



# 25FY PRESENTATION

Dr. Stefan Schulte, CEO Prof. Dr. Matthias Zieschang, CFO

March 2026



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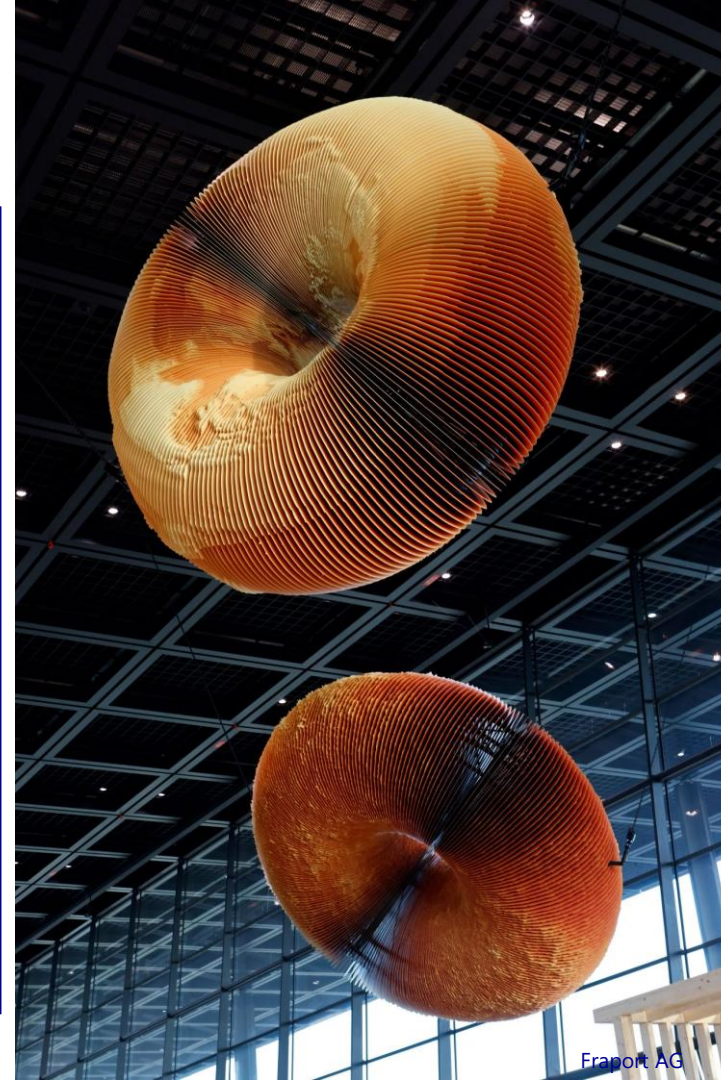
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# **BUSINESS HIGHLIGHTS**

## **2025 A MILESTONE YEAR**

- **Terminal Openings in Antalya & Lima**
- **Construction of FRA T3 Fully Approved**
- **Accelerated Traffic Momentum at FRA**
- **Strong Execution on 2025 Business Plan → Highest EBITDA in Co. History**
- **First-Time Positive FCF after 7 Years**
- **Dividend Reinstated & New Dividend Outlook**
- **Positive Expectations for 2026 FY**



# BUSINESS HIGHLIGHTS

## UPDATE T3

- **Operational Tests Well Underway**
- **People Mover System in Regular Service**
- **Commercial Sites to Achieve Close to 100% Availability on 1<sup>st</sup> Operational Day → April 23<sup>rd</sup>**
- **Launching Customers: T2 Far & Middle East Carriers**
- **2<sup>nd</sup> / 3<sup>rd</sup> Wave: T2 US & Other Non-Schengen Carriers**
- **4<sup>th</sup> Wave: T2 Schengen Carriers**
- **Condor Relocation from T1 to T3: Summer 2027**



# BUSINESS HIGHLIGHTS

## STRONG 2025 FINANCIAL PERFORMANCE

Revenues ex. IFRIC 12

**EUR 4.21Bn**

+8.2% vs. 2024

EBITDA

**EUR 1.44Bn<sup>1</sup>**

+10.4% vs. 2024

Group Result

**EUR 468Mn**

-6.7% vs. 2024

Free Cash Flow

**EUR 24Mn**

+699Mn vs. 2024

Net Debt/EBITDA

**5.7x**

-0.7x vs. 2024

<sup>1</sup> Supported by EUR c.50mn One-off Item in 3Q25

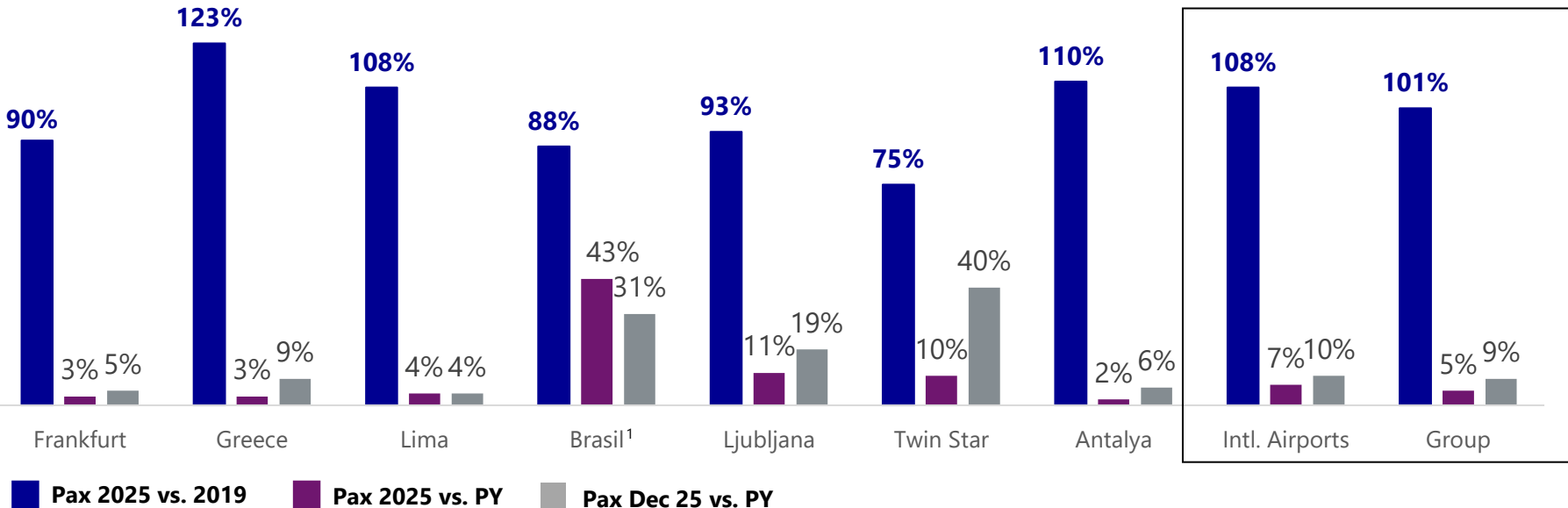
# BUSINESS HIGHLIGHTS

## GROUP-WIDE PASSENGER GROWTH IN 2025

FRA Traffic Momentum Building over the Course of the Year

Passenger Records in Greece, Lima, and Antalya: +23%, +8% and +10% vs. 2019

→ Group Total at 101% vs. 2019  
→ Ex. FRA: 107% vs. 2019



<sup>1</sup> Due to flooding: Porto Alegre airport closed between May 3, 2024 and Oct. 20, 2024 (partial re-opening) with full re-opening on Dec. 19, 2024

# BUSINESS UPDATE

## GROWING TRAFFIC MOMENTUM IN FRA SUMMER<sup>1</sup>

Germany overall: +2%  
Germany ex. FRA: +0.2%

– **Seat Capacities +6% vs. Summer 25**

– **Movements +4% vs. Summer 25**



<sup>1)</sup> Scheduled Summer capacities, subject to changes during the actual course of business

# **BUSINESS UPDATE**

## **PROGRESS IN INTERNATIONAL ACTIVITIES**

- **Lima Runway Layover Completed**
- **Burgas Runway Layover Close to Completion**
- **Kalamata Concession Commencement Expected Shortly**
- **New Brazilian Airport, Jericoacoara, Expected to Be Taken Over H2 2026**
- **Porto Alegre With First Dividend Payment**



# FINANCIAL STRATEGY

## PILLARS OF CAPITAL ALLOCATION

### Growth Along Fraport.2030 Strategy

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EUR 2Bn EBITDA  
EUR 1Bn FCF  
ROCE Increase

### Attractive Shareholder Remuneration

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Strong Commitment  
To Increase  
Shareholder Payback

### Reduction of Total Debt and Relative Leverage

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Reduction of  
Frankfurt Debt and  
International Finance

**Leverage Ratio < 5x Net Debt / EBITDA**

# FINANCIAL STRATEGY

## UPDATE ON DIVIDEND OUTLOOK

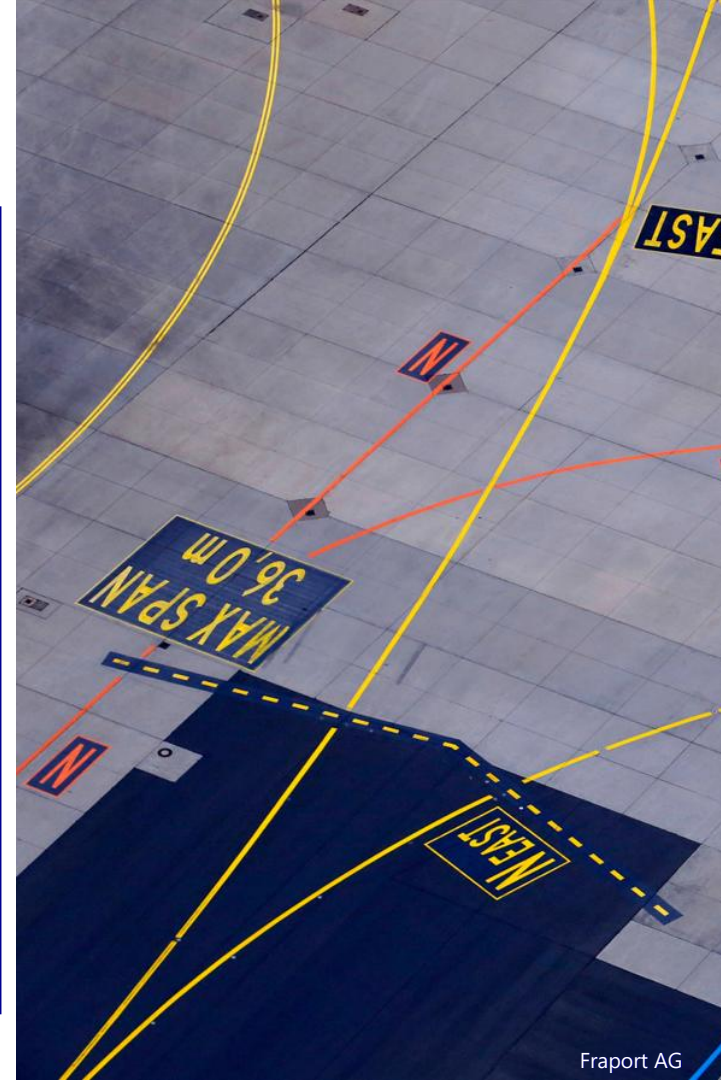
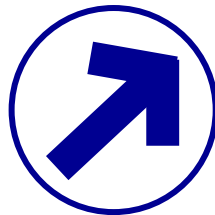
### Phase 1: "Reinstate"

Dividend at EUR 1 p. Share while  
Leverage is above 5x Net Debt / EBITDA



### Phase 2: "Raise"

Pay-Out of 60% to 80% of EPS when  
Leverage is below 5x Net Debt / EBITDA



# 2026 OUTLOOK

## GROWING OPERATIONS | NET RESULT IMPACTED BY ACCOUNTING

**Group Passengers**  
**c.188-195Mn**

2025: 183.7Mn

**FRA Passengers**  
**c.65-66Mn**

2025: 63.2Mn

**EBITDA**  
**Up to c.1.5Bn**

2025: EUR c.1.44Bn

**Group Result**  
**300-400Mn**

2025: EUR c.468Mn

**Net Debt/EBITDA**  
**Improvement**

2025: 5.7x

**DPS for 25FY**  
**EUR 1.00**

2024: EUR -



# 25FY FINANCIALS

**Prof. Dr. Matthias Zieschang, CFO**

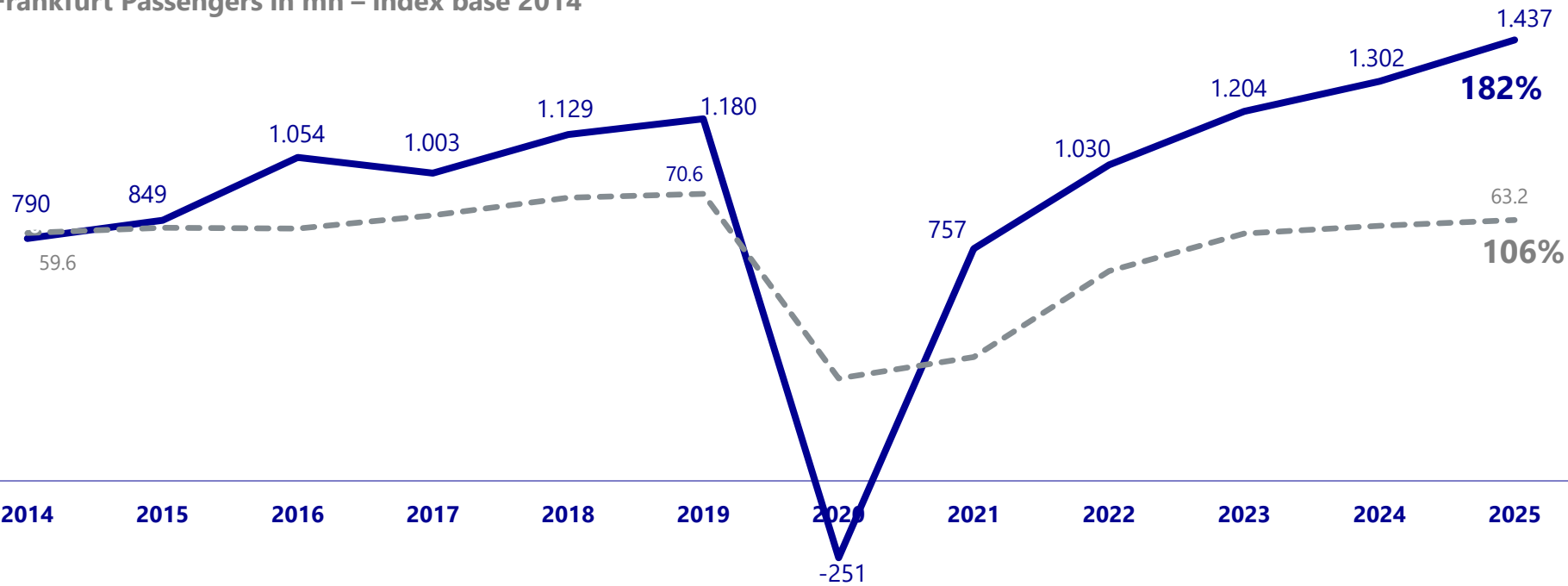
March 2026



# LONG TERM FRANKFURT TRAFFIC AND GROUP EBITDA DEVELOPMENT

Group EBITDA in EUR mn – index base 2014

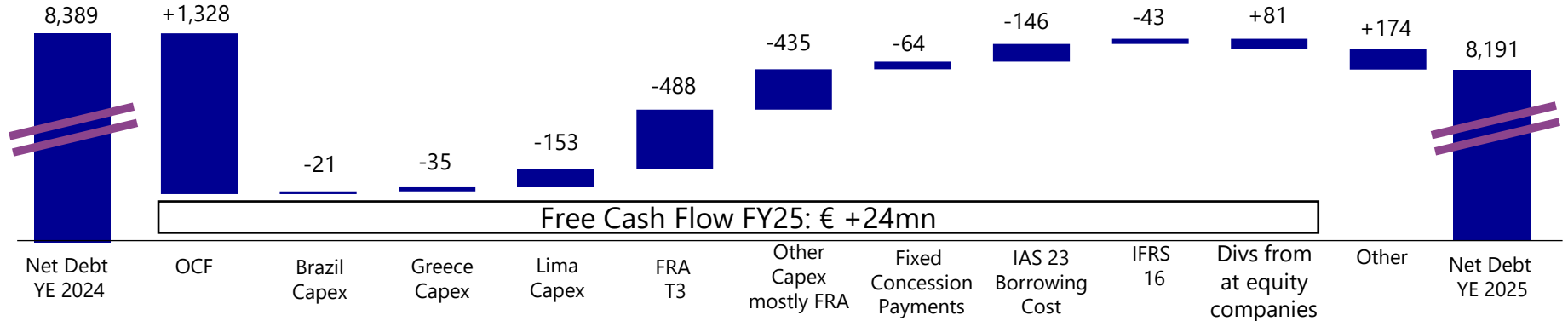
Frankfurt Passengers in mn – index base 2014



# FINANCIALS – CASH FLOW

## POSITIVE FCF DRIVEN BY EUR 600MN LOWER CAPEX AND RECORD OCF

EUR mn



### Comments

- › Increase in OCF to EUR 1,328mn due to strong operational performance, WC changes and one-off from supplementary pension plan
- › FY 25 Brick-and-Mortar Capex<sup>2</sup> decreased by EUR 600mn or 35% to EUR c.1.1bn
- › FY FCF increased by EUR 699mn → Positive for the first time after FY 2018
- › Net Debt of EUR c.8.2bn; incl. proceeds of EUR 104mn from the stake sale in Delhi and currency effects from Brazil and Lima debt financing
- › Leverage Ratios improving, Net Debt / EBITDA well below 6x

1 = Capex in airport op. projects, other intangible assets, PPE, investment property, and at equity investments. No consideration of one-time payments for acquisitions / equity injections to acquire

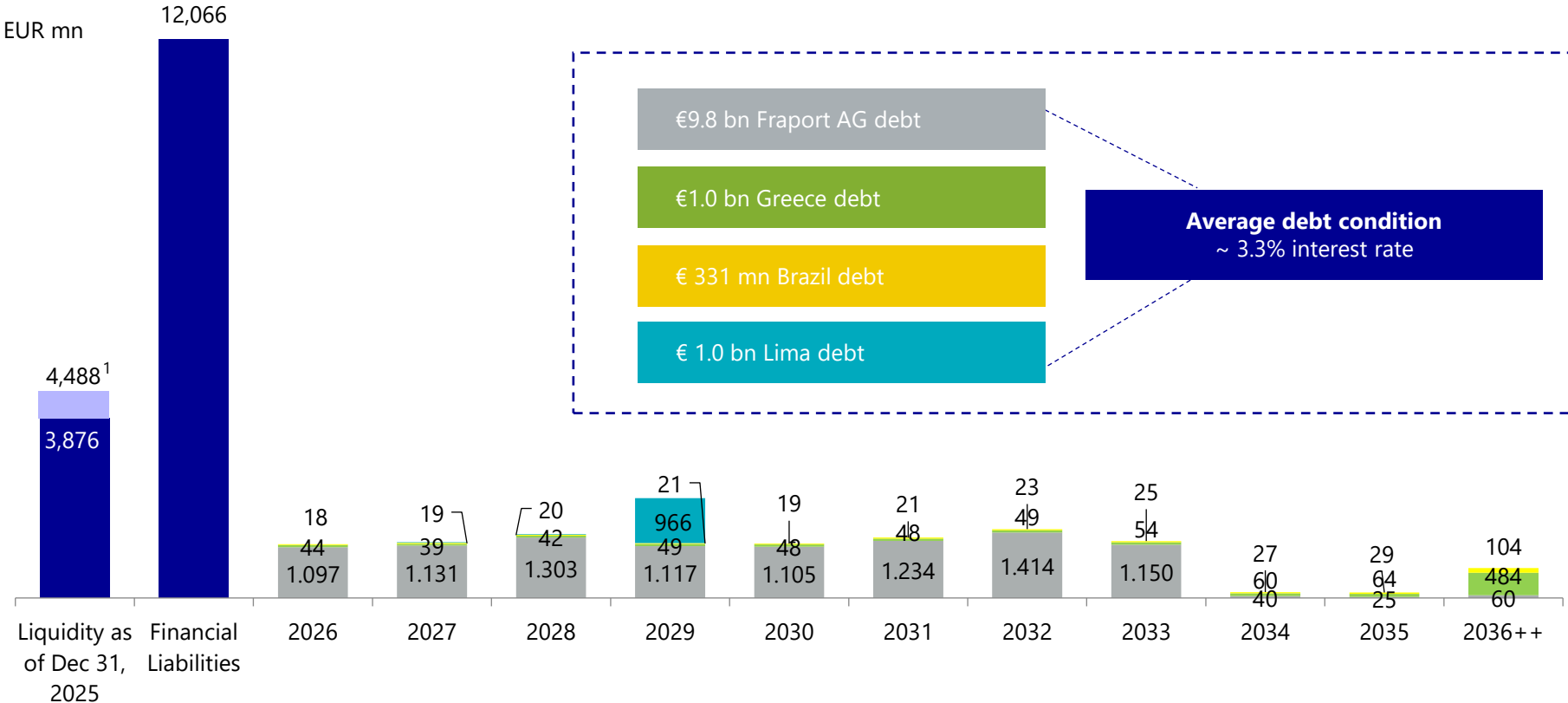
2 = Adjusts Capex for Items "Fixed Concession Payments" and "IAS 23 Borrowing Cost"

3 = OCF – IFRS 16 – Capex + Dividends from at equity investments

€ mil.	FY25	FY24	%
Operating cash flow	1,328	1,179	+13
Capex <sup>1</sup>	1,342	1,891	-29
Brick-and-Mortar Capex <sup>2</sup>	1,132	1,730	-35
Free Cash Flow <sup>3</sup>	+24	-675	-
Net Debt	8,191	8,389	-2
Net Debt / LTM EBITDA	5.7	6.4	-0.7x
Equity	5,518	5,178	+7
Gearing ratio	158	174	-16PP

# AVAILABLE FUNDS & REPAYMENT PROFILE

## WELL BALANCED MATURITY PROFILE



<sup>1</sup> Liquidity + Committed Credit Lines & Finance  
Dec. 31, 2025 break down: Frankfurt €3,036mn + €505mn CL; Greece: €375mn; Lima €58mn + €72mn CL; Brasil €88mn + €34mn CL; Other: €319mn

# SEGMENT AVIATION

## STRONG FINANCIAL PERFORMANCE BACKED BY PRICES AND VOLUMES

EUR mn	FY25	FY24
Revenue	1,342	1,235
Charges	1,008	926
Security	291	262
Other Income	48	45
Staff Cost	288	276
Other <sup>1</sup>	680	630
<b>EBITDA</b>	<b>422</b>	<b>374</b>
D&A	162	171
<b>EBIT</b>	<b>260</b>	<b>203</b>

- Total revenue increase of c.9%
- 5.7% **higher prices**, 2.6% **passenger growth** and an increasing number of **movements** (+4.4%) lead to c.9% **higher aviation charges**
- **Increase in Revenues from Security** earnings neutral on FY basis
- **Moderate Staff Cost Increase of c.4%** despite higher FTE numbers due to one-off from supplementary pension plan in the amount of EUR c.14mn (adj. +c. 9%)
- Top line effects **increase segment EBITDA and EBIT** by EUR 48mn and EUR 57mn, respectively (adj. increase by EUR 34mn and EUR 43mn, respectively)

### Outlook

FY26 to benefit from 3.9 % increase in airport fees and accelerated traffic development  
 OPEX inflation due to T3 inauguration and wage increase  
**Significant EBITDA growth expected**

<sup>1</sup> Other defined as balance of non-staff cost and intersegment cost & revenue  
 Note: Due to commercial rounding discrepancies may occur when summing up, % changes based on unrounded figures

# SEGMENT RETAIL & REAL ESTATE

## STRONG OPERATIONAL RESULTS ON SOLID REVENUES AND ONE-OFFS IN OPEX

EUR mn	FY25	FY24
<b>Revenue</b>	<b>551</b>	<b>537</b>
Retail	200	198
Real Estate	210	206
Parking	114	108
Other Income	23	18
Staff Cost	58	56
Other <sup>1</sup>	130	124
<b>EBITDA</b>	<b>386</b>	<b>375</b>
D&A	93	101
<b>EBIT</b>	<b>293</b>	<b>273</b>

- **Segment revenues** increased by c.3% with solid revenue increase from **Parking** (>+5%), also due to price adjustments
- **Retail revenues up by c.+1%**, but **spend per pax down** by 6ct to EUR 3.29, Shopping performance only **partly compensated by strong Services and Advertising** → see next slide
- Increase in **Other Income** from sale of a land plot
- **OPEX slightly up by 4%**, impacted by **one-off from supplementary pension plan** in the amount of EUR c.4mn (adj. +c.7%) and **reimbursement of utilities**
- **EBITDA and EBIT increase** due to top-line developments, one-off and lower D&A

Outlook

Positive effect on FY26 figures from expected traffic momentum and higher expected commercial turnover  
 OPEX inflation due to T3 inauguration and wage increase  
**EBITDA to remain approximately on 2025 level**

<sup>1</sup> Other defined as balance of non-staff cost and intersegment cost & revenue

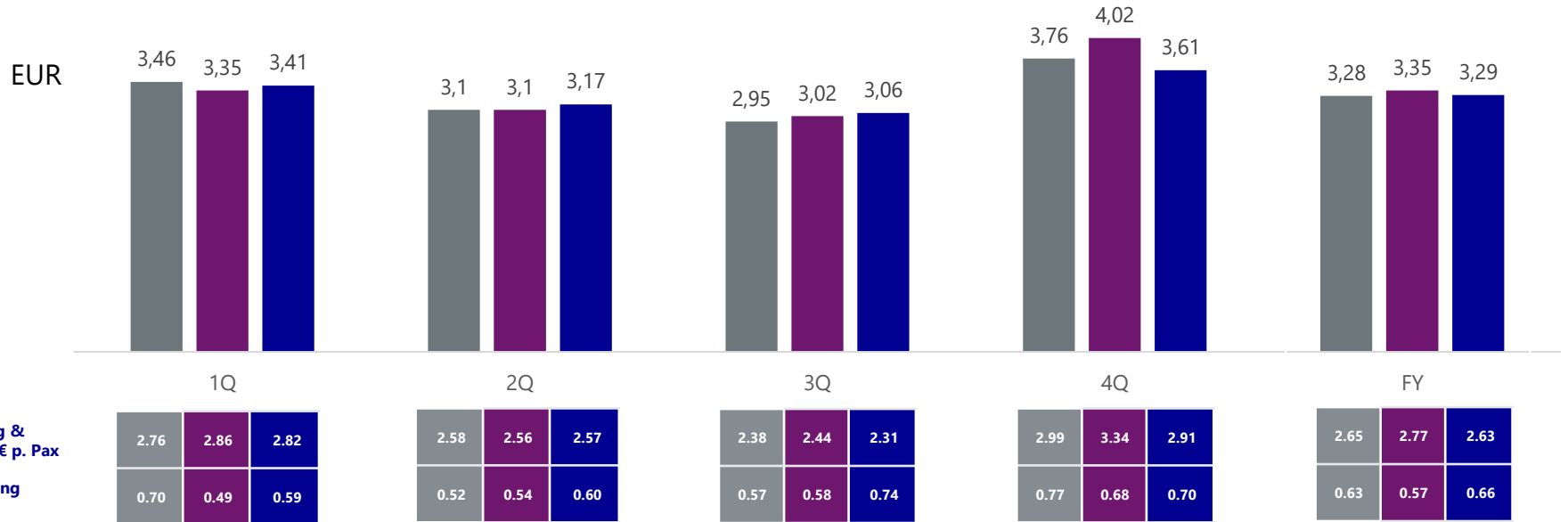
Note: Due to commercial rounding discrepancies may occur when summing up, % changes based on unrounded figures

# SEGMENT RETAIL & REAL ESTATE

## RETAIL REVENUES PER PASSENGER DEVELOPMENT

■ 2019  
 ■ 2024  
 ■ 2025

Q4 Retail Setback prior to T3 Opening:  
 Weak Shopping Performance not Fully Compensated by  
 Strong Advertising and Services



# SEGMENT GROUND HANDLING TURNAROUND ACHIEVED ON UNDERLYING CONDITIONS AND ONE OFFS

EUR mn	FY25	FY24
<b>Revenue</b>	<b>857</b>	<b>746</b>
Ground Hand.	445	369
Central Infra.	391	356
Other Income	14	12
Staff Cost	577	513
Other <sup>1</sup>	271	285
<b>EBITDA</b>	<b>23</b>	<b>-40</b>
D&A	38	42
<b>EBIT</b>	<b>-16</b>	<b>-82</b>

- **Segment revenues up c.15%**, reflecting price adjustments and volume effects as well as increasing market share, **GH revenues even up >20%**
- Staff cost increased by c.12% based on **collective labor agreement for GH** and higher **FTE numbers**
- **Other OPEX c. 5% below previous year's level, mainly** representing the decrease in external personnel and the positive net effect from provisions of EUR c.6mn
- **Positive EBITDA of EUR c.22mn** (EUR c.16mn on a like for like basis)

Outlook

FY26 to benefit from increase in charges and prices, as well as dynamic traffic development  
 OPEX inflation due to T3 inauguration and wage increase  
**Positive EBITDA expected to reach about the level of FY25**

<sup>1</sup> Other defined as balance of non-staff cost and intersegment cost & revenue

Note: Due to commercial rounding discrepancies may occur when summing up, % changes based on unrounded figures

# SEGMENT INTERNATIONAL ACTIVITIES & SERVICES

## INCREASE IN EBITDA DESPITE F/X AND OPEX HEADWIND

EUR mn	FY25	FY24
<b>Revenue</b>	<b>1,682</b>	<b>1,910</b>
IFRIC 12	222	535
ex. IFRIC 12	1,460	1,375
Other Income	42	74
Staff Cost	378	358
Other ex. IFRIC12 <sup>1</sup>	518	498
<b>EBITDA</b>	<b>606</b>	<b>593</b>
D&A	258	218
<b>EBIT</b>	<b>348</b>	<b>375</b>

- Despite F/X headwind, **underlying Revenues** increase by c.6%, primarily due to operational performance in Greece and Lima, as well as the recovery in Brazil
- **Other income** in FY24 driven by EUR 28mn compensation in Greece
- **Staff cost increase** mainly due to increase in FTE
- **Other OPEX** driven by higher concession charges
- **Slight EBITDA growth of c.2%** and **EBIT reduction of c.7%** based on **increase in D&A** due to New Terminal in Lima

Outlook

FY26 to benefit from continued traffic growth and price effects, esp. in Greece and Brazil

Currency effects may impact FY26 financials




**Solid EBITDA growth roughly in the mid-single digit percentage area expected**

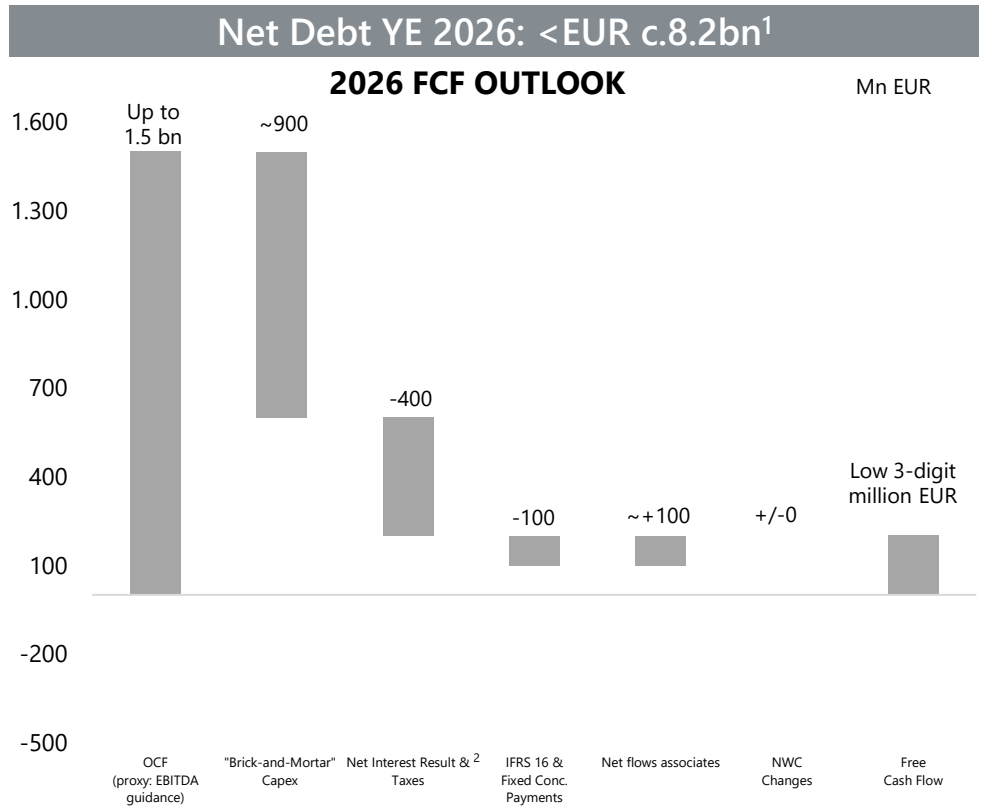
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# FINANCIALS – OUTLOOK 2026

## CAPEX & NET DEBT DEVELOPMENT

<p>Frankfurt</p> 	<p>T3 Capex: €~250mn Other Capex: €~400mn</p>
<p>Lima</p> 	<p>Capex 2026: €~100-150mn</p>
<p>Other Intl. Airports</p> 	<p>Capex 2026: €~100mn</p>



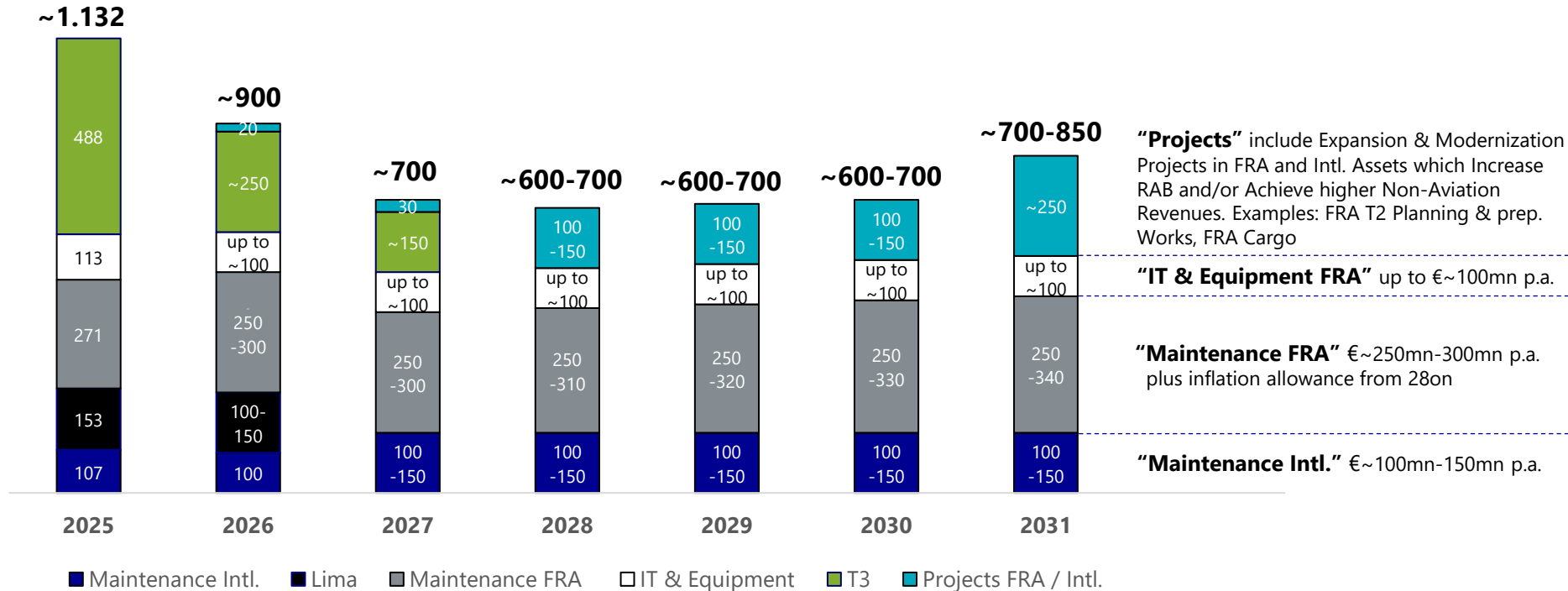
<sup>1</sup> +/- F/X translation Effects Net Cash Flows to/from Non-controlling Interests, and other Effects, including Valuation  
<sup>2</sup> Of which EUR c.50mn expected to be Capitalized as Borrowing Cost and reported as "Capex"

# FINANCIALS – OUTLOOK

## MID TERM CAPEX OUTLOOK

€ mn

**Frankfurt T2 Planning and Preparatory Works to last until c.2029.**  
**Decision** to Commence with T2 Core Construction Works to be Taken Towards **End of the Decade Subject to Traffic Development.**  
 Below Forecast Assumes a Construction Start in ~2030-31



# SUMMING UP

## EXECUTION ON 2025 TARGETS

- ✓ TERMINAL 3 CONSTRUCTION COMPLETED
- ✓ POSITIVE TRAFFIC MOMENTUM DRIVEN BY CONTINENTAL ROUTES
- ✓ STRONG DELIVERY ON EBITDA AND FREE CASH FLOW TURNED POSITIVE
- ✓ DECISION ON DIVIDEND REINSTATEMENT AT EUR 1 PER SHARE

## REASSURING OUTLOOK FOR 2026

- ↗ ACCELERATED TRAFFIC GROWTH IN FRANKFURT AS OF SUMMER
- ↗ CONTINUATION OF POSITIVE DEVELOPMENT IN INTERNATIONALS
- ↗ INAUGURATION OF TERMINAL 3 IN APRIL
- ↗ EBITDA INCREASE AND FREE CASH FLOW CLEARLY POSITIVE

# THANK YOU FOR YOUR ATTENTION!

IR Contact

T: +49 69 690 - 74840

F: +49 69 690 - 74843

M: [investor.relations@fraport.de](mailto:investor.relations@fraport.de)

[www.meet-ir.com](http://www.meet-ir.com)

# APPENDICES

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## PASSENGER TRAFFIC

<b>Passagiere</b>											
<i>Fully Consolidated Airports</i>											
		October		November		December		Q4		FY	
		abs.	Δ in %	abs.	Δ in %	abs.	Δ in %	abs.	Δ in %	abs.	Δ in %
FRA	Frankfurt	6.023.194	5,9	4.824.462	4,0	4.763.162	5,3	15.610.818	5,1	63.186.114	2,6
LJU	Ljubljana	150.688	18,1	105.623	17,5	101.803	18,7	358.114	18,1	1.591.443	10,6
Fraport Brasil		1.229.101	70,3	1.255.694	32,1	1.324.792	30,8	3.809.587	41,9	13.679.271	43,2
FOR	Fortaleza	528.905	6,2	514.624	11,4	579.617	17,4	1.623.146	11,7	6.166.329	8,9
POA	Porto Alegre	700.196	213,2	741.070	51,7	745.175	43,5	2.186.441	77,5	7.512.942	93,2
LIM	Lima	2.165.157	-2,6	2.055.554	0,1	2.195.341	4,3	6.416.052	0,6	25.496.109	4,1
Fraport Regional Airports of Greece A+B		3.500.259	3,7	953.050	8,8	880.683	9,4	5.333.992	5,5	37.116.525	3,0
Fraport Regional Airports of Greece A		1.911.259	8,9	672.966	10,1	696.932	11,1	3.281.157	9,6	21.123.734	6,2
CFU	Kerkyra (Corfu)	446.848	12,5	35.783	25,5	27.572	41,6	510.203	14,6	4.618.810	6,3
CHQ	Chania (Crete)	443.544	8,6	87.450	12,2	71.699	0,9	602.693	8,1	4.150.829	5,0
EFL	Kefalonia	40.155	-1,7	3.267	-16,4	3.990	81,4	47.412	1,0	893.697	2,4
KVA	Kavala	21.057	8,2	8.224	23,3	8.481	42,2	37.762	17,6	318.864	8,4
PVK	Aktio/Prevezka	56.637	9,0	2.043	2,0	319	-28,3	58.999	8,4	875.962	6,2
SKG	Thessaloniki	756.101	9,8	528.995	8,7	580.267	10,7	1.865.363	9,8	7.982.798	8,2
ZTH	Zakynthos	146.917	-0,6	7.204	21,8	4.604	14,6	158.725	0,7	2.282.774	2,7
Fraport Regional Airports of Greece B		1.589.000	-2,0	280.084	5,7	183.751	3,4	2.052.835	-0,5	15.992.791	-0,9
JMK	Mykonos	86.057	-10,7	12.548	-11,5	6.988	-9,7	105.593	-10,8	1.581.742	-2,0
JSI	Skiathos	17.883	1,9	1.673	6,0	1.264	3,7	20.820	2,3	639.242	6,4
JTR	Santorin (Thira)	236.881	-19,3	59.042	-9,9	35.327	-5,4	331.250	-16,5	2.418.219	-16,0
KGS	Kos	367.547	5,9	39.395	9,6	24.489	3,9	431.431	6,1	3.176.063	3,5
MJT	Mytilini (Lesbos)	42.356	6,2	30.418	11,1	29.855	10,2	102.629	8,7	587.844	4,3
RHO	Rhodos	803.410	1,4	123.545	6,7	72.624	8,4	999.579	2,5	7.093.264	2,5
SMI	Samos	34.866	3,1	13.463	202,1	13.204	-4,1	61.533	18,2	496.417	1,7
Fraport Twin Star		182.164	16,4	98.034	38,0	109.873	40,5	390.071	27,6	3.714.814	10,4
BOJ	Burgas	39.268	7,0	0	-100,0	0	-100,0	39.268	-30,4	1.849.667	2,3
VAR	Varna	142.896	19,3	98.034	55,3	109.873	65,6	350.803	40,8	1.865.147	19,8
<i>At-Equity Consolidated Airports</i>											
AYT	Antalya	5.015.069	9,3	1.790.427	3,7	1.068.315	6,4	7.873.811	7,6	38.946.591	2,3

# APPENDICES

## GROUP P+L

EUR mn	FY 2025	FY 2024
<b>Revenue</b>	<b>4,432.2</b>	<b>4,427.0</b>
Other internal work capitalized	73.7	62.3
Other operating income	52.4	86.6
<b>Total revenue</b>	<b>4,558.3</b>	<b>4,575.9</b>
Cost of materials	-1,593.0	-1,851.5
Personnel expenses	-1,301.0	-1,202.4
Other operating expenses	-227.4	-220.2
<b>EBITDA</b>	<b>1,436.9</b>	<b>1,301.8</b>
Depreciation and amortization	-551.5	-532.3
<b>EBIT/Operating result</b>	<b>885.4</b>	<b>769.5</b>
Interest income	142.0	144.6
Interest expenses	-344.4	-349.4
Result from companies accounted for using the equity method	-34.4	74.0
Other financial result	8.1	43.0
<b>Financial result</b>	<b>-228.7</b>	<b>-87.8</b>
<b>EBT/Result from ordinary operations</b>	<b>656.7</b>	<b>681.7</b>
Taxes on income	-188.6	-179.8
<b>Group result</b>	<b>468.1</b>	<b>501.9</b>
thereof profit attributable to non-controlling interests	36.3	51.3
thereof profit attributable to shareholders of Fraport AG	431.8	450.6
<b>Earnings per €10 share in €</b>		
basic	4.67	4.88
diluted	4.67	4.88

# APPENDICES

## GROUP CASH FLOW

EUR mn	FY 2025	FY 2024
<b>Result attributable to shareholders of Fraport AG</b>	<b>431.8</b>	<b>450.6</b>
Result attributable to non-controlling interests	36.3	51.3
Adjustments for		
Taxes on income	188.6	179.8
Depreciation and amortization	551.5	532.3
Interest result	202.4	204.8
Gains/losses from disposal of non-current assets	-7.5	-1.9
Others	-15.0	-58.1
Changes in the measurement of companies accounted for using the equity method	34.4	-74.0
Changes in inventories	-4.7	3.2
Changes in receivables and financial assets	75.3	-40.1
Changes in liabilities	4.0	99.7
Changes in provisions	21.5	13.3
<b>Operating activities</b>	<b>1,518.6</b>	<b>1,360.9</b>
<b>Financial activities</b>		
Interest paid	-233.2	-210.6
Interest received	127.9	124.7
Paid taxes on income	-85.0	-95.9
<b>Cash flow used from operating activities</b>	<b>1,328.3</b>	<b>1,179.1</b>

EUR mn	FY 2025	FY 2024
<b>Cash flow from operating activities</b>	<b>1,328.3</b>	<b>1,179.1</b>
Investments in airport operating projects	-333.7	-622.5
Capital expenditure for other intangible assets	-8.4	-15.8
Capital expenditure for property, plant, and equipment	-990.5	-1,250.1
Capital expenditure for "Investment property"	-4.7	-2.0
Investments in companies acc. for using the equity method	-4.9	-0.2
Sale of shares in other investments	104.3	45.0
Dividends from companies accounted for using the equity method	80.8	80.2
Dividends from other investments	0.6	0.0
Proceeds from disposal of non-current assets	18.9	4.9
<b>Cash flow used in investing activities excluding investments in cash deposits and securities</b>	<b>-1,137.6</b>	<b>-1,760.5</b>
Financial investments in securities & prom. note loans	-587.4	-621.7
Proceeds from disposal of securities & prom. note loans	752.3	950.3
Change of time deposits with term of 3+ months	-254.3	-81.7
<b>Cash flow used in investing activities</b>	<b>-1,227.0</b>	<b>-1,513.6</b>
Dividends paid to non-controlling interests	-31.3	-17.4
Sale of own shares	5.7	0.0
Capital increase non-controlling interests	5.9	29.8
Cash inflow from long-term financial liabilities	1,096.0	1,892.6
Repayment of long-term financial liabilities	-1,105.9	-1,518.0
Changes in current financ. liabilities & oth. financing act.	-218.2	102.9
<b>Cash flow used in/from financing activities</b>	<b>-247.8</b>	<b>489.9</b>
Change in cash and cash equivalents	<b>-146.5</b>	<b>155.4</b>
Cash and cash equivalents as at January 1	950.5	796.5
F/X currency translation effects on cash & cash equiv.	-16.1	-1.4
<b>Cash and cash equivalents as at Dec 31</b>	<b>787.9</b>	<b>950.5</b>

# APPENDICES

## GROUP FINANCIAL POSITION

EUR mn	Dec. 31, 2025	Dec. 31, 2024
<b>Non-current assets</b>		
Goodwill	19.3	19.3
Investments in airport operating projects	4,414.2	4,547.5
Other intangible assets	97.2	98.6
Property, plant and equipment	10,567.5	9,850.3
Investment property	80.3	82.6
Investments in companies accounted for using the equity method	478.4	556.8
Other financial assets	682.1	834.3
Other financial receivables and assets	93.2	107.9
Other non-financial receivables and assets	81.8	85.5
Deferred tax assets	87.0	93.0
	<b>16,601.0</b>	<b>16,275.8</b>
<b>Current assets</b>		
Inventories	29.4	24.8
Trade accounts receivable	280.8	288.6
Other current financial assets	572.1	682.0
Other current financial receivables and assets	107.6	117.6
Other current non-financial receivables and assets	127.7	184.1
Income tax receivables	27.8	33.7
Cash and cash equivalents	2,737.9	2,646.2
	<b>3,883.3</b>	<b>3,977.0</b>
<b>Total</b>	<b>20,484.3</b>	<b>20,252.8</b>

EUR mn	Dec. 31, 2025	Dec. 31, 2024
<b>Shareholders' equity</b>		
Issued capital	924.7	923.9
Capital reserve	602.4	598.5
Revenue reserves	3,654.1	3,306.2
Equity attributable to shareholders of Fraport AG	5,181.2	4,828.6
Non-controlling interests	336.8	349.5
	<b>5,518.0</b>	<b>5,178.1</b>
<b>Non-current liabilities</b>		
Financial liabilities	10,794.0	10,996.8
Trade accounts payable	80.6	81.3
Other financial liabilities	1,154.3	1,072.8
Other non-financial liabilities	67.0	70.1
Deferred tax liabilities	201.1	164.1
Provisions for pensions and similar obligations	35.0	36.5
Provisions for income taxes	27.9	63.2
Other provisions	127.7	113.3
	<b>12,487.6</b>	<b>12,598.1</b>
<b>Current liabilities</b>		
Financial liabilities	1,272.5	1,328.3
Trade accounts payable	392.9	488.5
Other current financial liabilities	180.2	156.9
Other current non-financial liabilities	281.1	260.5
Provisions for income taxes	119.3	46.3
Other provisions	232.7	196.1
	<b>2,478.7</b>	<b>2,476.6</b>
<b>Total</b>	<b>20,484.3</b>	<b>20,252.8</b>

# APPENDICES

## MAJOR SPECIAL ITEMS 2024/25

### 1Q 2024

#### **International Activities / Fraport Greece**

EUR +28.0 mn Other Income: State Settlement for COVID-related impacts (2H21)

### 2Q 2024

#### **International Activities / Fraport Brasil**

EUR +9.0 mn Other Income: compensation payments in the context of the flooding of POA

### 4Q 2024

#### **Ground Handling**

EUR -8.0 mn higher Staff Cost: Provision for compensation payments

#### **International Activities / Fraport Brasil**

EUR +8.9 mn Other Income: Rebalance Economic Equilibrium

#### **Group D&A**

EUR -20.2 mn Write-down of assets

#### **Group Financial Result / St. Petersburg**

EUR +45.0 mn Other Financial Result: Fair Value Measurement due to Divestment

### 1Q 2025

#### **Group Financial Result / Antalya**

EUR - 3.9 mn EBITDA: Negative DTF Impact  
EUR -16.9 mn Net Result: F/X driven effect from deferred taxes

### 2Q 2025

#### **Ground Handling**

EUR -10.5 mn higher Staff Cost: Supplementary Pension Costs  
EUR +16.8 mn lower Other Opex: Reversal of provisions

#### **Group Financial Result / Antalya**

EUR - 3.1 mn EBITDA: Negative DTF Impact  
EUR -10.6 mn Financial Result: „Day 1 loss“ on Hedging of Project Finance  
EUR -29.3 mn Net Result: F/X driven effect from deferred taxes

### 3Q 2025

#### **Aviation**

EUR +14 mn lower Staff Cost: Payback of Supplementary Pension Costs

#### **Retail& Real Estate**

EUR +4mn lower Staff Cost: Payback of Supplementary Pension Costs

#### **Ground Handling**

EUR +16 mn lower Staff Cost: Payback of Supplementary Pension Costs

#### **International Activities / Services**

EUR +15 mn lower Staff Cost: Payback of Supplementary Pension Costs

### 4Q 2025

#### **International Activities / Fraport Brasil**

EUR +17.3 mn Other Income: Rebalance Economic Equilibrium

#### **Ground Handling**

EUR -5.8 mn higher Staff Cost: Supplementary Pension Costs  
EUR -11.2 mn higher Other Opex: Provision for compensation payments

# APPENDICES

## BRICK-AND-MORTAR CAPEX

### Historic Investment & 2026 Outlook

EUR mn	2018	2019	2020	2021	2022	2023	2024	2025	2026e
Terminal 3	155	369	536	603	542	593	750	488	250
Lima	48	94	101	197	329	460	485	153	100-150
Greece	78	191	97	27	9	14	22	35	-*
Brasil	164	240	44	27	12	20	24	21	-*
Other	316	387	326	267	187	330	449	435	Up to 500
t/o FRA	298	363	303	246	176	295	424	365	Up to 400
t/o RoW	18	24	23	21	11	35	25	70	Up to 100

\* No specific guidance given, capex included in RoW

# APPENDICES

## D+A AND INTEREST DETAILS

EUR mn	19FY	20FY	21FY	22FY	23FY	24FY	25FY
<b>Depreciation &amp; Amortization</b>	<b>475</b>	<b>458</b>	<b>443</b>	<b>465</b>	<b>501</b>	<b>532</b>	<b>552</b>
of which IFRS16 related <sup>1</sup>	45	45	38	41	37	36	39
of which IFRIC12 related <sup>2</sup>	84	94	106	116	134	139	175
of which other D&A	346	319	299	308	330	357	338

<b>Interest Expenses</b>	<b>197</b>	<b>193</b>	<b>269</b>	<b>314</b>	<b>318</b>	<b>349</b>	<b>344</b>
of which IFRS16 related <sup>1</sup>	12	11	9	9	7	6	9
of which IFRIC12 related <sup>2</sup>	55	55	75	86	69	71	71
of which other Interest Expenses	175	163	226	263	313	394	410
of which cap. borrowing cost (IAS 23)	-46	-36	-41	-44	-71	-121	-146

Frankfurt Terminal 3 & Lima Terminal Construction Progress reflected in increased amount of capitalized borrowing cost

<sup>1</sup>IFRS 16 specifies how **leases** are recognized, measured, presented, and disclosed. Based on the application of IFRS 16, depreciation charges and interest expenses incurred.

<sup>2</sup>IFRIC 12 specifies how **service concession arrangement** are recognized, measured, presented, and disclosed. Based on the application of IFRIC 12, depreciation charges and interest expenses incurred.

# APPENDICES

## D+A AND INTEREST DETAILS

	1Q23	2Q23	3Q23	4Q23	1Q24	2Q24	3Q24	4Q24	1Q25	2Q25	3Q25	4Q25
<b>D&amp;A</b>	<b>116</b>	<b>119</b>	<b>123</b>	<b>143</b>	<b>130</b>	<b>129</b>	<b>127</b>	<b>147</b>	<b>125</b>	<b>129</b>	<b>143</b>	<b>154</b>
o/w IFRS 16	10	9	9	9	9	9	9	9	10	9	10	10
o/w IFRIC 12	29	33	34	37	36	35	34	34	34	39	51	51
o/w other	77	77	80	97	85	85	84	104	81	81	82	93

<b>Interest exp.</b>	<b>78</b>	<b>81</b>	<b>73</b>	<b>85</b>	<b>90</b>	<b>89</b>	<b>88</b>	<b>82</b>	<b>84</b>	<b>95</b>	<b>94</b>	<b>72</b>
o/w IFRS 16	2	2	2	2	2	2	2	1	1	2	3	3
o/w IFRIC 12	21	18	13	16	20	17	17	16	20	21	16	14
o/w other	72	75	78	87	93	98	102	101	102	104	101	104
IAS 23	-17	-14	-20	-20	-24	-29	-32	-37	-39	-32	-26	-49

Frankfurt Terminal 3 & Lima Terminal Construction Progress reflected in increased amount of capitalized borrowing cost

<sup>1</sup>IFRS 16 specifies how **leases** are recognized, measured, presented, and disclosed. Based on the application of IFRS 16, depreciation charges and interest expenses incurred.

<sup>2</sup>IFRIC 12 specifies how **service concession arrangement** are recognized, measured, presented, and disclosed. Based on the application of IFRIC 12, depreciation charges and interest expenses incurred.

# APPENDICES

## AVIATION SEGMENT

	1Q19	2Q19	3Q19	4Q19	1Q23	2Q23	3Q23	4Q23	1Q24	2Q24	3Q24	4Q24	1Q25	2Q25	3Q25	4Q25
PAX mn	14.8	18.8	20.5	16.4	11.3	15.5	17.7	14.8	12.5	15.5	18.0	14.8	12.4	16.7	18.4	15.6
MOV	117k	136k	140k	121k	89k	112k	120k	110k	95k	112k	121k	108k	96k	122k	128k	113k
MTOW mn	7.3	8.3	8.7	7.6	5.7	6.9	7.5	6.9	6.1	6.9	7.6	6.8	6.2	7.5	7.8	7.0

EUR mn	1Q19	2Q19	3Q19	4Q19	1Q23	2Q23	3Q23	4Q23	1Q24	2Q24	3Q24	4Q24	1Q25	2Q25	3Q25	4Q25
<b>Revenue</b>	<b>225</b>	<b>270</b>	<b>288</b>	<b>244</b>	<b>220</b>	<b>288</b>	<b>313</b>	<b>278</b>	<b>266</b>	<b>320</b>	<b>344</b>	<b>305</b>	<b>270</b>	<b>349</b>	<b>382</b>	<b>341</b>
Charges	175	215	234	193	161	212	236	206	195	239	265	227	202	263	290	253
Security	39	42	42	39	49	66	65	59	59	70	66	67	58	76	81	77
Oth. Inc.	7	8	10	8	30	12	7	-9	12	10	11	13	12	11	11	14
Staff Cost	90	98	94	92	63	62	59	60	65	71	70	70	75	78	61	75
Other <sup>1</sup>	104	96	101	112	147	153	140	148	156	151	155	170	164	162	170	185
<b>EBITDA</b>	<b>38</b>	<b>84</b>	<b>103</b>	<b>48</b>	<b>40</b>	<b>85</b>	<b>121</b>	<b>61</b>	<b>57</b>	<b>109</b>	<b>130</b>	<b>78</b>	<b>43</b>	<b>120</b>	<b>162</b>	<b>96</b>

<sup>1</sup> Other defined as balance of non-staff cost and intersegment cost & revenue

Note: Due to commercial rounding discrepancies may occur when summing up, % changes based on unrounded figures

# APPENDICES

## RETAIL & REAL ESTATE SEGMENT

	1Q19	2Q19	3Q19	4Q19	1Q23	2Q23	3Q23	4Q23	1Q24	2Q24	3Q24	4Q24	1Q25	2Q25	3Q25	4Q25
PAX mn	14.8	18.8	20.5	16.4	11.3	15.5	17.7	14.8	12.5	15.5	18.0	14.8	12.4	16.7	18.4	15.6
MOV	117k	136k	140k	121k	89k	112k	120k	110k	95k	112k	121k	108k	96k	122k	128k	113k
MTOW mn	7.3	8.3	8.7	7.6	5.7	6.9	7.5	6.9	6.1	6.9	7.6	6.8	6.2	7.5	7.8	7.0

EUR mn	1Q19	2Q19	3Q19	4Q19	1Q23	2Q23	3Q23	4Q23	1Q24	2Q24	3Q24	4Q24	1Q25	2Q25	3Q25	4Q25
<b>Revenue</b>	<b>116</b>	<b>125</b>	<b>131</b>	<b>136</b>	<b>108</b>	<b>127</b>	<b>130</b>	<b>133</b>	<b>119</b>	<b>133</b>	<b>140</b>	<b>145</b>	<b>123</b>	<b>140</b>	<b>145</b>	<b>144</b>
Real Est.	41	42	44	43	46	51	49	44	49	50	53	53	50	52	54	54
Retail	49	56	58	59	35	44	49	58	40	48	52	58	40	51	54	54
Parking	25	25	27	23	23	27	27	25	24	28	29	27	26	29	31	28
Oth. Inc.	15	3	6	2	7	4	3	3	4	4	5	4	5	4	5	9
Staff Cost	15	15	14	14	14	14	13	14	13	14	14	14	15	15	11	17
Other <sup>1</sup>	15	17	16	30	22	17	21	31	27	26	31	40	29	29	26	46
<b>EBITDA</b>	<b>101</b>	<b>96</b>	<b>107</b>	<b>94</b>	<b>79</b>	<b>100</b>	<b>99</b>	<b>91</b>	<b>83</b>	<b>97</b>	<b>100</b>	<b>95</b>	<b>83</b>	<b>100</b>	<b>113</b>	<b>91</b>

<sup>1</sup> Other defined as balance of non-staff cost and intersegment cost & revenue

Note: Due to commercial rounding discrepancies may occur when summing up, % changes based on unrounded figures

# APPENDICES

## GROUND HANDLING SEGMENT

	1Q19	2Q19	3Q19	4Q19	1Q23	2Q23	3Q23	4Q23	1Q24	2Q24	3Q24	4Q24	1Q25	2Q25	3Q25	4Q25
PAX mn	14.8	18.8	20.5	16.4	11.3	15.5	17.7	14.8	12.5	15.5	18.0	14.8	12.4	16.7	18.4	15.6
MOV	117k	136k	140k	121k	89k	112k	120k	110k	95k	112k	121k	108k	96k	122k	128k	113k
MTOW mn	7.3	8.3	8.7	7.6	5.7	6.9	7.5	6.9	6.1	6.9	7.6	6.8	6.2	7.5	7.8	7.0

EUR mn	1Q19	2Q19	3Q19	4Q19	1Q23	2Q23	3Q23	4Q23	1Q24	2Q24	3Q24	4Q24	1Q25	2Q25	3Q25	4Q25
<b>Revenue</b>	<b>161</b>	<b>184</b>	<b>192</b>	<b>170</b>	<b>141</b>	<b>173</b>	<b>188</b>	<b>175</b>	<b>160</b>	<b>194</b>	<b>206</b>	<b>186</b>	<b>181</b>	<b>225</b>	<b>235</b>	<b>216</b>
G. Services	81	93	99	86	71	86	96	89	80	96	102	92	90	118	123	114
Centr. Infr.	72	85	87	77	64	82	88	80	75	93	99	89	84	102	108	97
Oth. Inc.	2	2	3	2	2	2	3	2	3	3	3	3	4	3	3	4
Staff Cost	115	122	118	114	106	122	111	113	115	127	126	145	138	159	128	152
Other <sup>1</sup>	43	46	51	47	61	66	67	74	68	74	74	69	64	56	73	77
<b>EBITDA</b>	<b>5</b>	<b>18</b>	<b>26</b>	<b>11</b>	<b>-24</b>	<b>-13</b>	<b>13</b>	<b>-10</b>	<b>-20</b>	<b>-4</b>	<b>9</b>	<b>-25</b>	<b>-18</b>	<b>13</b>	<b>37</b>	<b>-9</b>

<sup>1</sup> Other defined as balance of non-staff cost and intersegment cost & revenue

Note: Due to commercial rounding discrepancies may occur when summing up, % changes based on unrounded figures

# APPENDICES

## MAJOR INTERNATIONAL HOLDINGS

Fully consolidated Group companies													
EUR mn	Share in %	Revenue <sup>1)</sup>			EBITDA			EBIT			Result		
		FY24	FY25	Δ %	FY24	FY25	Δ %	FY24	FY25	Δ %	FY24	FY25	Δ %
Fraport USA	100	185.3	<b>179.2</b>	-3.3	61.9	<b>53.7</b>	-13.2	27.5	<b>17.7</b>	-35.6	16.7	<b>8.6</b>	-48.5
Fraport Slovenija	100	50.5	<b>54.9</b>	+8.7	19.7	<b>24.1</b>	+22.3	10.2	<b>13.9</b>	+36.3	8.3	<b>11.4</b>	+37.3
Fortaleza + Porto Alegre <sup>2)</sup>	100	91.5	<b>115.6</b>	+26.3	50.2	<b>68.7</b>	+36.9	18.2	<b>36.0</b>	+97.8	-5.7	<b>10.0</b>	-
Lima	80.01	835.0	<b>526.6</b>	-36.9	122.7	<b>99.1</b>	-19.2	84.2	<b>27.2</b>	-67.7	37.6	<b>-32.1</b>	-
Fraport Greece <sup>3)</sup>	65	609.6	<b>646.0</b>	+6.0	288.1	<b>279.9</b>	-2.8	223.8	<b>213.8</b>	-4.5	111.1	<b>106.5</b>	-4.1
Twin Star	60	58.2	<b>84.1</b>	+44.5	22.8	<b>24.9</b>	+9.2	13.3	<b>15.6</b>	+17.3	8.4	<b>10.3</b>	+22.6

Group companies accounted for using the equity method													
EUR mn	Share in %	Revenue <sup>1)</sup>			EBITDA			EBIT			Result		
		FY24	FY25	Δ %	FY24	FY25	Δ %	FY24	FY25	Δ %	FY24	FY25	Δ %
Antalya I (FTA I)	51/50 <sup>4)</sup>	515.9	<b>561.3</b>	+8.8	373.5	<b>276.5</b>	-26.0	251.9	<b>160.9</b>	-36.1	181.8	<b>96.3</b>	-47.0
Antalya II (FTA II)	49/50 <sup>5)</sup>	284.9	<b>99.2</b>	-65.2	-5.2	<b>63.7</b>	-	-5.2	<b>37.6</b>	-	-33.4	<b>-146.6</b>	-

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

1) Revenue adjusted by IFRIC 12: Fortaleza + Porto Alegre 2025: 99.7 mn € (2024: 70.4 mn €); Lima 2025: 388.2 mn € (2024: 372.6 mn €); Fraport Greece 2025: 597.4 Mio € (2024: 558.2 Mio €); Twin Star 2025: 65.4 mn € (2024: 58.2 mn €); Antalya II 2025: 76.5 mn € (2024: 6.3 mn €)

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

3) Fraport Regional Airports of Greece A, Fraport Regional Airports of Greece B, and Fraport Greece Management Co. are collectively referred to as "Fraport Greece"

4) Share of voting rights: 51%, dividend share: 50%

5) Share of voting rights: 49%, dividend share: 50%

# APPENDICES

## MAJOR INTERNATIONAL HOLDINGS

Greece EUR mn	1Q19	1Q24	1Q25	2Q19	2Q24	2Q25	3Q19	3Q24	3Q25	4Q19	4Q24	4Q25
Revenue	78	40	42	128	161	173	177	307	310	80	102	120
<b>Revenue w/o IFRIC 12</b>	<b>23</b>	<b>35</b>	<b>39</b>	<b>81</b>	<b>155</b>	<b>162</b>	<b>144</b>	<b>283</b>	<b>297</b>	<b>49</b>	<b>85</b>	<b>99</b>
- Airport Charges	15	25	26	69	121	126	127	222	232	34	63	70
- Retail	4	4	5	5	22	26	7	47	51	10	14	17
- Other	4	6	8	7	12	10	10	14	14	5	9	11
<b>Total Revenue</b>	<b>79</b>	<b>68</b>	<b>42</b>	<b>128</b>	<b>161</b>	<b>173</b>	<b>177</b>	<b>307</b>	<b>311</b>	<b>80</b>	<b>102</b>	<b>120</b>
Opex (ex. IFRIC 12)	23	35	42	34	80	81	38	124	130	31	59	64
<b>EBITDA</b>	<b>0</b>	<b>28</b>	<b>-3</b>	<b>47</b>	<b>75</b>	<b>81</b>	<b>106</b>	<b>159</b>	<b>167</b>	<b>18</b>	<b>27</b>	<b>34</b>

Antalya I (FTA I) EUR mn	1Q19	1Q24	1Q25	2Q19	2Q24	2Q25	3Q19	3Q24	3Q25	4Q19	4Q24	4Q25
Revenue	26	37	27	112	147	132	183	228	287	80	104	116
<b>Revenue w/o IFRIC 12</b>	<b>24</b>	<b>37</b>	<b>27</b>	<b>112</b>	<b>147</b>	<b>132</b>	<b>183</b>	<b>228</b>	<b>287</b>	<b>80</b>	<b>102</b>	<b>116</b>
- Airport Charges	12	21	19	76	92	95	125	143	148	48	63	69
- Retail	9	13	4	33	50	30	54	78	125	29	35	43
- Other	3	3	4	3	5	7	4	7	14	3	4	4
<b>Total Revenue</b>	<b>26</b>	<b>38</b>	<b>28</b>	<b>112</b>	<b>147</b>	<b>161</b>	<b>184</b>	<b>229</b>	<b>260</b>	<b>80</b>	<b>105</b>	<b>117</b>
Opex (ex. IFRIC 12)	9	19	23	15	29	68	21	41	110	18	54	89
<b>EBITDA</b>	<b>15</b>	<b>19</b>	<b>5</b>	<b>98</b>	<b>118</b>	<b>93</b>	<b>163</b>	<b>188</b>	<b>150</b>	<b>62</b>	<b>49</b>	<b>28</b>

Note: Due to commercial rounding discrepancies may occur when summing up, % changes based on unrounded figures

# APPENDICES

## MAJOR INTERNATIONAL HOLDINGS

Lima EUR mn	1Q19	1Q24	1Q25	2Q19	2Q24	2Q25	3Q19	3Q24	3Q25	4Q19	4Q24	4Q25
Revenue	89	207	140	127	225	116	108	221	134	112	183	136
<b>Revenue w/o IFRIC 12</b>	<b>82</b>	<b>86</b>	<b>96</b>	<b>87</b>	<b>90</b>	<b>91</b>	<b>86</b>	<b>98</b>	<b>101</b>	<b>92</b>	<b>99</b>	<b>101</b>
- Airport Charges	46	49	54	49	51	50	46	55	55	52	55	54
- Retail	15	14	16	17	15	16	18	17	17	17	19	18
- Other	21	23	26	21	24	25	22	26	29	23	25	29
<b>Total Revenue</b>	<b>89</b>	<b>207</b>	<b>140</b>	<b>127</b>	<b>225</b>	<b>116</b>	<b>108</b>	<b>221</b>	<b>134</b>	<b>112</b>	<b>183</b>	<b>136</b>
Opex (ex. IFRIC 12)	50	56	65	53	60	67	54	63	72	58	71	86
<b>EBITDA</b>	<b>32</b>	<b>30</b>	<b>30</b>	<b>34</b>	<b>30</b>	<b>24</b>	<b>32</b>	<b>35</b>	<b>29</b>	<b>34</b>	<b>28</b>	<b>15</b>

Lima USD mn	1Q19	1Q24	1Q25	2Q19	2Q24	2Q25	3Q19	3Q24	3Q25	4Q19	4Q24	4Q25
Revenue	101	224	147	143	242	133	120	243	157	124	195	158
<b>Revenue w/o IFRIC 12</b>	<b>93</b>	<b>93</b>	<b>101</b>	<b>98</b>	<b>97</b>	<b>103</b>	<b>96</b>	<b>108</b>	<b>118</b>	<b>102</b>	<b>106</b>	<b>118</b>
- Airport Charges	53	53	57	55	55	57	51	61	64	57	59	63
- Retail	17	16	17	19	16	18	19	19	20	19	20	21
- Other	23	24	27	24	26	28	26	28	34	26	27	34
<b>Total Revenue</b>	<b>101</b>	<b>224</b>	<b>147</b>	<b>143</b>	<b>242</b>	<b>133</b>	<b>120</b>	<b>243</b>	<b>157</b>	<b>124</b>	<b>195</b>	<b>158</b>
Opex (ex. IFRIC 12)	57	60	68	60	64	75	61	70	84	64	76	100
<b>EBITDA</b>	<b>36</b>	<b>33</b>	<b>32</b>	<b>38</b>	<b>33</b>	<b>28</b>	<b>35</b>	<b>38</b>	<b>34</b>	<b>38</b>	<b>30</b>	<b>18</b>

Note: Due to commercial rounding discrepancies may occur when summing up, % changes based on unrounded figures

# APPENDICES

## MAJOR INTERNATIONAL HOLDINGS

Brasil EUR mn	1Q19	1Q24	1Q25	2Q25	2Q24	2Q19	3Q19	3Q24	3Q25	4Q19	4Q24	4Q25
Revenue	86	26	33	23	20	77	65	19	27	55	26	32
<b>Revenue w/o IFRIC 12</b>	<b>23</b>	<b>24</b>	<b>22</b>	<b>23</b>	<b>16</b>	<b>21</b>	<b>24</b>	<b>12</b>	<b>26</b>	<b>26</b>	<b>17</b>	<b>28</b>
- Airport Charges	15	13	12	12	8	13	15	7	14	15	10	15
- Retail	4	5	5	4	3	3	4	2	5	4	3	5
- Other	4	6	5	7	5	5	5	3	7	7	4	8
<b>Total Revenue</b>	<b>87</b>	<b>26</b>	<b>33</b>	<b>24</b>	<b>30</b>	<b>78</b>	<b>66</b>	<b>17</b>	<b>28</b>	<b>56</b>	<b>45</b>	<b>52</b>
Opex (ex. IFRIC 12)	15	12	11	12	11	13	13	10	12	16	13	16
<b>EBITDA</b>	<b>9</b>	<b>13</b>	<b>11</b>	<b>12</b>	<b>15</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>15</b>	<b>10</b>	<b>23</b>	<b>31</b>

Brasil BRL mn	1Q19	1Q24	1Q25	2Q19	2Q24	2Q25	3Q19	3Q24	3Q25	4Q19	4Q24	4Q25
Revenue	368	140	201	339	114	151	289	119	175	254	162	202
<b>Revenue w/o IFRIC 12</b>	<b>99</b>	<b>131</b>	<b>138</b>	<b>90</b>	<b>92</b>	<b>150</b>	<b>105</b>	<b>79</b>	<b>165</b>	<b>116</b>	<b>108</b>	<b>175</b>
- Airport Charges	64	72	72	57	47	79	68	42	88	69	61	96
- Retail	15	25	28	14	17	25	16	15	29	18	20	29
- Other	20	34	38	19	28	46	21	22	48	29	27	50
<b>Total Revenue</b>	<b>371</b>	<b>142</b>	<b>204</b>	<b>342</b>	<b>167</b>	<b>154</b>	<b>292</b>	<b>104</b>	<b>179</b>	<b>259</b>	<b>274</b>	<b>325</b>
Opex (ex. IFRIC 12)	62	65	71	55	63	80	58	59	77	74	82	101
<b>EBITDA</b>	<b>40</b>	<b>68</b>	<b>70</b>	<b>38</b>	<b>82</b>	<b>74</b>	<b>50</b>	<b>5</b>	<b>92</b>	<b>47</b>	<b>139</b>	<b>197</b>

Note: Due to commercial rounding discrepancies may occur when summing up, % changes based on unrounded figures

# APPENDICES

## MAJOR INTERNATIONAL HOLDINGS

Twin Star EUR mn	1Q19	1Q24	1Q25	2Q19	2Q24	2Q25	3Q19	3Q24	3Q25	4Q19	4Q24	4Q25
Revenue	3	4	5	15	13	16	41	35	38	5	6	25
<b>Revenue w/o IFRIC 12</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>15</b>	<b>13</b>	<b>16</b>	<b>41</b>	<b>35</b>	<b>38</b>	<b>5</b>	<b>6</b>	<b>7</b>
- Airport Charges	2	2	2	9	8	9	27	23	25	2	3	3
- Retail	0	1	1	2	2	2	5	6	6	1	1	2
- Other	1	1	2	4	3	5	9	6	7	2	2	2
<b>Total Revenue</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>15</b>	<b>13</b>	<b>16</b>	<b>41</b>	<b>35</b>	<b>38</b>	<b>5</b>	<b>6</b>	<b>26</b>
Opex (ex. IFRIC 12)	4	6	6	6	7	9	14	14	16	6	9	10
<b>EBITDA</b>	<b>-1</b>	<b>-2</b>	<b>-1</b>	<b>9</b>	<b>6</b>	<b>7</b>	<b>27</b>	<b>21</b>	<b>22</b>	<b>-1</b>	<b>-3</b>	<b>-3</b>

Fraport Slovenija EUR mn	1Q19	1Q24	1Q25	2Q19	2Q24	2Q25	3Q19	3Q24	3Q25	4Q19	4Q24	4Q25
Revenue	10	10	10	13	13	15	14	16	17	9	12	13
<b>Revenue w/o IFRIC 12</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>13</b>	<b>13</b>	<b>15</b>	<b>14</b>	<b>16</b>	<b>17</b>	<b>9</b>	<b>12</b>	<b>13</b>
- Airport Charges	4	4	4	6	6	7	7	8	9	4	5	6
- Retail	1	1	1	1	1	1	1	1	1	1	1	1
- Other	5	5	5	6	6	7	6	7	7	4	6	6
<b>Total Revenue</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>13</b>	<b>16</b>	<b>15</b>	<b>14</b>	<b>16</b>	<b>22</b>	<b>11</b>	<b>12</b>	<b>13</b>
Opex (ex. IFRIC 12)	6	8	8	8	8	9	8	9	9	9	9	9
<b>EBITDA</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>13</b>	<b>2</b>	<b>3</b>	<b>4</b>

Note: Due to commercial rounding discrepancies may occur when summing up, % changes based on unrounded figures

# BUSINESS UPDATE

## MULTI ANNUAL FRANKFURT AVIATION CHARGE AGREEMENT

<b>2025 PASSENGERS O&amp;D</b>	<b>+6.8%</b>
<b>2025 PASSENGERS CONNECTING</b>	<b>+5.0%</b>
<b>2025 OTHER PRICES</b>	<b>+5.7%</b>

<b>2026 PASSENGERS O&amp;D</b>	<b>+4.5%</b>
<b>2026 PASSENGERS CONNECTING</b>	<b>+3.5%</b>
<b>2026 OTHER PRICES</b>	<b>+3.9%</b>

<b>2027 PASSENGERS O&amp;D</b>	<b>+4.0%</b>
<b>2027 PASSENGERS CONNECTING</b>	<b>+3.0%</b>
<b>2027 OTHER PRICES</b>	<b>+3.4%</b>

<b>2028 PASSENGERS O&amp;D</b>	<b>+3.0%</b>
<b>2028 PASSENGERS CONNECTING</b>	<b>+2.5%</b>
<b>2028 OTHER PRICES</b>	<b>+2.7%</b>

# FRANKFURT INTERCONT. INCENTIVE SCHEME FOR DEPARTING PAX EUR 15 KICK-BACK PER O&D & EUR 7.5 PER CONNECTING

<b>2024 EXP. O&amp;D DEP. PASSENGERS</b>	<b>6.3MN</b>
<b>2024 EXP. CONNECTING DEP. PAX</b>	<b>5.4MN</b>

Threshold vs. 2024e PAX

<b>2025 O&amp;D THRESHOLD</b>	<b>+3.8%<sup>1</sup></b>
<b>2025 CONNECTING THRESHOLD</b>	<b>+1.3%<sup>1</sup></b>

Equivalent to: c.0.2MN PAX<sup>1</sup>  
Equivalent to: c.0.1MN PAX<sup>1</sup>

<b>2026 O&amp;D THRESHOLD</b>	<b>+9.5%<sup>1</sup></b>
<b>2026 CONNECTING THRESHOLD</b>	<b>+9.2%<sup>1</sup></b>

Equivalent to: c.0.6MN PAX<sup>1</sup>  
Equivalent to: c.0.5MN PAX<sup>1</sup>

<b>2027 O&amp;D THRESHOLD</b>	<b>+12.1%<sup>1</sup></b>
<b>2027 CONNECTING THRESHOLD</b>	<b>+15.6%<sup>1</sup></b>

Equivalent to: c.0.8MN PAX<sup>1</sup>  
Equivalent to: c.0.8MN PAX<sup>1</sup>

<b>2028 O&amp;D THRESHOLD</b>	<b>+14.1%<sup>1</sup></b>
<b>2028 CONNECTING THRESHOLD</b>	<b>+19.6%<sup>1</sup></b>

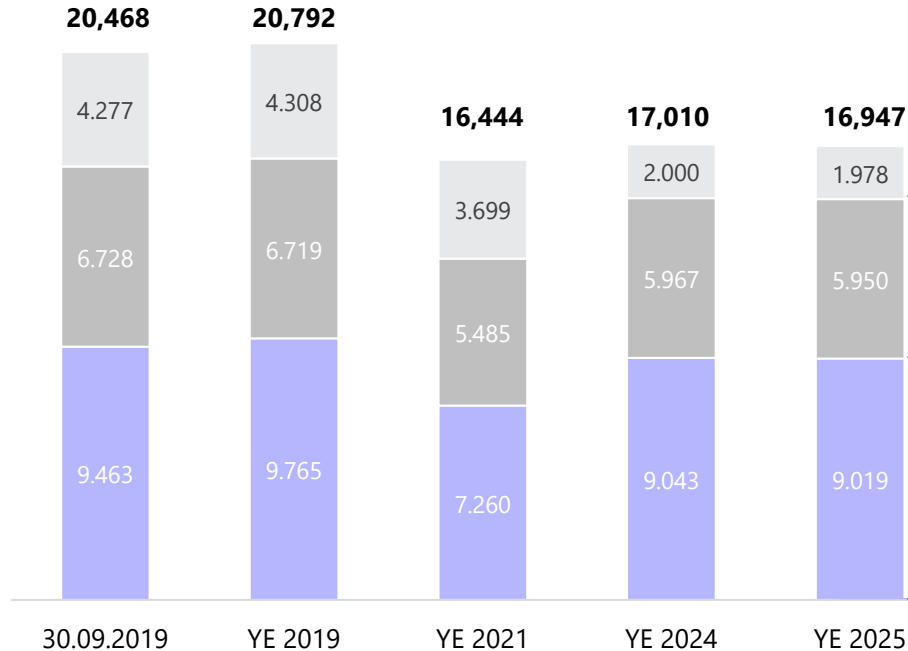
Equivalent to: c.0.9MN PAX<sup>1</sup>  
Equivalent to: c.1.1MN PAX<sup>1</sup>

# APPENDICES

## FRANKFURT STAFFING

■ Ground Handling ■ Other FRA Positions ■ FraSec

Number of Employees (Headcount, as per Reporting Date)



**Frankfurt Consolidated Staff Number  
as of Dec 31, 2025: 16,947  
down by >3.8k vs. YE'19**

- **Stable number** of FraSec Security Personnel vs. YE 2024
- Reduction vs. COVID / pre-COVID due to shift in consolidation of passenger screening subsidiary, affecting c.2.4k employees

- **Basically no changes** in Other FRA Positions vs. YE 24

- **c.1.8k Employees "net" recruited since YE'21**
- Employee Number 95+% of Peak Summer Level (3Q19)
- Including for Temporary Workers; **number of employees almost fully recovered**

# APPENDICES

## NEW GERMAN PUBLIC SECTOR BARGAINING AGREEMENT

### Wage Agreement Settled until March 31st, 2027

- Wage increase of 3 % as of April 1st
- Minimum step up of 110 EUR per month
- Increase in allowance for shift work as of July 1st
- Wage increase of 2.8 % as of May 1st
- Increase in annual bonus\* by up to 35 PP to 85% based on a monthly salary
- Possibility to increase working hours from 39 to 42 per week
- One additional day off

2025

2026

2027

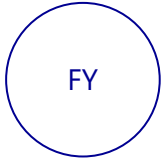
\*bonus = percentage of 3 month average monthly salary

# APPENDICES

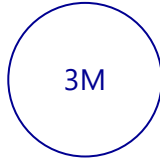
## DATES

### 2026 Financial Calendar

Mar 17, 2026



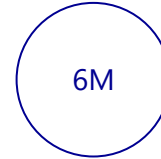
May 05, 2026



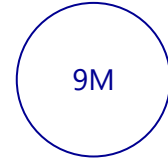
May 12, 2026



Aug 6, 2026

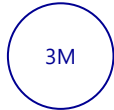


Nov 4, 2026

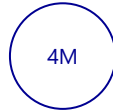


### 2026 Traffic Calendar

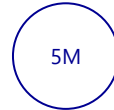
Apr 15, 2026



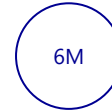
May 15, 2026



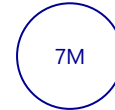
Jun 12, 2026



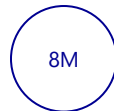
Jul 13, 2026



Aug 13, 2026



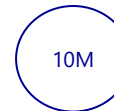
Sep 11, 2026



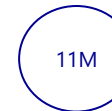
Oct 13, 2026



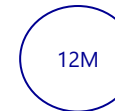
Nov 12, 2026



Dec 11, 2026



Jan 18, 2027





***Fraport***