.7

EBITDA margin
81.7%
79.6% / 80.5%
77.3%
77.1%

* Due to change in IAS accounting and new segment structure from 2009 onwards, figures for 2008 adjusted. Figures for 2007 + 2006 refer to old segment and accounting structure.

Retail & Real Estate
Segment Revenue Split 2009
€ mil.

Segment Revenue: 362.9

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
- Rents in terminals for shops, restaurants etc. based on their revenue
- Rents for advertising space

Car Parking
- Parking charges
Map of Frankfurt Airport/Property of Fraport AG incl. Terminal 3 (planned) and Northwest Runway

Property of Fraport AG
as of December 31, 2009
Retail & Real Estate
Retail Revenue Split 2009

€ mil.

Retail Revenue: 145.5*

* Revenue according to still comparable segment structure, difference due to IT services

<table>
<thead>
<tr>
<th>Retail segments</th>
<th>Outlets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duty Free &amp; Travel Value</td>
<td>24</td>
</tr>
<tr>
<td>Specialty shops</td>
<td>105</td>
</tr>
<tr>
<td>Food &amp; beverages</td>
<td>65</td>
</tr>
<tr>
<td>Other Services, e.g. car rental</td>
<td>52</td>
</tr>
<tr>
<td>Advertising</td>
<td></td>
</tr>
</tbody>
</table>

Retail & Real Estate
High Purchasing Power at FRA

Different kind of customers:

- **Employees**
  - Approx. 70,000 employees working at FRA
  - In 2020 approx. 100,000 employees

- **Passengers with high purchasing power**
  - 50.9 mil. PAX in 2009, 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
Retail & Real Estate
Increasing Retail Revenue per Pax at FRA

Retail Revenue per Passenger

€ mil.

2008

2009

Shopping + Services + Advertising

Revenue assuming old/new separable segments structure, difference due to IT services

**

€ 2.04

per PAX

+0.7%

151.6

145.5**

15.6

85.3

83.0

Retail Revenue per Passenger Longterm Development

+5.28% CAGR

2008

2009

2.63

2.23

2.22

2.16

2.56

2.68

2.86

* Different Reporting Structure

Retail & Real Estate
High Spending Power of International Passengers 2009*

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

*Spending power compared to total average Duty Free spendings of passengers (based on destination country)
Retail & Real Estate
Growing Retail Space at FRA

Sqm (exp.)

<table>
<thead>
<tr>
<th>Year</th>
<th>Food &amp; Beverage space Frankfurt, Terminal 1 &amp; 2</th>
<th>Shopping space Frankfurt, Terminal 1 &amp; 2</th>
<th>Duty Free &amp; Travel Value &amp; Specialty Shops</th>
<th>Total Retail space* Frankfurt, Terminal 1, 2 &amp; 3 and other services</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>11,000</td>
<td>12,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td>20,000</td>
<td>31,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>30,000</td>
<td>42,000</td>
<td></td>
<td>55,000</td>
</tr>
</tbody>
</table>

*) Retail space includes shopping space, such as food & beverages and other services.

Retail & Real Estate
Retail Projects at Frankfurt Airport

- **Pier A-Plus**
- **Terminal 1, Airport City Mall and Arrival Levels A and C**
- **Expansion Hall C**
- **Shopping Plaza**
- **Redesign Concourse B**
- **Terminal 2: Airside market places**

**Landside**
- **Terminal 1**
  - Airport City Mall, level G, area A and B, opening in parts until 2010
  - Arrival Levels A and C, level 1, redesign of arrival levels and opening of new concepts in 2019
  - Expansion Hall C, level 2, opening in 2019
- **Latest openings**
  - Shopping Plaza, Terminal 2, level 3, open since 2006

**Airside**
- **Terminal 1**
  - Pier A-Plus, level 2 and 3, opening of the new pier and additional retail space in 2012
  - Redesign Concourse B, level 2 and 3, opening in 2011
- **Latest openings**
  - Airside market places, Terminal 2, level 2 and 3, open since 2008
Retail & Real Estate
New Terminal Layout: A-Plus Pier

- For up to 6 million additional passengers
- 12,000 sqm new retail space, thereof approx. 10,000 sqm shopping space and 2,000 sqm F & B
- New market places with extensive retail offerings
- Focus on the Lufthansa A380
- 7 new widebody gates, 4 A380

Group Financials & Segments
Retail & Real Estate
Retail & Real Estate
Real Estate: High Demand at Frankfurt Airport

- Strong focus of real estate investments in Europe on prime locations
- Recovery at Frankfurt’s real estate market expected in 2011
- Prime rents at Frankfurt dropped only slightly
- Demand for prime office space at Frankfurt - despite crisis
- Frankfurt’s attractiveness as a business location is essentially due to its above-average transportation infrastructure
- High demand for space located close to the passenger terminals

Vacancy rate extremely low at FRA

<table>
<thead>
<tr>
<th>Rhine-Main Region</th>
<th>Fraport</th>
</tr>
</thead>
<tbody>
<tr>
<td>17%</td>
<td>4%</td>
</tr>
<tr>
<td>83%</td>
<td>96%</td>
</tr>
</tbody>
</table>

Heterogeneous property market benefits Frankfurt Airport

1) Source: Fraport, Die Welt, February 4, 2010
2) Source: Jones Lang LaSalle
3) Press Release H&K Frankfurt, January 26, 2009
4) Hendricks Zirkel, January 28, 2010

Retail & Real Estate
Revenue Split 2009

€ mil.

- Rents in Terminals: 22.7
- Rents for Service & Administration Buildings: 33.6
- Land / Infrastructure: 46.6
- Leaseholds: 43.3

Land/Infrastructure
- Energy supply (supply+infrastructure)

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

* Real Estate revenue 2008 adjusted due to new segment structure:
  2008 reported: 162.4 mil. €
  2008 adjusted: 150.4 mil. €
Slide 80  Visual Fact Book Full Year 2009

Retail & Real Estate
Areas included in Frankfurt Airport City

Slide 81  Visual Fact Book Full Year 2009

Retail & Real Estate
Split of Space on Fraport Property 2009

- Aviation infrastructure
- Area already developed, e.g. Terminal Area
- Leasesholds, e.g. CCN/CCS
- Area to develop, e.g. Mönchhof Site
Retail & Real Estate
Rentable Areas 2009

<table>
<thead>
<tr>
<th>Property</th>
<th>Sqm²</th>
<th>Office space³</th>
<th>Storage</th>
<th>Others</th>
<th>Average rents/sqm/month¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rents in Terminals</td>
<td>238,500</td>
<td>102,500</td>
<td>58,000</td>
<td>78,000</td>
<td>€30</td>
</tr>
<tr>
<td>Rents in Service &amp; Admin. Buildings</td>
<td>548,500</td>
<td>154,000</td>
<td>290,000</td>
<td>185,500</td>
<td>€16</td>
</tr>
<tr>
<td>DLH Base³</td>
<td>473,000</td>
<td>75,000</td>
<td>185,000</td>
<td>233,000</td>
<td></td>
</tr>
</tbody>
</table>

¹) Includes both space that is rented to external tenants and generates external rent revenue as well as space that is rented internally
²) Gross floor space
³) Office space incl. lounges
⁴) Incl. 5,400 parking lots with approx. 186,000 sqm
⁵) Plus service charges and auxiliary charges
⁶) Estimated figures for DLH base

Retail & 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 customers
- 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
- Accelerate property development/expansion of the Airport City
  → Site development

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

Size and Features 2009
Locations:
- ~48% of gross floor space at Terminals
- ~52% of gross floor space Service & administration buildings

Utilization split:
- ~36% offices/lounges
- ~20% storage
- ~10% operations
- ~30% other utilization

Ownership
- 100% Fraport

Clients
- DLH
- Other airlines
- Fraport
- Government agencies

500,000 sqm of total gross floor space
Mixed utilization
- Offices /Lounges
- Storage
- Operations

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

Size and Features 2009
- 1,450,000 sqm
- A further 270,000 sqm 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
  - CMA CGM
  - Yusen
  - LUG
  - Kühne & Nagel
  - Nippon Express
  - WFS
  - DB Schenker
  - Lufthansa Cargo

1,490,000 sqm existing area land plus 270,000 sqm for further development
Logistics utilization
- Tailor-made facilities for major logistics companies
- Express services, forwarders
**Retail & Real Estate**

**Home Base of Deutsche Lufthansa (DLH)**

**Size and Features 2009**
- 800,000 sqm in the North
- 250,000 sqm in the South

**Ownership in the North**
- 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 owns ground outside the parameter fence
  - 113,000 sqm north of the airport road: Lufthansa’s training center and corporate headquarters
  - 55,000 sqm at Gateway Gardens: Lufthansa Sky Chefs operations

**Ownership at Lufthansa Maintenance facilities in the South**
- 250,000 sqm land area
- The ground is owned by Fraport and rented to Lufthansa; Lufthansa owns the buildings
  - A 360 maintenance base
  - Lufthansa Technic Maintenance International base

**Clients**
- DLH

---

**Retail & Real Estate**

**Mönchhof Site**

**Size and Features 2009**
- 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 (~130,000 sqm), final building projects underway
- In 2010 development plans for an additional 260,000 sqm are in the pipeline

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

**Clients/Sales Contracts of ~135,000 sqm:**
- Logiware with lessee “Dress for less”
- Zoth
- Weichinger
- DokaSch (maintenance for airfreight containers),
- Ondur / Ondur II (forvarder)
- Würth AG for training facility
- DHL / Harder Partner
- Multi Park / Multi Park II (Logistic and technology)
- Via Mat
Retail & Real Estate
Airrail Center Frankfurt

Size and Features 2009*
- 200,000 sqm of gross floor space
- Nine-story complex
- 960 meters long and 65 meters wide
- Start of construction 2007
- Completion in 2010

Ownership
- AIRRAIL CENTER FRANKFURT
  Verwaltungsgesellschaft mbH und Co. Vermietungs KG
  Joint project of IVG AG and Fraport AG

Clients
- Contract with Hilton International for 34,500 sqm of space (582 rooms)
  - high-class hotel (248 rooms)
  - mid-market Hilton Garden Inn (334 rooms)
- Contract with KPMG for 36,000 sqm of office space
- Further clients: Metropolitan Medical Center,
  plug-and-work Business and Conference Center and
  retail & gastronomy clients

* After construction in 2010

--

Retail & Real Estate
Gateway Gardens

Size and Features 2009
- 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 land use plan

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

Clients
- LSG Sky Chefs use 55,000 sqm for Europe's most modern catering services
- Radisson 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
Group Financials & Segments

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 (~72 km)
- Baggage security
- Passenger bridges
- Baggage Reconciliation System (BRS)
- 400 Hz ground power supply
- Tow/Truck facilities

Cargo Services (FCS GmbH*)
- Palletization
- Warehousing
- Documentation

*) Fraport Cargo Services GmbH, 100% subsidiary of Fraport AG
**Ground Handling Segment Figures**

€ mil.

<table>
<thead>
<tr>
<th></th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td>624.1</td>
<td>620.5</td>
<td>642.7</td>
<td>620.8</td>
</tr>
<tr>
<td>EBITDA margin</td>
<td>10.1%</td>
<td>6.0%</td>
<td>8.1%</td>
<td>2.5%</td>
</tr>
</tbody>
</table>

1) Figures including special and consolidation effects
2) Due to change in IAS accounting and new segment structure from 2008 onwards.
   Figures for 2009 adjusted. Figures for 2007 to 2006 refer to old segment and accounting structure
3) Include Ground Handling of €260.4 mil. included

---

**Ground Handling Segment Revenue Split 2009**

€ mil.

- Central Infrastructure: 217.4
- Ground Handling: 390.6
- Segment Revenue: 620.8
- Others: 12.8

**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
Heterogeneous Markets

Market volume (global): € 31 bn.*

Europe
- Heterogeneous market situation: monopolies, duopolies and fully liberalized markets
- Airports, airlines, independent ground handlers
- Revision of EU directive

North America
- Fully liberalized market
- Self-handling by airlines at hubs
- Independent ground handlers
- Airport authorities do not offer any ground handling services

Asia
- Regulated market
- Self- and third-party handling by hub airlines
- Mostly one independent ground handler
- “Regulated duopolies”


---

Ground Handling – Fraport: One of the Leading Ground Handlers Worldwide

Revenue of top-selling ground handlers in 2008 in mil. €

<table>
<thead>
<tr>
<th>Ground Handler</th>
<th>Revenue (mil. €)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swissport</td>
<td>699</td>
</tr>
<tr>
<td>Servisair</td>
<td>643 (2009: 621)</td>
</tr>
<tr>
<td>Fraport</td>
<td>620</td>
</tr>
<tr>
<td>WFS</td>
<td>538</td>
</tr>
<tr>
<td>Menzies Aviation Group</td>
<td>378</td>
</tr>
<tr>
<td>Aviapartner</td>
<td>251</td>
</tr>
<tr>
<td>SATS</td>
<td>195</td>
</tr>
</tbody>
</table>

At number of stations In number of countries
179 41
148 28
2 2
120 17
107 27
39 5
27 6
15 2

**Source: company data, Fraport, 2009**
**Ground Handling**

**Core Business Area: Ramp Services 2009**

Ramp Services

- Regulated market: one third-party handler, Acciona
- Main customers of Fraport: Lufthansa and Star Alliance partners
- ~195,000 aircraft handled in 2009
- ~23.8 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 snowice removal
- Safety measures
- Fresh water supply/toilet services
- Cleaning

![Market Share of Ramp Services](image1)

*Source: Fraport*

---

**Ground Handling**

**Core Business Area: Passenger Services 2009**

Passenger Services

- Open market: third-party handlers (e.g., Swissport, Acciona) and self-handling (e.g., Lufthansa)
- ~24,300 aircraft handled in 2009

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 35% of the „free market“ (excluding Lufthansa self handling)

![Market Share of Passenger Services](image2)

1) Based: Passengers 2009, Source: Fraport  
2) PPP included  
3) Several handlers with up to 2% market share each
Ground Handling
Core Business Area: Central Infrastructure 2009

Central Infrastructure
- Sole provider
- Provision of infrastructure, incl. Baggage conveyor system (73 km)
- Baggage performance in 2009: 0.96% disconnected baggage
- ~ 27.0 mil. pieces of baggage (2009)

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. 18,000 items per hour
- Record: 100,657 baggage items a day
- System reliability rate: 99.83%
- Guaranteed transfer time: 45 minutes
- Transport speed: 2.5 m/sec; max. speed 5 m/sec
- Only 0.96% disconnected baggage per 1,000 items* in FRA – top performance of our Fraport Ground Services

*) Related to all checked and transferred baggage
Ground Handling
Core Business Area: Cargo Services 2009

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%)
- ~412,400 metric tons of cargo handled in 2009

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 39% of the „free market“ (excluding Lufthansa self handling)

Market Share:
- FCS
- Lufthansa
- Lufthansa 3rd party
- Others

1) Basis: Cargo Tonneage 2009, source: FCS
2) Several handlers with 1-6% market share each

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></th>
<th>FRA</th>
<th>AMS</th>
<th>LHR</th>
<th>CDG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Time</td>
<td>35</td>
<td>49</td>
<td>45</td>
<td>60</td>
</tr>
</tbody>
</table>

- Shortest guaranteed minimum connecting times
- Extended minimum connecting times depending on local situation e.g., terminal transfers, immigration requirements

* Not including domestic-domestic connections
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

Ground Handling
Restructuring for Profitable Growth Decided in 2009

- Fraport keeps its integrated business model
- Cutback of corporate benefits like e.g.:
  - Employee stock plan reduced
  - Pay for rotating shift pause abolished
  - Benefit payments reduced by 70%
  - Intensified utilization of fluctuation
  - Reduced tariff conditions for new staff

Sustainable savings from 2015

- Personnel cost savings in Ground Handling:
  ~ € 24 mil. p.a.
- Additional savings in non-personnel costs and internal cost allocation:
  ~ € 16 mil. p.a.
- Total savings
  ~ € 42 mil. p.a.
Group Financials & Segments

External Activities & Services
External Activities & Services
Segment Figures

€ mil.

<table>
<thead>
<tr>
<th>Year</th>
<th>EBITDA</th>
<th>Revenue</th>
<th>EBIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>431.9</td>
<td>9.7%</td>
<td></td>
</tr>
<tr>
<td>2007</td>
<td>538.4</td>
<td>13.1%</td>
<td></td>
</tr>
<tr>
<td>2008</td>
<td>376.4</td>
<td>26.7%</td>
<td>109.5</td>
</tr>
<tr>
<td>2009</td>
<td>305.2</td>
<td>46.4%</td>
<td>141.5</td>
</tr>
</tbody>
</table>

1) Figures including special and consolidation effects

External Activities & Services
Segment Revenue Split 2009

€ mil.

- Frankfurt-Hahn sold effective January 1, 2009
- Only 34%-Consolidation in Antalya in 2008; 50% as of January 5, 2009; concession includes the 2nd international Terminal since Sept 2009
- Other revenue generated mainly by IT/Facility Management and majority held subsidiaries/management contracts, such as:
  - Air IT Systems, Hanover
  - Fraport Saudi Arabia, Riyadh
  - Ground Service Austria
  - Air Transport IT, Orlando, USA
  - Medical Airport Services, Kelsterbach
External Activities & Services
Fraport Manages a Variety of Airports

Hubs
- Frankfurt Main
  Share: 100%
  50.9 mil. PAX
- Lima Airport
  Share: 70.01%
  8.8 mil. PAX
- Delhi Airport
  Share: 10.0%
  25.3 mil. PAX

Regional Airports
- Xi’an Airport
  Share: 24.5%
  15.3 mil. PAX
- Hanover Airport
  Share: 30.0%
  5.0 mil. PAX
- Pulkovo Airport
  Share: 35.5%
  6.8 mil. PAX

Tourist Airports
- Antalya Airport
  Share: 91.0%¹
  18.7 mil. PAX
- Burgas Airport
  Share: 60.0%
  1.7 mil. PAX
- Varna Airport
  Share: 60.0%
  1.2 mil. PAX

Management Contracts
- Cairo Airport
  Duration: 9Y
  14.4 mil. PAX
- Riyadh
  Duration: 8Y
  10.8² mil. PAX
- Jeddah
  Duration: 8Y
  15.3² mil. PAX
- Dakar Airport
  Duration: 22Y³
  1.6 mil. PAX

¹ As of January 2009: dividend rights increase from 34% to 50%, traffic figure for all terminals
² 2009 figures, 2010 figures not available at time of publication
³ Concession Contract signed in October 2006, final contracts due until end of April 2010
⁴ Management phases

---

External Activities & Services
History of Fraport’s Airports

- Management contracts
- Minority holdings
- Majority holdings

1997-2010

- Saarbrücken (BCH)
  1997-2002
- Maribor (MNJ)
  1998-2002
- Cairo (CAI)
  2005-2012 (2014)²
- Xi’an (XI)
  2006-2021
- Delhi (DEL)
  2009-2032
- Hanover (HAJ)³
  1998-2006
- Varna & Burgas
  2006-2031 (2014)³
- Lima (LIM)
  2001-2034
- Antalya (AYT)
  2003-2024
- Frankfurt-Hahn (HNN)³
  1998-2006
- Saudi Arabia
  2006-2014
- St. Petersburg³
  2010-2040

¹ Management change will start in 2010
² Extension option
³ Antalya sold to the State of Rhineland Palatinate in Jan. 2009
⁴ Final contracts due until end of April 2010
External Activities & Services
Antalya Airport at a Glance

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

Infrastructure
- 2 runways, capacity for 40+ movements/hour (3rd military runway as backup)
- 3 terminals, capacity for 30 mil. pax/year

Main Carrier
- SunExpress

Further Carriers
- Sky Airlines, Pegasus, Transaero

Pax CAGR (1999–2009)
- 14.3%

External Activities & Services
Antalya Airport Financials

<table>
<thead>
<tr>
<th></th>
<th>€ mil.</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers</td>
<td>9.1/18.6³</td>
<td>11.0/18.7³</td>
<td>11.0/18.7³</td>
</tr>
<tr>
<td>Movements</td>
<td>66.6</td>
<td>78.6¹</td>
<td></td>
</tr>
<tr>
<td>Revenue</td>
<td>79.3</td>
<td>94.4</td>
<td></td>
</tr>
<tr>
<td>EBITDA²</td>
<td>57.9</td>
<td>69.3</td>
<td></td>
</tr>
<tr>
<td>EBIT²</td>
<td>22.3</td>
<td>17.0</td>
<td></td>
</tr>
<tr>
<td>EBITDA margin²</td>
<td>73.0%</td>
<td>73.4%</td>
<td></td>
</tr>
<tr>
<td>Employees</td>
<td>614</td>
<td>726</td>
<td></td>
</tr>
<tr>
<td>Fraport share</td>
<td>51%/34%</td>
<td>51%/50%</td>
<td></td>
</tr>
<tr>
<td>Consolidation</td>
<td>34%</td>
<td>50%</td>
<td></td>
</tr>
</tbody>
</table>

1) All terminals effective Sept. 2009
2) Figures before consolidation
3) Total pax for Antalya Airport

Fraport share: 51.00%
- 51% voting rights
- 50% dividend rights
- Dividend rights increased by 16% to 50% in Jan. 2009

Other shareholders:
- IC Ictas Insaat Sanayi ve Ticaret A.S. (48.99%)
- Fraport IC Ictas Havaalanlari Iletisim Anonim Sirketi (0.01%)

Fraport history
- Fraport has held a majority interest 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, 23rd Sep 2009 takeover of T 2
- From 23rd Sep. 2009 till 2024 Fraport operates all 3 terminals together with Turkish IC Holding

Regulation
- Fixed passenger fee
- Capital (Obligation)
- EPC contract € 89 mil. for modernization of infrastructure and new domestic terminal
External Activities & Services
Lima Airport at a Glance

Profile
• Largest airport in Peru
• Regional hub for LAN and TACA

Infrastructure
• 1 runway, capacity for 56 movements/hour
• 1 terminal, capacity for 10 mil. pax/year

Main Carrier
• LAN

Further Carriers
• TACA, American Airlines, Copa

Pax CAGR (1999–2009)
• 7.4%

---

External Activities & Services
Lima Airport Financials

<table>
<thead>
<tr>
<th>€ mil.</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers m</td>
<td>8.3</td>
<td>8.8</td>
</tr>
<tr>
<td>Movements m</td>
<td>98.7</td>
<td>105.0</td>
</tr>
<tr>
<td>Revenue 1</td>
<td>93.2</td>
<td>109.9</td>
</tr>
<tr>
<td>EBITDA 1</td>
<td>24.3</td>
<td>30.4</td>
</tr>
<tr>
<td>EBIT 1</td>
<td>18.2</td>
<td>22.0</td>
</tr>
<tr>
<td>EBITDA margin</td>
<td>26.1%</td>
<td>27.6%</td>
</tr>
<tr>
<td>Employees</td>
<td>466</td>
<td>492</td>
</tr>
<tr>
<td>Fraport share</td>
<td>70.01%</td>
<td>70.01%</td>
</tr>
<tr>
<td>Consolidation</td>
<td>full</td>
<td>full</td>
</tr>
</tbody>
</table>

Fraport share: 70.01%
Other shareholders:
• International Finance Corporation (IFC) (19.99%)
• Fondo de Inversion en Infraestructura, Servicios Públicos y Recursos Naturales (Apoyo) (10.00%)

Fraport history
• 2001 – 2007 Fraport held 42.76%
• From August 2007 until May 2008 100%
• Since May 2008 70.01%
• 30-year BOT concession contract, with an extension option until 2041

Regulation
• Until the end of 2008 fixed tariffs according to concession agreement, since 2009 single till

Capex (Obligation)
• Fixed obligation until 2008. Capex in total of USD 256 ml. exceeded contractual obligation
• Variable obligation 2009-30: 2nd runway and terminal as well as IATA Service level B

1) Figures before consolidation
2) Fraport held 100% from August 2007 until May 2008; previously only 42.76%, Fraport holds 70.01% since May 30, 2008

Figures refer to IFRS accounting, local GAAP figures may differ
External Activities & Services
Varna and Burgas at a Glance

Profile
- Tourist gateway to the Black Sea

Infrastructure Varna
- 1 runway, capacity for 30 movements/hour
- 3 terminals, capacity for 1.18 mil. pax/year

Infrastructure Burgas
- 1 runway, capacity for 30 movements/hour
- 2 terminals, capacity for 1.2 mil. pax/year

Main Carrier
- Bulgaria Air (VAR), Air Via (BOJ)

Further Carriers
- Wizz Air, Transaero Airlines, Austrian Airlines

Pax CAGR (1999–2009)
- 12.5%

---

External Activities & Services
Varna and Burgas Financials

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th>2009</th>
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<tr>
<td>Airports of Twin Star</td>
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<tr>
<td>Revenue in € m.</td>
<td>40.6</td>
<td>35.4</td>
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<tr>
<td>EBITDA in € m.</td>
<td>13.9</td>
<td>13.3</td>
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<tr>
<td>EBIT in € m.</td>
<td>10.0</td>
<td>8.8</td>
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<td>EBITDA margin</td>
<td>34.2%</td>
<td>37.6%</td>
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<tr>
<td>Employees</td>
<td>1,218</td>
<td>1,017</td>
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<tr>
<td>Fraport share</td>
<td>60%</td>
<td>60%</td>
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<tr>
<td>Consolidation</td>
<td>full</td>
<td>full</td>
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Varna

<table>
<thead>
<tr>
<th></th>
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<th>2008</th>
<th>2009</th>
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<tbody>
<tr>
<td>Passengers</td>
<td>1.5</td>
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<td>Movements</td>
<td>15.1</td>
<td>12.7</td>
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Burgas

<table>
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<th>2009</th>
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<tbody>
<tr>
<td>Passengers</td>
<td>1.9</td>
<td>1.7</td>
<td></td>
</tr>
<tr>
<td>Movements</td>
<td>17.0</td>
<td>15.6</td>
<td></td>
</tr>
</tbody>
</table>
External Activities & Services
Minority: Hanover Airport

Fraport share: 30.00%
Other shareholders:
- City of Hanover (35.00%)
- State of Lower Saxony (35.00%)
Profile
- 24 hour operation
- 2nd 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
- Aeroflot, Lufthansa, Turkish Airlines
Pax CAGR (1999–2009)
- -0.3 %
Pax Total 2009
- 5.0 mil.

External Activities & Services
Minority: Delhi, India

Fraport share: 10.00%
Other shareholders:
- GMR Group (54.00%)
- Airports Authority of India (26.00%)
- Malaysia Airports (Mauritius) Private Ltd. (10.00%)
Profile
- 2nd largest airport in India
- Capital Airport
Infrastructure
- 3 runways, capacity for 70 movements/hour
- 6 terminals, capacity for 37 mil. pax/year
Main Carrier
- Air India
Further Carriers
- Jet Airways, IndiGo, Kingfisher
Pax CAGR (1999–2009)
- 12.0 %
Pax Total 2009
- 25.3 mil.
External Activities & Services
Minority: Xi’an, China

Fraport share: 24.6%, Fraport Asia Ltd.
Other shareholders:
- 50.5% West Airport Group Company
- 24.5% China National Aviation Corporation Airport Investment Limited
- 6.1% CIWAG Aviation Logistics (Xi’an) Co. Ltd.

Profile
- 8th biggest airport in China
- Center of the Chinese aerospace and aviation industry
- Known for its world-famous Terracotta Army

Infrastructure
- 1 runway, capacity for 43 movements/hour
- 2 terminals, capacity for 11 mil. pax/year

Main Carrier
- China Eastern

Further Carriers
- Hainan Airlines/Tianjin Airlines, China Southern, Air China

Pax CAGR (1999–2009)
- 16.4%

Pax Total 2009
- 15.3 mil.

External Activities & Services
Minority: Saint Petersburg

Fraport share: 35.5%
Other shareholders:
- VTB Capital 57.5%
- Copelouzos Group 7.0%

Profile
- 4th largest Russian Airport (after three Moscow airports)

Infrastructure
- 2 parallel runways, current capacity for 28 movements/hour, potential capacity up to 100 movements/hour possible
- 2 terminals, capacity for 7.5 mil. pax/year

Main Carrier
- Rossiya Airlines

Further Carriers
- Lufthansa, Aeroflot

Pax CAGR (1999–2009)
- 10.6%

Pax Total 2009
- 6.8 mil.
External Activities & Services Management Contracts

**Cairo, Egypt**
- Profile: On the way of becoming the hub of MENA (Middle East North Africa)
- Infrastructure: 3 runways, capacity for 46 movements/hour
- 3 terminals, capacity for 21 ml. pax/year
- Main Carrier: Egypt Air
- Further Carriers: Lufthansa, KLM, Air France

**Dakar, Senegal**
- Profile: The new airport is under construction
- Infrastructure: 1 runway, 1 terminal, capacity for 3.0 ml. pax/year

**Riyadh & Jeddah, Saudi Arabia**
- **Riyadh**
  - Profile: Capital airport
  - Infrastructure Riyadh: 2 runways, 4 terminals
  - Main Carrier: Saudi Arabian Airlines
  - Further Carriers: Air India, Pakistan International Airlines
  - Pax CAGR (1999–2005)*: 2.7%
  - Pax Total 2005*: 10.6 ml.
- **Jeddah**
  - Profile: Pilgrim airport, Red Sea
  - Infrastructure Jeddah: 3 runways, 3 terminals
  - Main Carrier: Saudi Arabian Airlines
  - Further Carriers: Egypt Air, Air Arabia, Air India, Austrian Airlines, Lufthansa
  - Pax CAGR (1999–2005)*: 4.5%
  - Pax Total 2005*: 15.5 ml.

* 2009 figures were not available at time of publication

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Fraport Share and Management
**Fraport Share & Management**  
**IR Strategy**

**Focus of Fraport's Investor Relations**

- **Reliability**: "Our goal is to achieve at least as much as we have promised."
- **Transparency**: "We enable everyone to receive all of our communications in full, either live or with only a minimal delay."
- **Interactivity**: "Our Investor Relations department was created for active financial communication."
- **Consistency**: "Regular reports and publications are an essential prerequisite for recognizing the value of our company."

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**Fraport Share & Management**  
**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)**: €917.7 million  
- **Calculated par value per share**: €10.00  
- **Number of floating shares¹ on Dec. 31, 2009**: 91,774,500  
- **Listing**: Frankfurt Stock Exchange - official trading (Prime Standard), MDAX²  
- **Sustainability Share Indices**: Dow Jones Sustainability Index, FTSE4Good Index  
- **IPO**: June 11, 2001  
- **Placement price**: €35.00

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¹ Total number of shares on the balance sheet date minus treasury shares  
² Index of Deutsche Börse for mid caps from classic sectors
Slide 126   Visual Fact Book Full Year 2009

Fraport Share & Management
Shareholder Structure

Unknown
Morgan Stanley
Arnhold
Bleichroeder
Taube Hodson
Lufthansa
Artio Global

as of December 31, 2009

The relative ownership interest of the individual shareholders was calculated as a percentage of the number of shares existing as at December 31, 2009, and therefore may differ from the figures given at the time of reporting an excessive number of the thresholds or from the respective shareholders’ own declarations.

Source: State of Hesse, City of Frankfurt, Deutsche Lufthansa, Fraport

State of Hesse
City of Frankfurt

Slide 127   Visual Fact Book Full Year 2009

Fraport Share & Management
Geographical Split

Total Geographical Split of Share
Geographical Split of Free Float*

* Excluding Hesse, Frankfurt and Lufthansa, for unknown shareholding own estimates
Fraport Share & Management
Key Figures Regarding the Fraport Share

<table>
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<tr>
<th></th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
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<td>Highest price</td>
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<tr>
<td>Lowest price</td>
<td>€</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>Annual performance %</td>
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<td></td>
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<tr>
<td>Earnings per share (basic)</td>
<td>€</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Dividend per share</td>
<td>€</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Dividend yield at Dec. 31%</td>
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<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Payout ratio %</td>
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<tr>
<td>Price-earnings ratio</td>
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<td></td>
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<tr>
<td>Average trading volume per day</td>
<td>number</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Market capitalization at Dec. 31 € million</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>Total number of shares at Dec. 31 million</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of floating shares at Dec. 31 million</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Fraport Share & Management
Stock Performance Since IPO

*For comparison reasons the index of Fraport share performance was calculated by adding the dividend per share to the stock price.
Fraport Share & Management
CEO: Dr. Stefan Schulte

Fraport AG's CEO since September 2009
Responsible for:
- Airport Expansion, Traffic and Terminal Management
- Internal Auditing
- Legal Affairs
- Corporate Development
- Communications, Marketing and Lobbying

Brief biography:
- April 2007–August 2009: Vice Chairman and COO
- 2003–April 2007: CFO of Fraport AG
- 2001–2003: Executive board member (CFO) of Deutz AG, responsible for finance and human resources
- CFO at Infostadia 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 Share & Management
CFO: Dr. Matthias Zieschang

Fraport AG’s CFO since April 2007
Responsible for:
- Controlling
- Finance and Investor Relations
- Global Investment and Management (External Activities)
- Central Purchasing
- Information and Telecommunication
- Accounting

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
- Assistent lecturer at the Technical University of Darmstadt
- Studied national economics and business administration
Fraport Share & Management
Executive Director Labor Relations: Herbert Mai

Fraport AG’s Executive Director Labor Relations since 2001
Responsible for:
- Retail and Real Estate
- Human Resources
- Sustainability 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

Fraport Share & Management
COO: Peter Schmitz

Fraport AG’s COO since September 2009
Responsible for:
- Ground Services (Ground Handling)
- Airport Security Management
- Facility Management
- Customer Management

Brief biography:
- 2001–2009: Senior Executive VP Ground Services Fraport AG
- 1998–2001: Head of Logistics at Headquarters Allied Air Forces Central Europe, Ramstein, Germany
- 1984–1996: Different German Air Force appointments
Glossary I

ACI
Acronym for Airports Council International, the international association representing the world's airports.

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.

BTT
Acronym for Build-Operate-Transfer

CAGR
Acronym for Compound Annual Growth Rate.

CUTS
Common Use Terminal Equipment.

DLH
Acronym for Deutsche Lufthansa.

EPS
Acronym for Earnings per Share.

Glossary II

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

IR
Acronym for Investor Relations.

ISIN
Acronym for International Securities Identification Number. The ISIN is a 13-character alpha-numerical code that uniquely identifies a security, e.g. a share.

Lth
Acronym for Landesstraßenbank Rheinland-Pfalz.

MTOW
Maximum Tolerated Weight. The MTOW is the maximum weight for which an aircraft is certified.

O & D
Origin and Destination.

PAX/PAK
Abbreviation for passenger(s).

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

Retail & Real Estate
One of the Fraport Group's business segments. The Retail & Real Estate segment encompasses the letting of shops, 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 (planned) and Northwest Runway, as of January 2010

Scale: approx. 1 : 26,000

Public operational area  Non-public operational area  CargoCity North  CargoCity South  Movement area  Airport perimeter fence
**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

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**Notes**
**Investor Relations**  
**IR Service – meet IR**

<table>
<thead>
<tr>
<th>Financial Calendar 2010</th>
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| 3-month interim report 2010 | Tuesday, May 11  
| Annual General Meeting | Wednesday, June 2  
| 6-month interim report 2010 | Thursday, August 5  
| 9-month interim report 2010 | Thursday, November 4  

<table>
<thead>
<tr>
<th>Traffic Calendar 2010</th>
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| March 2010 | Wed., April 14, 2010  
| April 2010 | Wed., May 12, 2010  
| May 2010 | Fri., June 11, 2010  
| June 2010 | Mo., July 12, 2010  
| July 2010 | Wed., August 11, 2010  
| August 2010 | Fri., September 10, 2010  
| September 2010 | Tue., October 12, 2010  
| October 2010 | Wed., November 10, 2010  
| November 2010 | Fri., December 10, 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.