

Investor Relations

3Q22

Roadshow & Conference Presentation



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Themes You Should Not Miss...

IR View on Current Market Focus



58 | Current Traffic

63-64 | Inflation

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Group Overview

Who We Are?



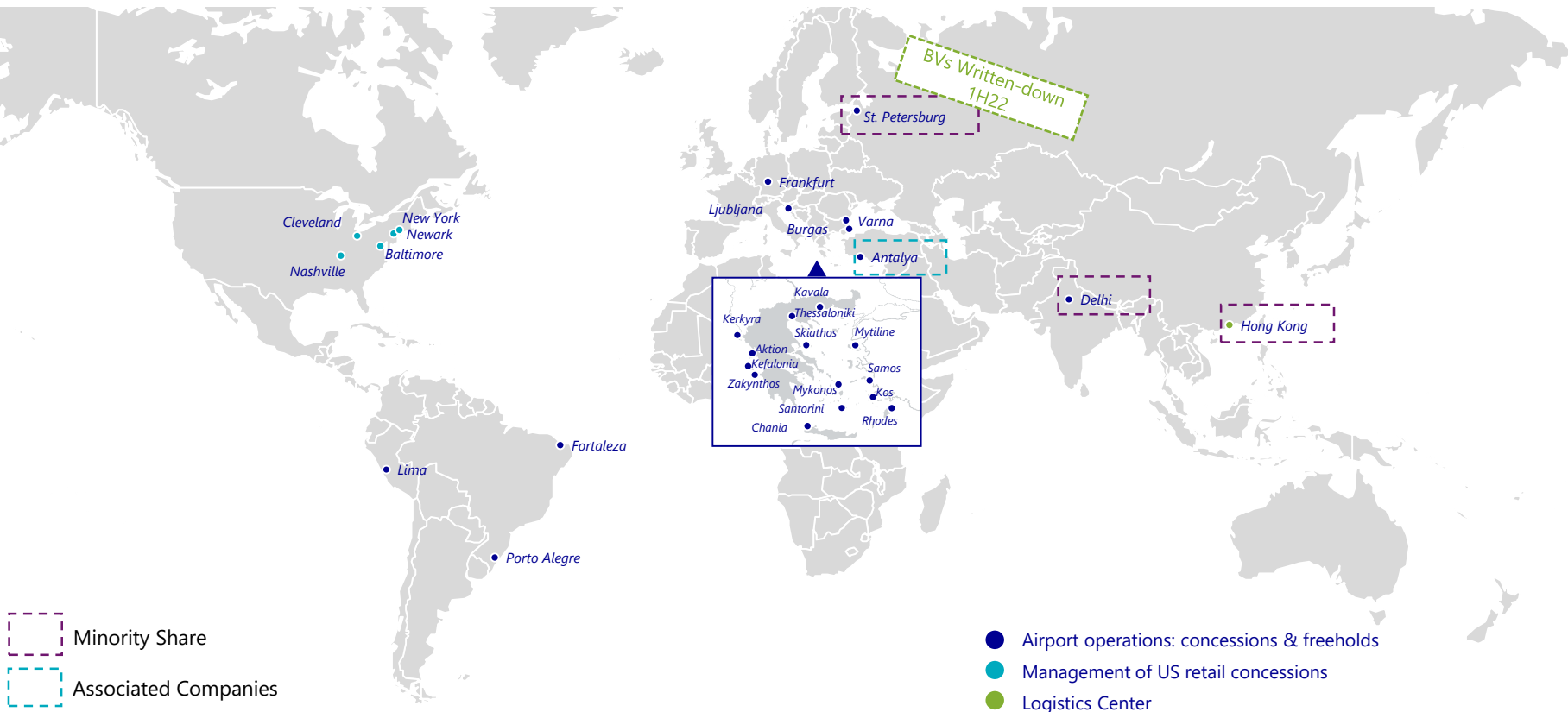
- Pure Play International Airport Operator
- 18+k Dedicated Employees Along Passenger Journey
- ~100 Years Experience in Airport Management
- Home Turf: Frankfurt Airport
 - #1 Passenger and Cargo Hub in Germany
 - Freehold
 - ~50% of German Population in 200km Catchment Area
 - Extensive Long-Term Growth Opportunities
- IPO 2001
- Today: Grown International Portfolio with ~30 Global Investments and ~50% Intl. EBITDA Contribution



The only listed German Airport Operator; Offering Attractive Investment Opportunity to **Play the COVID-19 Recovery** at **Regulated** and **Attractive Non-Regulated Returns!**

Group Overview

Portfolio At A Glance



Group Overview

Business Structure



Frankfurt Based



3 Segments

Aviation

Retail &
Real Estate

Ground Handling

International Activities



3 Kinds of Participation

Asset Deals

Concessions

ORAT

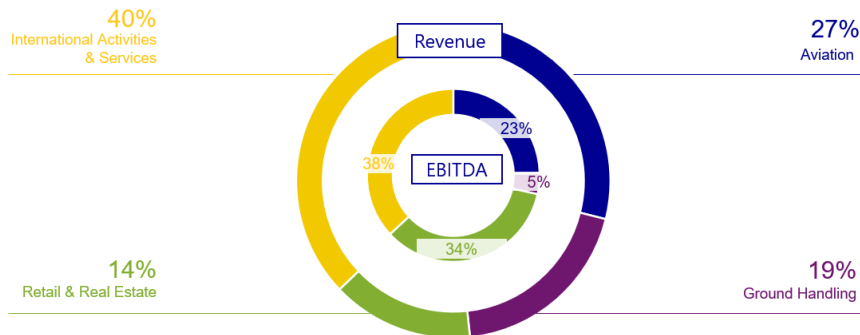
Performance of Frankfurt Know how

Group Overview

Revenue & EBITDA Share



Group Revenue 2019: € 3,706 mil.
Group EBITDA 2019: € 1,180 mil.



Pre-COVID

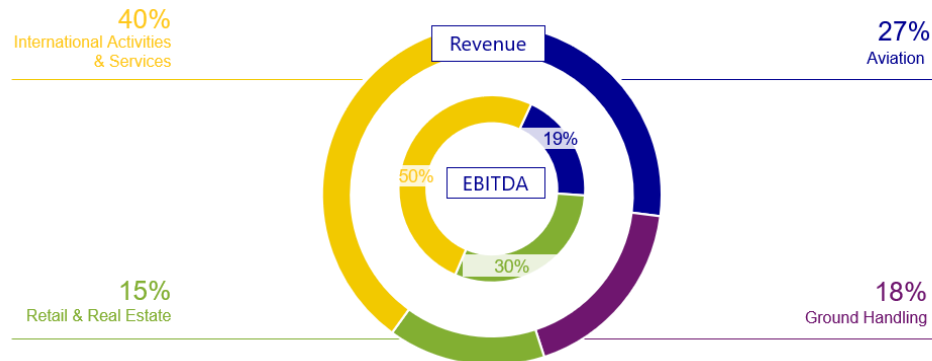
Frankfurt: ~60% Revenue & **60% EBITDA**

FY 2021

Frankfurt: ~60% Revenue & **50% EBITDA**



Group Revenue 2021: € 2,143 mil.
Group EBITDA 2021: € 757 mil.

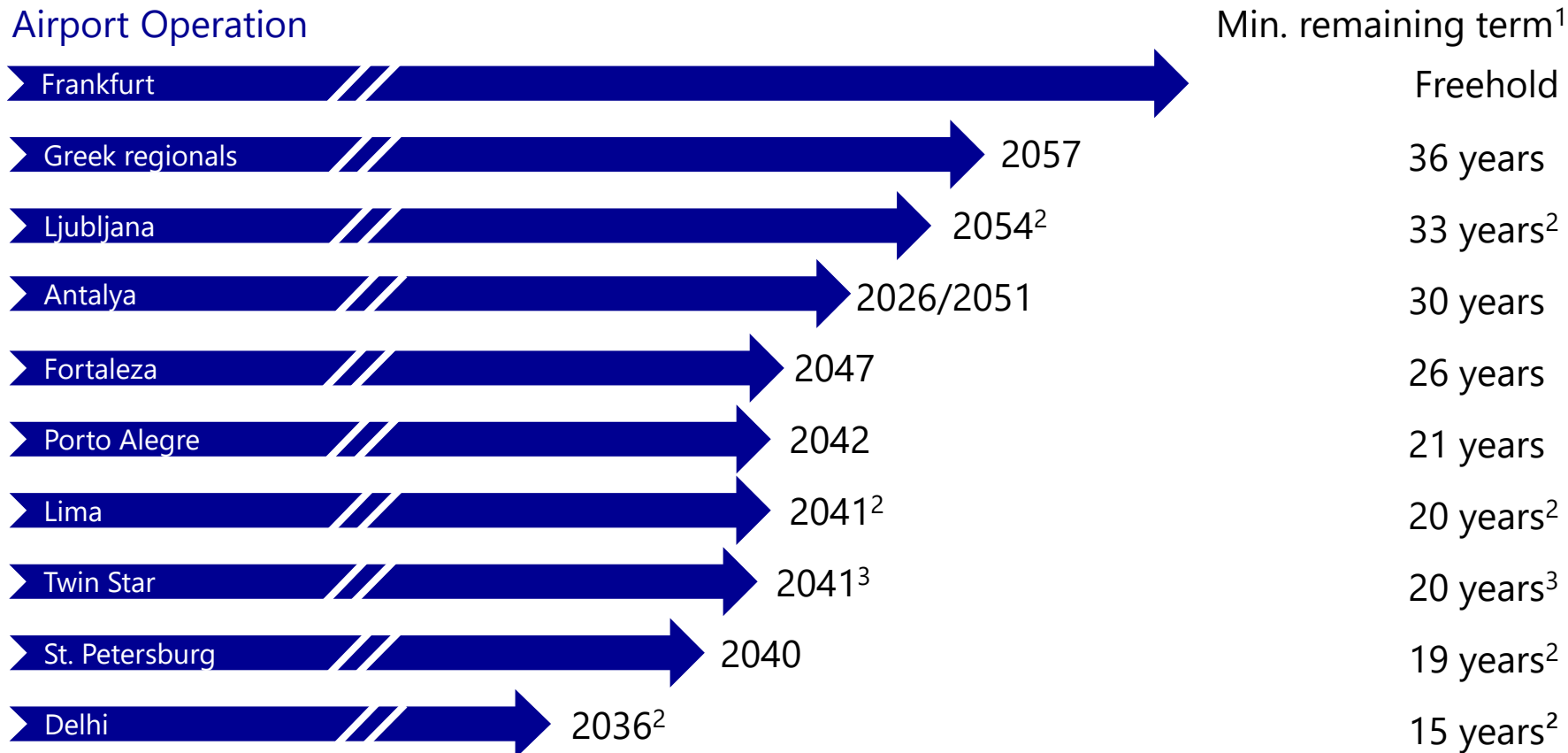


Group Overview

Well-balanced Long-term Maturity Profile of Airport Holdings¹

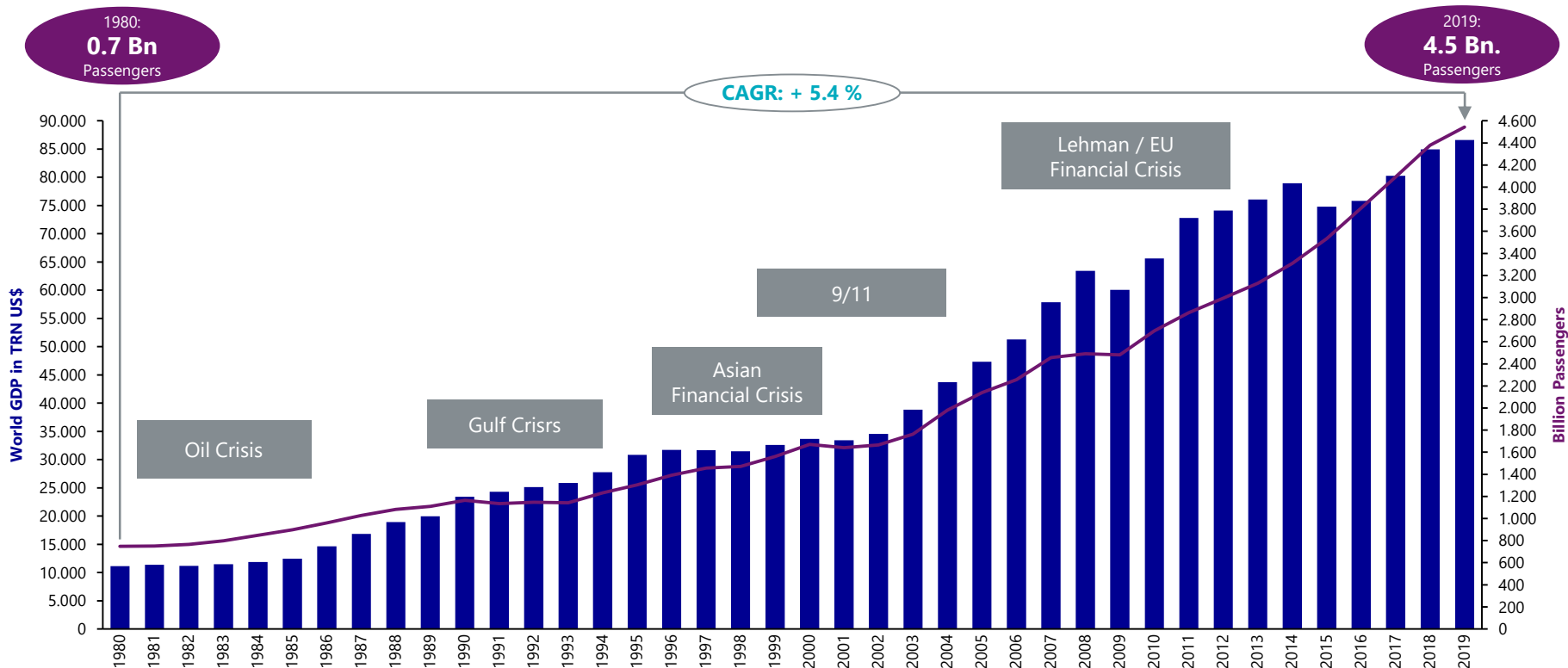


Airport Operation



Group Overview

Pre-COVID Aviation Market Characterized by Steady Growth

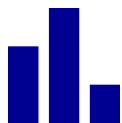


Group Overview

Global Mega Trends Underpin Aviation Growth



Middle class



>50 % growth expectation within next 20 years

Migration



Migration will boost ethnic traffic

Globalization



Internationalization of work and education

Tourism



Robust Trend towards city and short trips

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

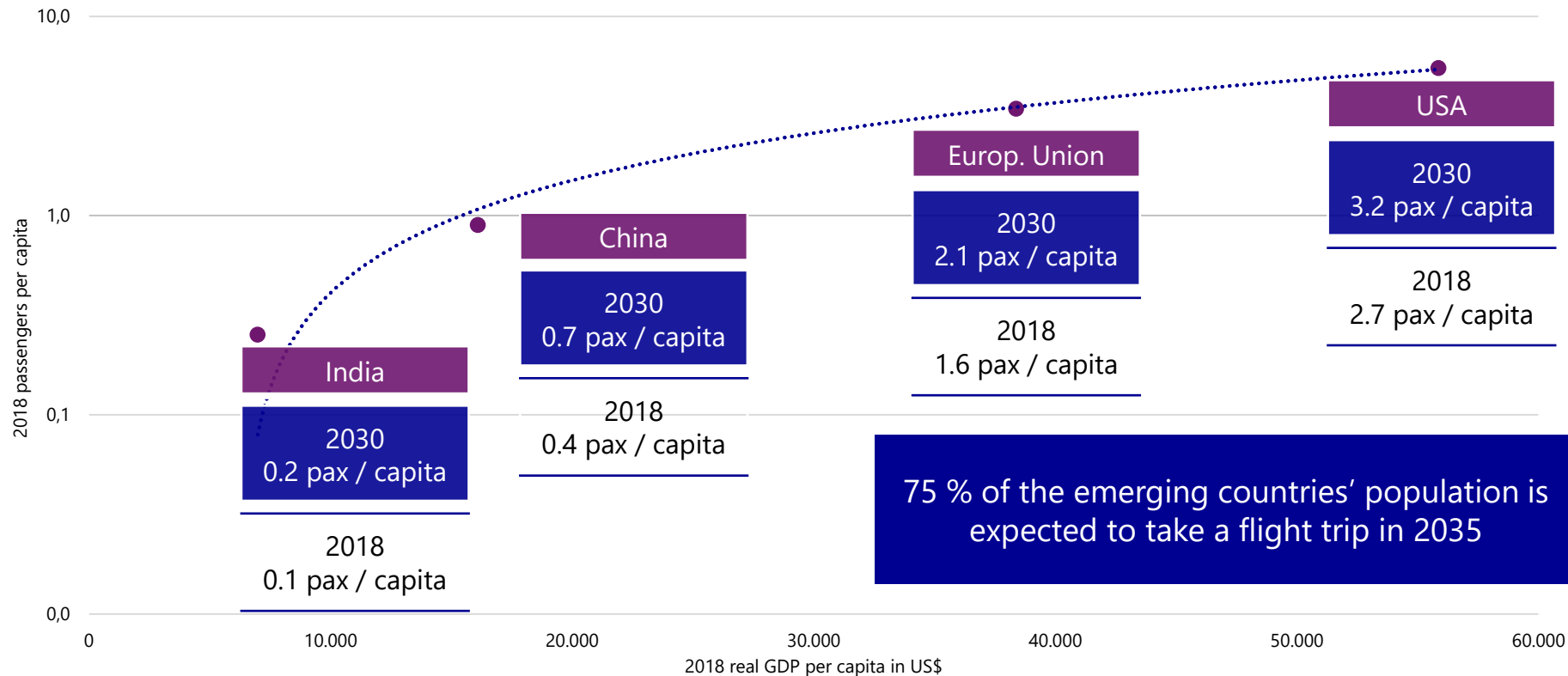
Source	Period	Reference	CAGR
Airbus	2021 – 2040	Revenue passenger kilometres	+3.9 %
Boeing	2021 – 2040	Revenue passenger kilometres	+4.0 %
Embraer	2021 – 2037	Revenue passenger kilometres	+3.3 %
ACI	2021 – 2040	Number of passengers	+5.1 %

Sources, a.o., Oxford Economics, Airbus, Boeing, Embraer, ACI

Group Overview

Link Between GDP Growth & Flights per Capita

Pre-COVID-19
Projections

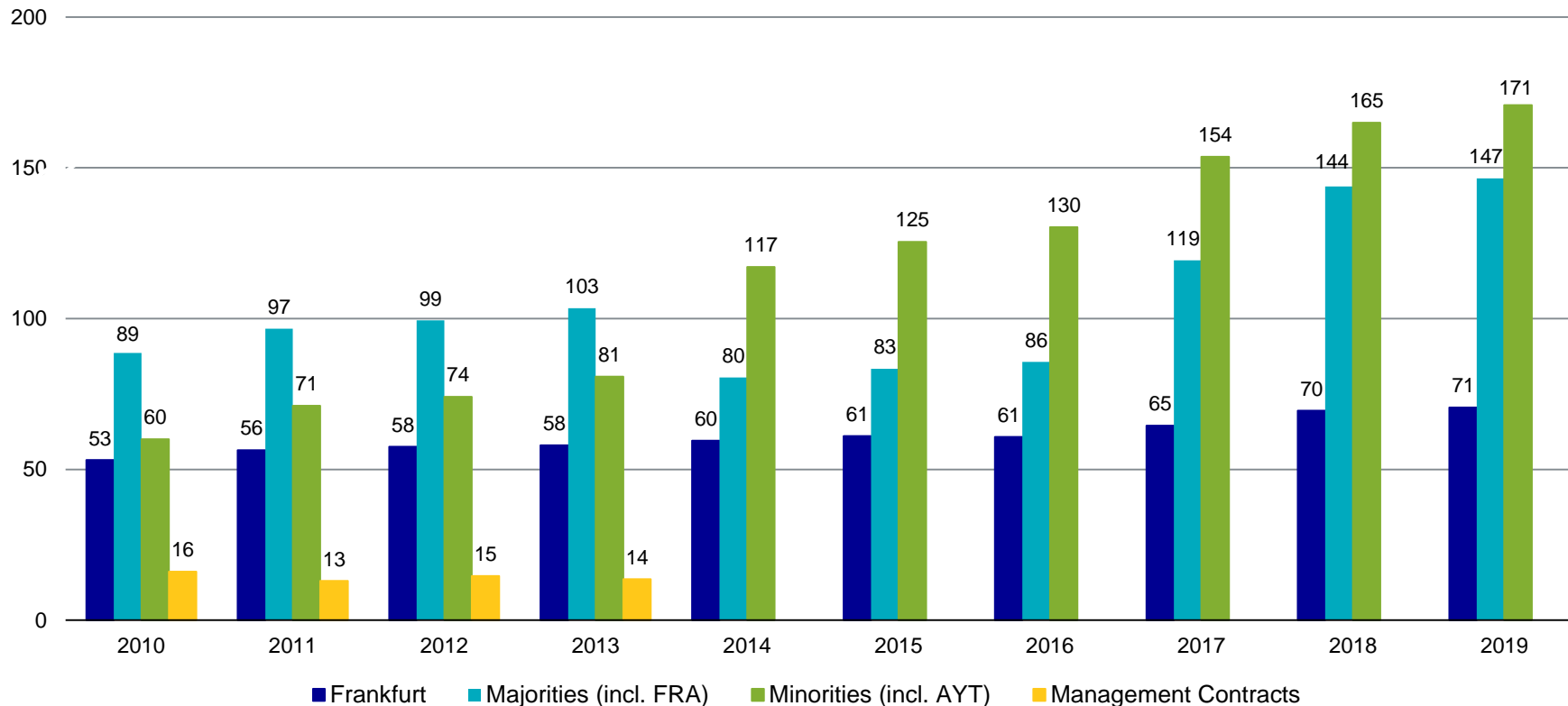


Group Overview

Pre-COVID Group Passenger Numbers

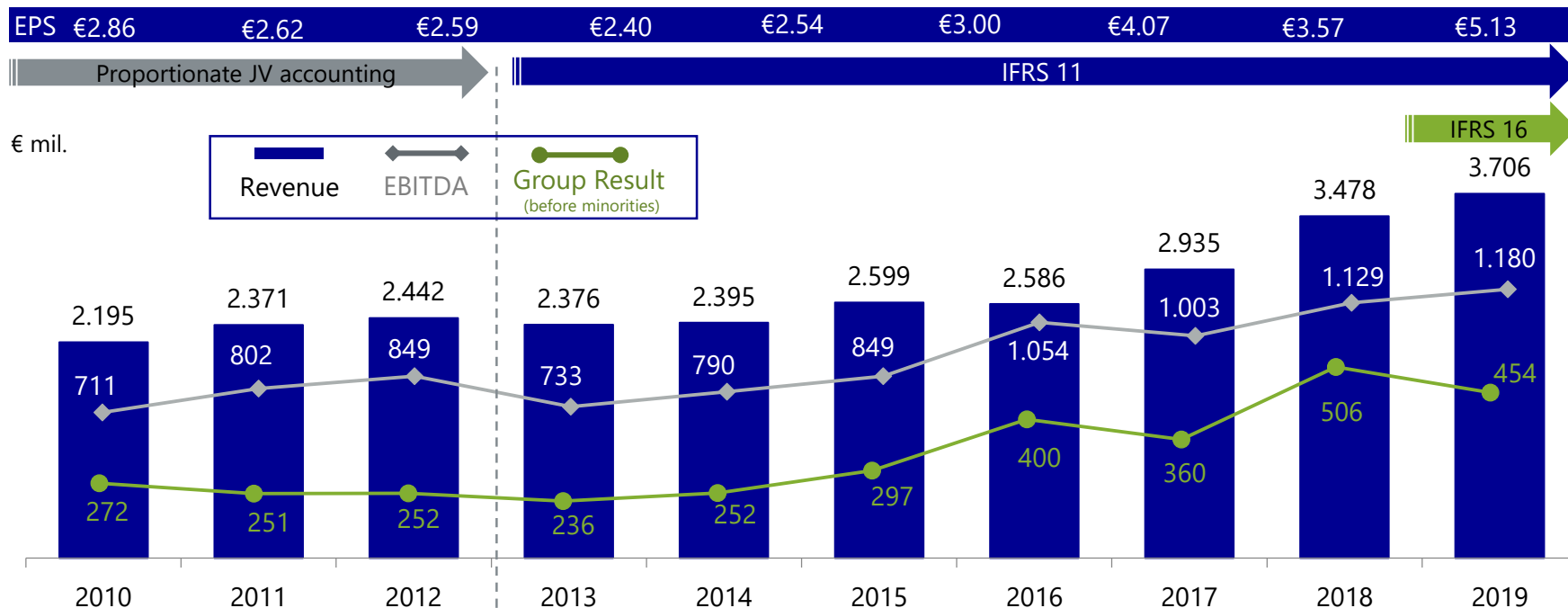


Passengers in mil.



Group Overview

Pre-COVID Group P+L



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

2010: Release of €c.80 mil. tax provision

2012: Extraordinary profit in Financial Result from Asset Management

2013: IFRS11 "Joint arrangements" applied

2014: Fraport USA & Ljubljana included

2015: €c.8mil. Air IT Inc. disposal book gain

2016: €c.40 mil. EBITDA impact from 10.5% St. Petersburg disposal, with €35.9 mil. Group result impact, in addition: €198.8 mil. EBITDA impact from MNL compensation, with €121.4 mil. Group result impact, €-37.7 mil. EBITDA impact from staff restructuring provision, €-22.4 mil. FraSec impairment & €-7.4 mil. write-down on Fraport USA

2018: Hanover airport disposal: €25 mil. EBITDA, €83.6 mil. EBT, and €75.9 mil. Group result impact

2019: IFRS 16 applied for the first time, EBITDA impact of €47.5 mil., and €-9.1 mil. Group result impact

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4 | Current Development

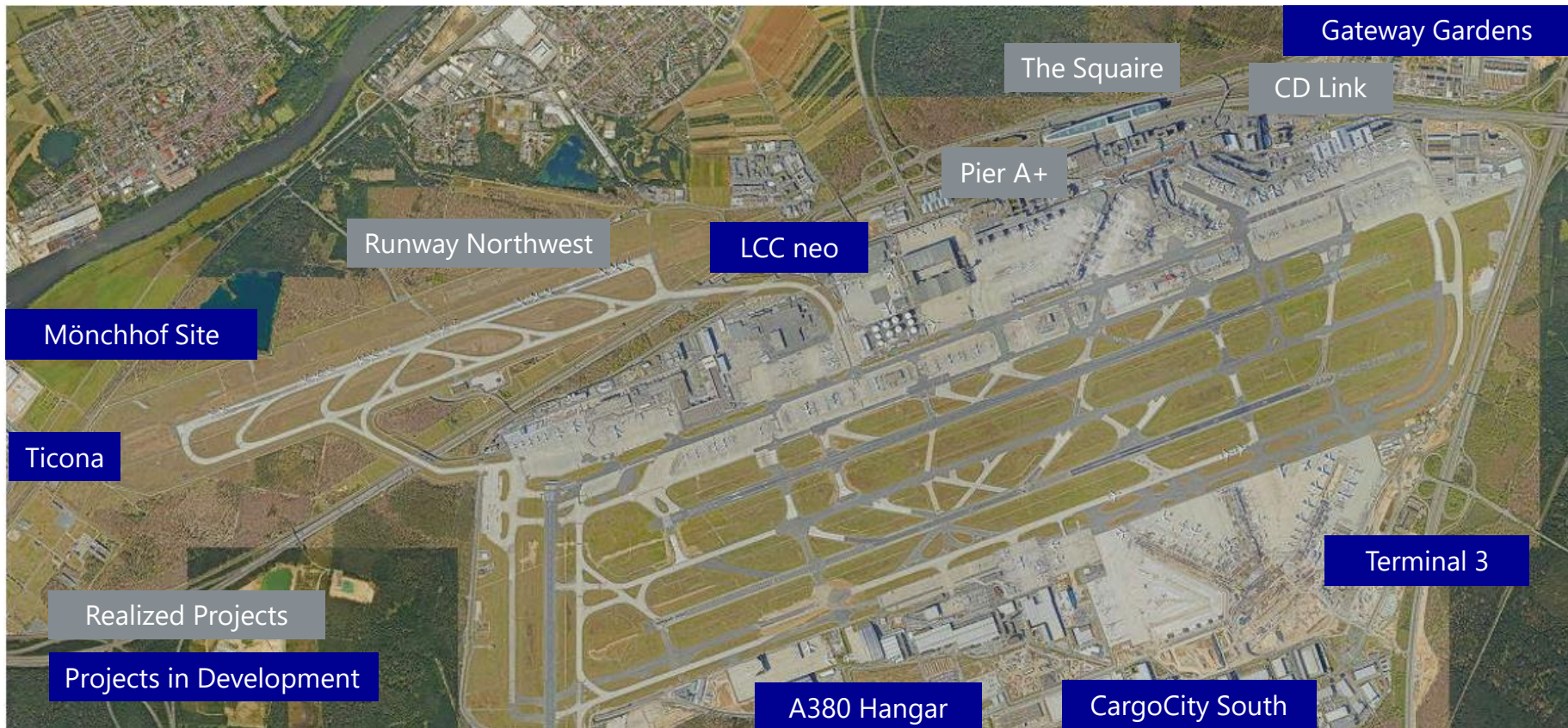
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Airport Holdings

Frankfurt Airport Overview: "FRA" At a Glance



Airport Holdings

FRA Key Facts

For better comparison and to assess the recovery path: Pre-COVID-19 figures illustrated on chart.

70.6mn Pax

#1 in Germany
#4 in Europe

2.1mn m.t. Cargo

#1 in Germany
#2 in Europe

c.40mn People

#1 Catchment area
in Europe (within 200km)

60% of blue chips

#1 Catchment area
in Germany (within 200km)

Economic Center

Germany is #1
Economy in EU

Banking Center

Frankfurt is #1 Center with
top connectivity

c.75% Share

#1 Star Alliance Hub in Europe

c.60% Share

#1 Hub of Top ranked EU Carrier
Lufthansa

4 Runways

20+% Capacity reserve
still available

3 Terminals

30+% Capacity to be made
available by 2026

Asset Ownership

Frankfurt Airport is not a
concession but owned by Fraport

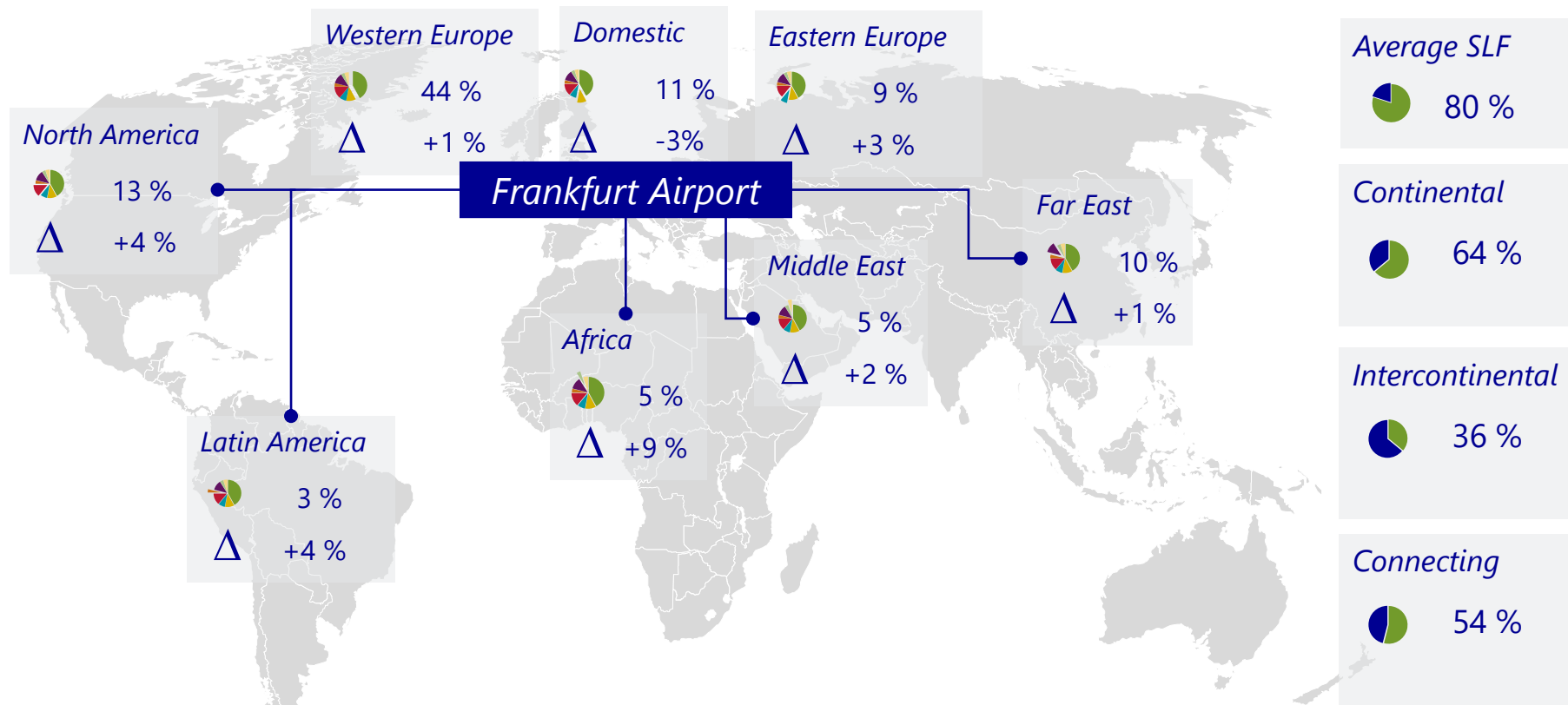
Dual Till

Frankfurt Airport is dual till
regulated Infrastructure

Airport Holdings

FRA 2019 Passenger Mix / Outreach

For better comparison and to assess the recovery path: Pre-COVID-19 figures illustrated on chart.



Airport Holdings

FRA Offered Services / Segments



Aviation

Airside Management

- Airside Infrastructure
- Airside Operations

Terminal Management

- Landside Operations
- Capacity Management

Corp. Safety and Security

- Airport Fire Safety
- Emergency Response

Environmental Impact, Noise and Air Quality

Airport & Aviation Security

Retail & Real Estate

Retail

- Shopping
- Services
- Advertising

Real Estate

- Rents in Terminals
- Service / Admin. Bldgs.

Car Parking

Ground Handling

Central Infrastructure

- Baggage Conveyor Belts
- Passenger Bridges
- Sanitary Services
- De-Icing Facilities
- PRM

Ramp & Passenger Serv.

- Loading & Unloading
- Walk-out Assistance
- Check-in & Boarding
- Lost & Found
- Weight & Balances

Cargo Services (49% JV)

Affiliated Services

Part of International
Activities Segment

Facility Management

Information and Telecommunications

Corp. Infrastructure Mgmt.

Airport Expansion South

Following Regulation

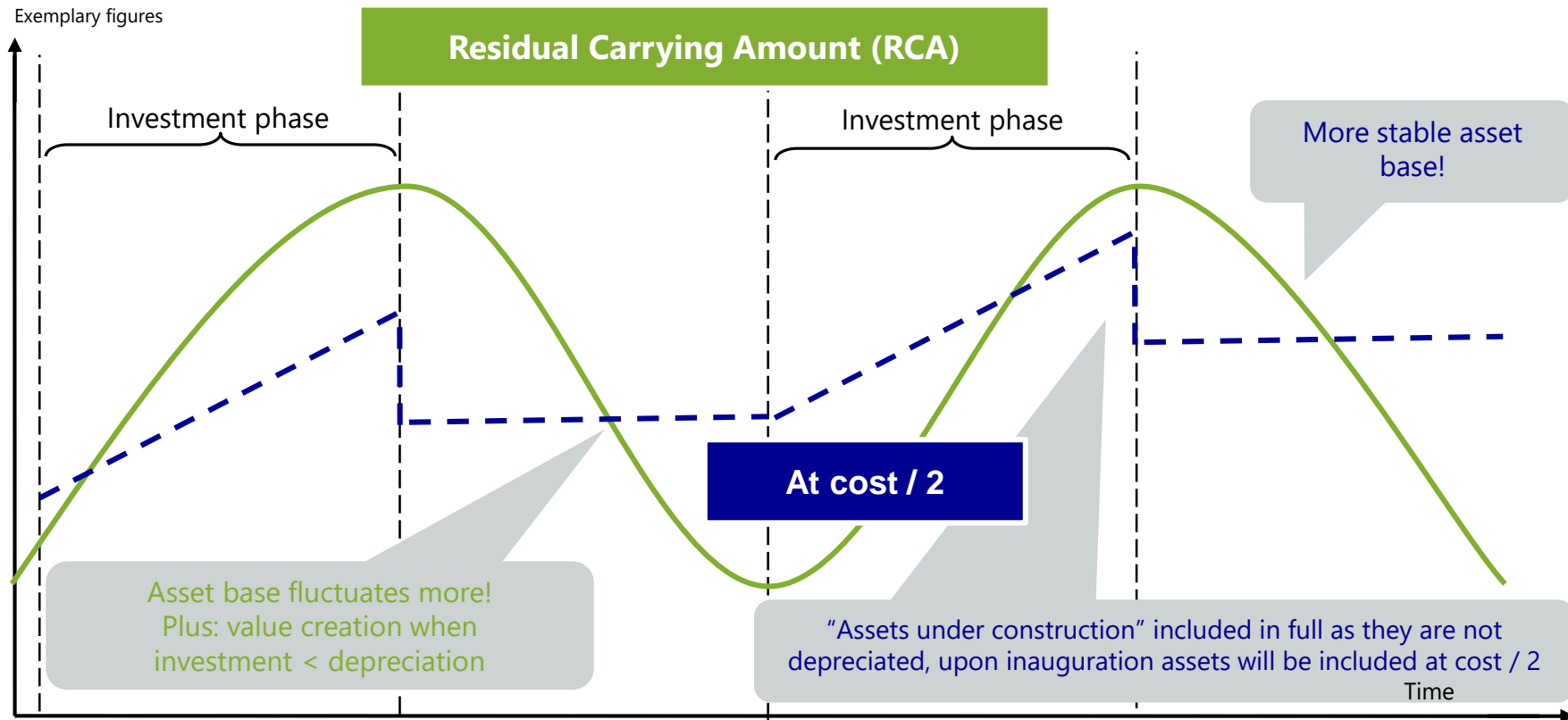
Unregulated Operations

Airport Holdings

FRA Regulatory Approach: RAB "At Cost / 2"



Asset base
Exemplary figures

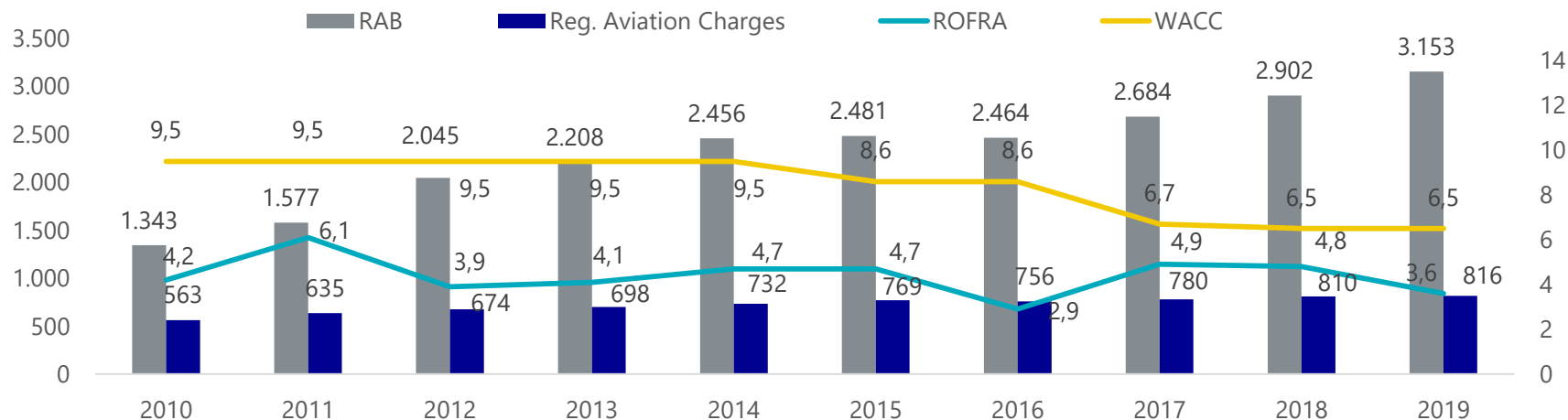


Airport Holdings

FRA Historic Aviation Segment Figures

For better comparison and to assess the recovery path: Pre-COVID-19 figures illustrated on chart.

% change	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Average Prices	Jul 4.0 Oct 3.0	Apr 3.0 Oct 2.5	2.9	2.9	2.9	2.9	0	1.9	0	0
Passengers	4.1	6.5	1.9	0.9	2.6	2.5	-0.4	6.1	7.8	1.5
Movements	0.3	4.9	-1.0	-2.0	-0.8	-0.2	-1.1	2.7	7.7	0.4



2015: ROFRA including ~€10 mil. provision for fire brigade

2016: No charge increase due to withdrawal of application in 2015. ROFRA including €9 mil. staff provision & €22.4mil. impairment on FraSec

2017: New incentive scheme for growing airlines introduced. Regulated charges include reimbursements to airlines

2018: €21.8 mil. increased D&A due to changes in expected useful life times of assets. Regulated charges include reimbursements to airlines

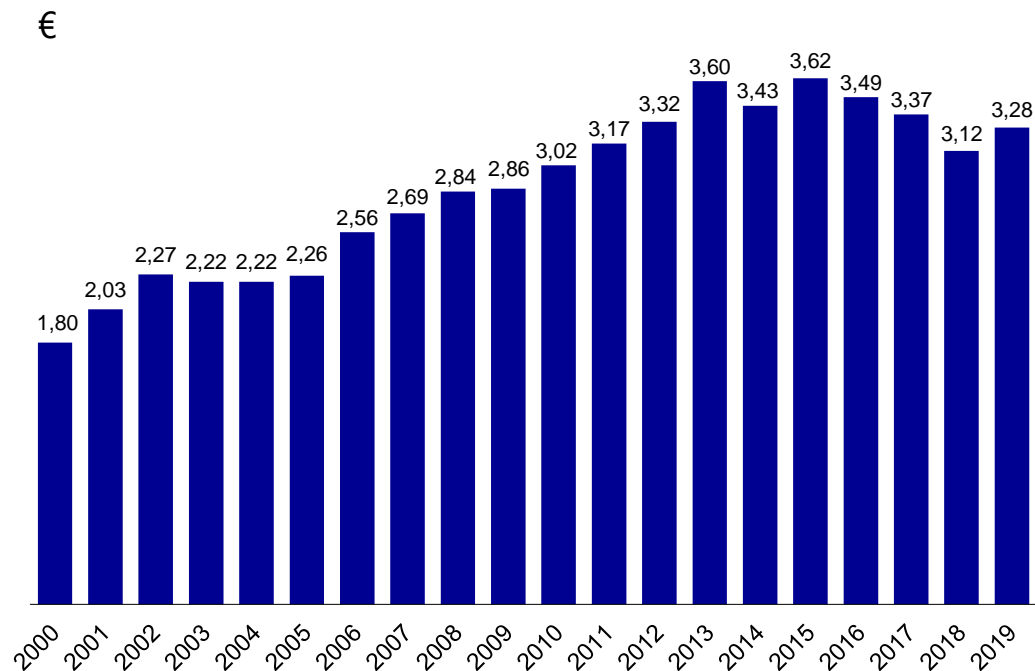
2019: €20.2 mil. increased D&A due to changes in expected useful life times of assets. Regulated charges include reimbursements to airlines

Airport Holdings

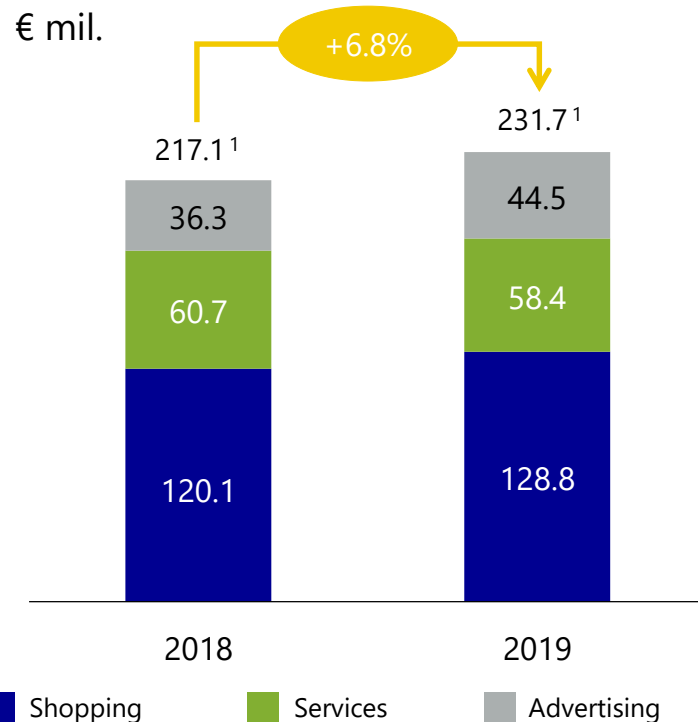
FRA Historic Retail Revenues per Passengers

For better comparison and to assess the recovery path: Pre-COVID-19 figures illustrated on chart.

Retail Revenue per Passenger



Retail Revenue



Airport Holdings

FRA Retail Top Spenders vs. Top Volume

For better comparison and to assess the recovery path: Pre-COVID-19 figures illustrated on chart.

TOP 5 by Retail Value

- Destinations with **very high retail value**
- Low **passenger volumes**
- Highly **defined consumption patterns**
- Easy **reachability and addressability**



China

Vietnam

Russia

India

South Korea



<7%
passengers



~30%
revenue

TOP 5 by Volume

- Destinations with **very large passenger volumes**
- **Moderate retail value**
- Moderate **reachability and addressability**



USA

Turkey

Germany

UAE

Spain



~34%
passengers

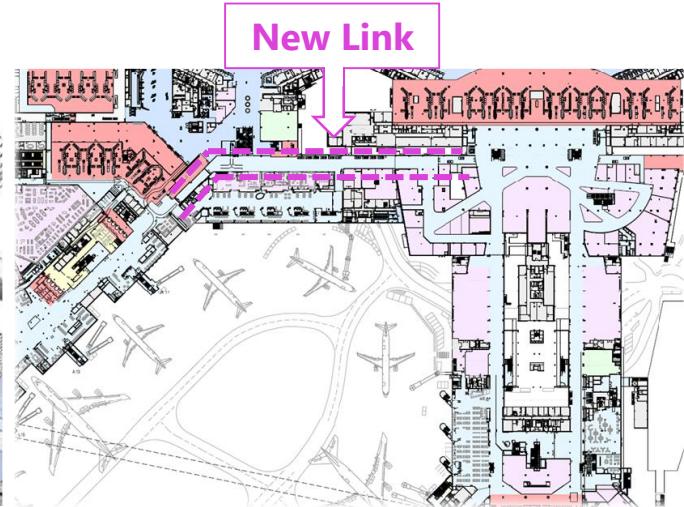
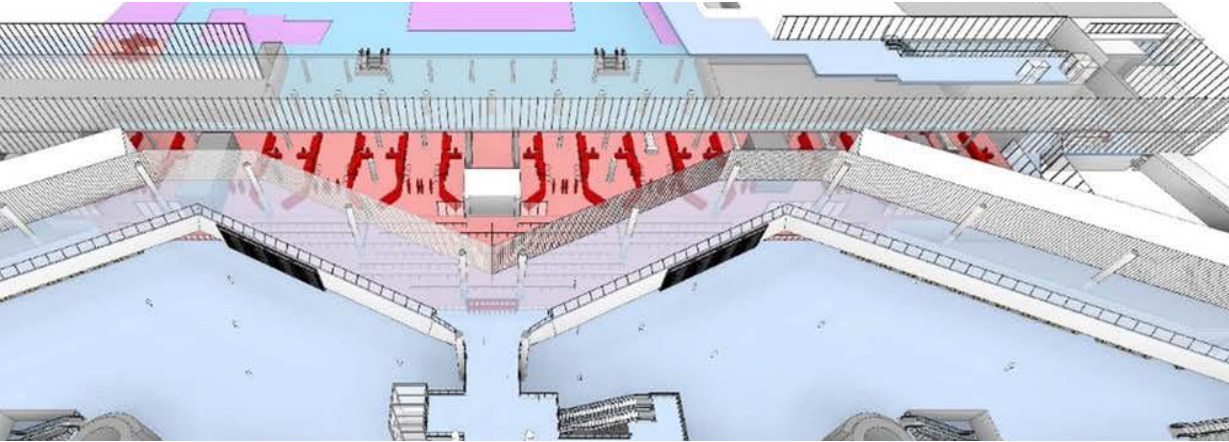


~18%
revenue

Sales optimization through culture-specific and highly customer-focused marketing

Airport Holdings

FRA Terminal 1 Security Relocation



Relocation of Terminal 1
Concourse B Passenger Screening
Lanes towards Terminal Entrance

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

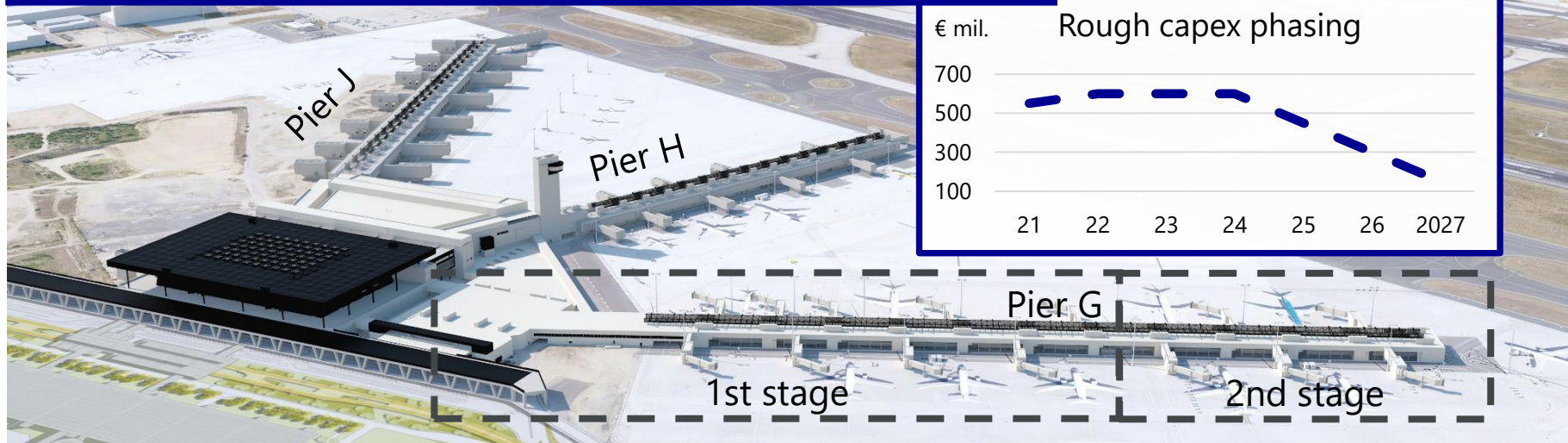
New Security Concept Enables
seamless Passenger Connecting
between Concourse A and B
Schengen: c.60% of FRA total

Airport Holdings

FRA Final Expansion Element: Terminal 3



Planned Completion: 2026on. | ~21 mil. Passengers Capacity¹ | EUR c.4 bn. Invest



Terminal 3: Main Hall and Piers H & J

- Planned completion: 2026
- Passenger capacity: ~14 mil. p. a.
- Parking positions: 24
- 400m Pier H for Schengen operation
- 600m Pier J for Non-Schengen operation

Terminal 3 Pier G: 1st stage

- Planned completion: 2026
- Passenger capacity: ~4 to 5 mil. p. a.
- Parking positions: 9
- Flexible Schengen/Non-Schengen operations due to swing gates

Airport Holdings

Intl. Holdings Overview



Investment	% share	Consolidation	Investment type	Concession charge	Capex obligation ¹	Regulation
Fortaleza	100	Full	Concession until 2047	Fixed minimum ⁵ + 5% revenue component	Modernizing and expanding the airport	Dual till
Porto Alegre	100	Full	Concession until 2042 ³	Fixed minimum ⁵ + 5% revenue component	Modernizing and expanding the airport	Dual till
Ljubljana	100	Full	Asset ownership ⁴	No conc. charge	/	Dual till
Lima	80.01	Full	Concession until 2041 ³	Fixed minimum + revenue component	Modernization of existing infrastructure fulfilled, new runway and new terminal to be constructed	Single till
Greek regionals	73.4	Full	Concession until 2057	Fixed minimum + EBITDA component as of 2021	Modernizing and expanding the airport portfolio	Dual till with predefined charge mechanism
Varna & Burgas	60	Full	Concession until 2041	Fixed minimum + revenue component	Construction of 2 new terminals fulfilled	Dual till
Antalya	51/50 ²	@equity	Concession until 2026/51	Fixed	Construction of new terminal fulfilled	Dual till with fixed charges
St. Petersburg	25	@equity	Concession until 2040	Fixed minimum + revenue component	Construction of new terminal fulfilled	Dual till
Delhi	10	@cost	Concession until 2036 ³	Revenue component	/	Hybrid till

¹ W/o maintenance capex and investments subject to traffic growth ² Share of voting rights: 51% / dividend share: 50%



³ Extension option available ⁴ Right to operate airport derived from land use contract until 2054, extension possible

⁵ starting in year 6 of the concession

Airport Holdings

Greek Regional Airports

For better comparison and to assess the recovery path: Pre-COVID-19 figures illustrated on chart.

 Cluster A	 Cluster B
Num. of Airports: 7	Num. of Airports: 7
PAX 2019: 16.7 mil (+0.4% YoY)	PAX 2019: 13.5 mil (+1.5% YoY)
Domestic/Intl PAX 2019: 21%/79%	Domestic/Intl PAX 2019: 26%/74%



Fraport ownership: 73.4%

Fraport investment since: April 2017

Investment type: 40 years concession until 2057

Airports profile: 14 regional airports with strong touristic share

Cost of acquisition: Upfront payment of €1.234 bn., fixed annual installments of €22.9 mil. (indexed with Greek CPI), and starting in 2021: additional variable component of 28.5% EBITDA

Scope of Fraport activities: Upgrade, maintenance, management and operation of the 14 regional airports

Capex obligation: €~400 mil. planned for modernizing and expanding airports until 2021

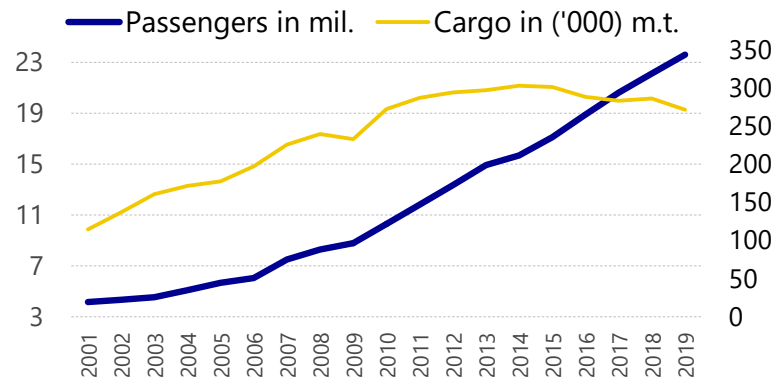
Regulation: Dual till with aviation charges set at €13 per departing passenger at the beginning, and fixed increase to €18.5 +/- 90% of Greek CPI following fulfillment of capex obligation

2019 Profits to Group: €~18 mil.

Share in 2019 Group result: ~4%

Airport Holdings

Lima Airport



For better comparison and to assess the recovery path: Pre-COVID-19 figures illustrated on chart.

Fraport ownership: 80.01%

Fraport investment since: February 2001

Investment type: 40 years concession + extension option

Airport profile

Capital city airport of Peru & regional hub for LatAm
1 runway, 1 terminal

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

Scope of Fraport activities: Aviation & non-Aviation

Capex obligation: Obligation to modernize existing infrastructure fulfilled, new construction works commenced in January 2020. Construction of the new runway already completed, and inauguration of the new terminal scheduled for 2025

Regulation: single till

2019 profits to Group: €~83 mil.

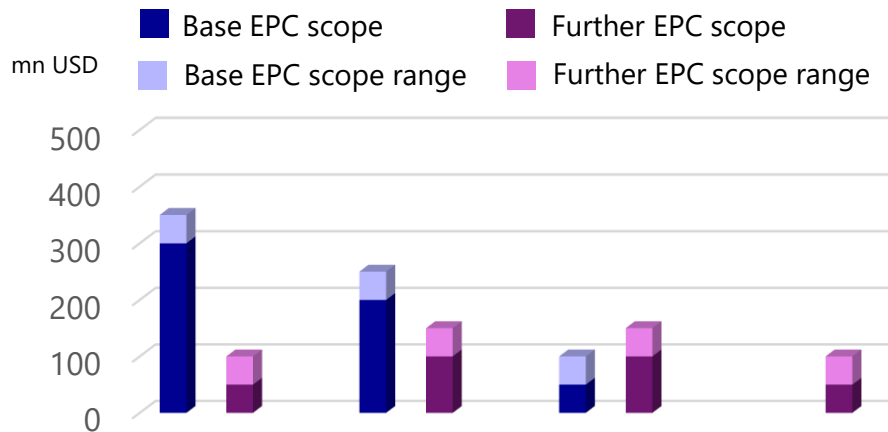
Share in 2019 Group result: ~17%

Airport Holdings

Lima Airport Expansion



- Due to strong rebound of passenger traffic and implementation of single-terminal concept Lima Airport Partners **is finalizing the amendment of the EPC contract** to further expand the new terminal
- The new terminal facilities will be sufficient to accommodate traffic recovery and expected **traffic growth in the long-run**
- The new terminal will be inaugurated in **25FY**, as planned



Airport Holdings

Brazilian Airports



For better comparison and to assess the recovery path: Pre-COVID-19 figures illustrated on chart.

Fraport ownership: 100%

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

Investment type:

Fortaleza: 30 years concession until 2047

Porto Alegre: 25 years concession until 2042

Airport profiles

Fortaleza: 1 runway, 1 terminal

Porto Alegre: 1 runway, 2 terminals

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

Scope of Fraport activities: Aviation & non-Aviation

Capex obligation: Modernizing and expanding

Regulation: Dual till

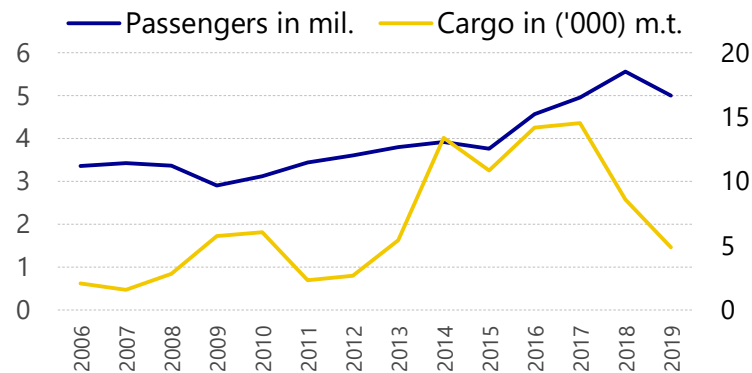
2019 Profits to Group: €~12 mil.

Share in 2019 Group result: ~4%

Airport Holdings

Twin Star: Varna & Burgas, Bulgaria

For better comparison and to assess the recovery path: Pre-COVID-19 figures illustrated on chart.



Fraport ownership: 60%

Fraport investment since: November 2006

Investment type: initial concession term of 35 years until 2041 with 5 years agreed extension until 2046

Airports profile

Largest airports outside of Sofia. gateway to Black Sea

Varna: 1 runway, 1 terminal

Burgas: 1 runway, 1 terminal

Cost of acquisition: €3.0 mil. upfront payment and variable concession fee of 19.2% of total revenues

Scope of Fraport activities: Aviation, non-Aviation & Ground Handling

Capex obligation: Obligation to construct 2 new terminals fulfilled, further investments subject to traffic + €10 mil. for 5 years concession extension

Regulation: Dual till with multi year contracts

2019 profits to Group: €~16 mil.

Share in 2019 Group result: ~4%

Airport Holdings

Antalya Airport



For better comparison and to assess the recovery path: Pre-COVID-19 figures illustrated on chart.

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

Fraport investment since: 1999, concession was renewed in September 2007 and another in December 2021

Investment type: 19 years concession until 2026, last renewal will extend concession duration until end of 2051

Airport profile

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

Cost of acquisition: Upfront payment of ~€500 mil. and annual installments of €100 mil. since 2010, New Concession Details on next Slide

Scope of Fraport activities: Aviation & non-Aviation

Capex obligation: Obligation to construct a domestic terminal fulfilled. Further investments subject to traffic, New Concession Details on next Slide

Regulation: Dual till with aviation charges set at €15 per departing international and €3 per departing domestic passenger, New Concession Details on next Slide

2019 profits to Group: €~71mil.

Share in 2019 Group result: ~15%

Airport Holdings

New Antalya Airport Concession



Operational Period	<ul style="list-style-type: none"> • Exclusivity to operate all terminals at Antalya Airport from January 2027 to December 2051 • The current Antalya Airport concession will expire in December 2026
SPV	<ul style="list-style-type: none"> • Fraport's share in the company: 49%; TAV's share in the company: 51% • Dividend rights 50/50, co-control
Consolidation	<ul style="list-style-type: none"> • Asset to be consolidated by equity method
Total Concession Rent	<ul style="list-style-type: none"> • Total concession rent payable is 7.25 billion EUR + VAT
Concession Rent Payment Schedule	<ul style="list-style-type: none"> • 25% of total concession rent will be paid up front to State Airports Authority (DHMI) • 10% of total concession rent will be paid between 2027 and 2031 in equal annual instalments (2% p.a.) • 65% of total concession rent will be paid between 2032 and 2051 in equal annual instalments (3.25% p.a.)
Pax Fees*/ Security Fee During New Period	<ul style="list-style-type: none"> • International: 17 EUR (currently 15 EUR)/ Domestic: 3 EUR (no change) • Security Fee of 1.50 EUR unchanged but as of Jan1, 2027 no sharing (50/50) with the airport authority (DHMI)
Capex	<ul style="list-style-type: none"> • Approx. 765 million EUR will be invested during concession period, of which approx. 600 million EUR will be invested between 2022-25 (phase)
Financing	<ul style="list-style-type: none"> • Both capex and upfront payment of the total concession rent will be majority debt-financed
Impact on Fraport Group	<ul style="list-style-type: none"> • Fraport will continue its international success story in Turkey. • Fraport will inject approx. 500 million EUR equity into the SPV. • As the SPV is consolidated at equity, the equity injection will increase Group net debt by the same amount. • Over lifetime of the new concession period, dividend returns will compensate for this effect.

Tailwinds	<ul style="list-style-type: none">• Increase in international departing Passenger Fee from currently EUR 15 to EUR 17 as of 2027 (fixed over remaining concession term)
	<ul style="list-style-type: none">• Retaining of 100% of the EUR 1.5 Security Fee per departing international Passenger vs. today: 50% sharing mechanism
	<ul style="list-style-type: none">• Very high Retail Revenue Potential (Duty Free, Services, & Advertisement), due to<ul style="list-style-type: none">• Doubling of Terminal Areas (about tripling of Retail Areas)• Potential to Increase the Turnover-related Components within the Retail contracts• High share of Turnover-related, mostly Inflation-linked Revenues like Duty Free and Services Revenues (majority EUR based)• All retained Retail Revenues in 2019 divided by number of Passengers were EUR 3.5
	<ul style="list-style-type: none">• Rapid Traffic Recovery Potential – as already seen in 2021 – and continued Growth Prospects in one of nicest Mediterranean Touristic areas
Headwinds	<ul style="list-style-type: none">• New fixed Concession Rent will be higher than the current Rent
	<ul style="list-style-type: none">• Doubling of Terminal Area will lead to moderate Opex growth

Airport Holdings

Fraport USA: Airmall Retail Concessions

For better comparison and to assess the recovery path: Pre-COVID-19 figures illustrated on chart.

New York JFK Airport



Baltimore Washington International



Fraport ownership: 100%

Fraport investment since: August 2014

Investment type: Based on concession agreements, Fraport USA subleases terminal concession areas to retail, food & beverage operators at the following airports:

- Baltimore, concession until March 2023
- Cleveland, concession until January 2024
- Newark Terminal B, concession until: January 2025
- New York (JFK T5), concession until March 2028
- Nashville, concession until January 2029

Cost of acquisition: ~€45mil. for acquisition of shares

Scope of Fraport activities: Planning, designing & leasing of commercial areas

Capex obligation: Pre-defined capex requirements focused on the improvement of common areas

2019 profits to Group: €-4 mil.

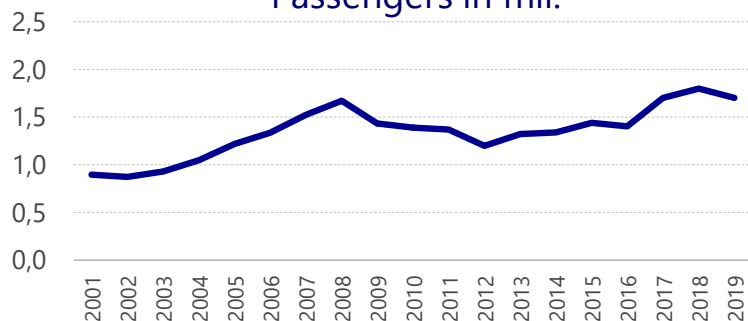
Share in 2019 Group result: n.a.

Airport Holdings

Fraport Slovenija: Ljubljana Airport



Passengers in mil.¹



For better comparison and to assess the recovery path: Pre-COVID-19 figures illustrated on chart.

Fraport ownership: 100%

Fraport investment since: September 2014

Investment type: Right to operate airport derived from 40 years land use contract, extension possible

Airport profile

Capital city airport of Slovenia

1 Runway, capacity of 25 movements/hour,

1 Terminal, capacity of 2 mil. passengers/year,

Cost of acquisition: ~€240 mil. for acquisition of shares, no other concession charges

Scope of Fraport activities: Aviation, non-Aviation & Ground Handling

Capex obligation: Maintenance and additional capex for terminal extension

Regulation: Dual till

2019 profits to Group: €~5 mil.

Share in 2019 Group result: ~1%

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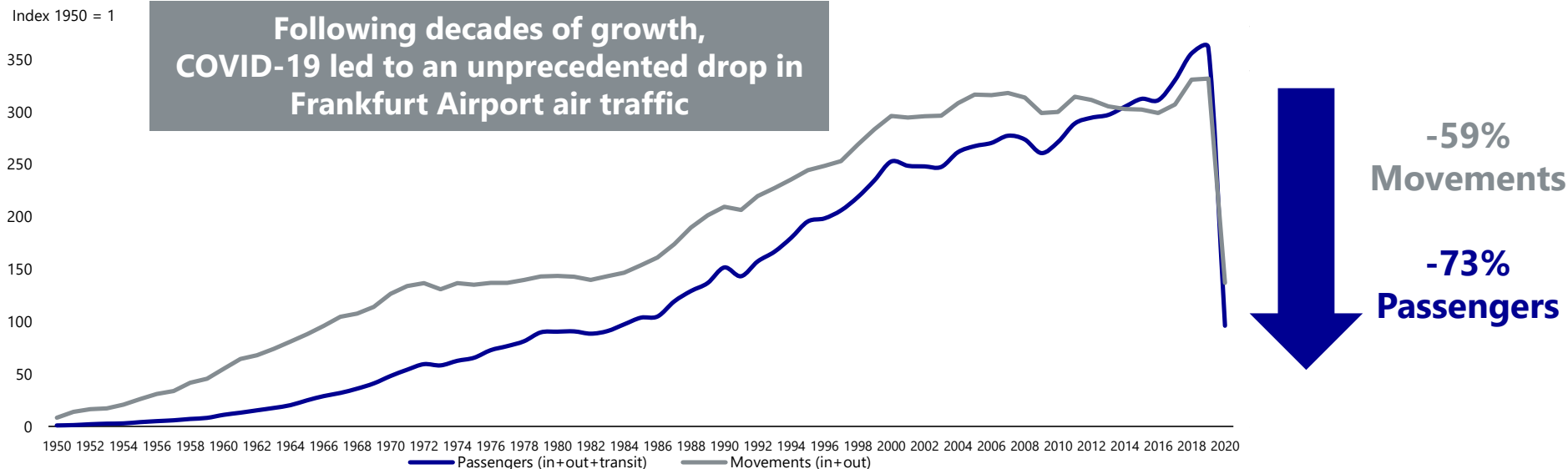
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COVID-19 Pandemic

Unprecedented Impact on our Business Model



EBITDA 2019: EUR 1.18bn
EPS 2019: EUR 4.55



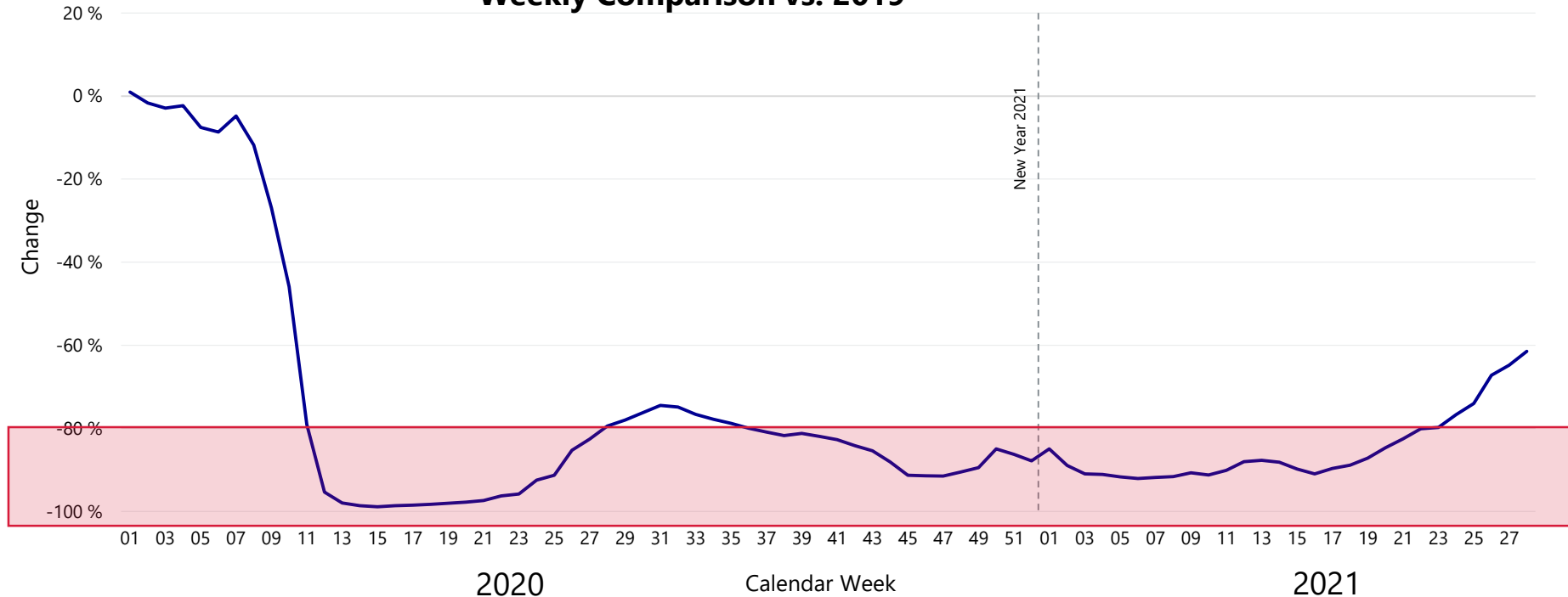
EBITDA 2020: EUR -251mn
EPS 2020: EUR -7.12

COVID-19 Pandemic

Passenger Numbers Almost Standstill for Weeks / Months



Passenger Numbers in Germany Weekly Comparison vs. 2019

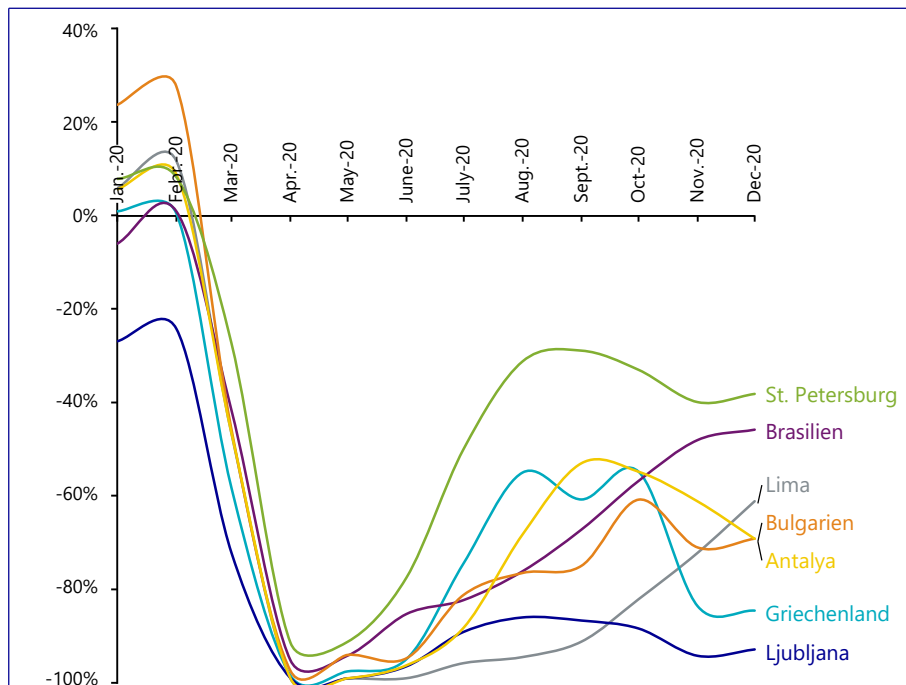


COVID-19 Pandemic

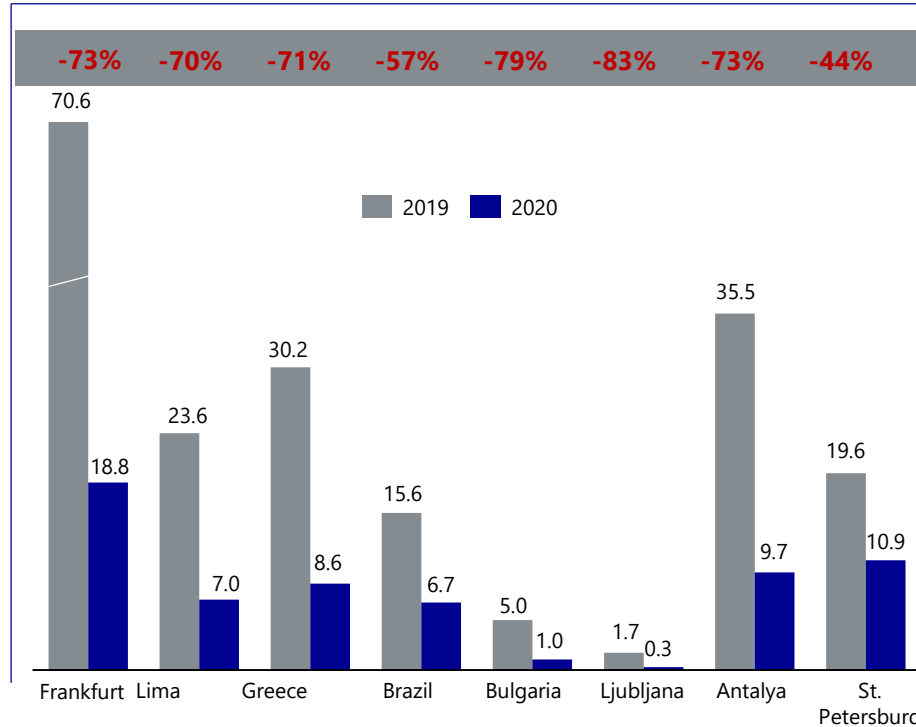
Group Passenger Numbers vs. 2019



Monthly Passenger Performances



Annual Passenger Performances



COVID-19 Pandemic

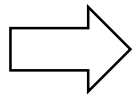
Group Financials 2020 vs. 2019



Total Revenue¹

EUR 1,572mn

-1,767mn / -52.9 %



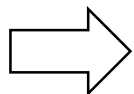
Adverse Revenue Impacts across Portfolio

FRA Segments EUR 1,118mn / International Activities EUR 454mn¹
(PY: EUR 2,309mn) / (PY: EUR 1,030mn)¹

Opex^{1,2}

EUR 1,524mn

-635mn / -29.4 %



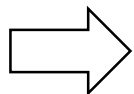
Strong Cost Control in Frankfurt & International^{1,2}

FRA Segments EUR 1,198mn² / International Activities EUR 326mn^{1,2}
(PY: EUR 1,578mn) / (PY: EUR 581mn)¹

Adj. EBITDA²

EUR 48mn

-1,132mn / -95.9 %



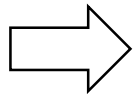
Positive adjusted Group EBITDA²

FRA Segments EUR -79mn² / International Activities EUR 128mn²
(PY: EUR 732mn) / (PY: EUR 449mn)

Profit After Minorities

EUR -658mn

-1,078mn / n/a



Negative Net Result due to COVID-19 Pandemic

D&A improved by EUR 18mn
Financial Result worsened by EUR 110mn

COVID-19 Pandemic

FRA: Substantial Cost Cutting Measures initiated



Staff Cost

EUR c.250mn Savings Target

- Continuation of Short time Working Scheme
- Gradual Reduction of c.4,000 Employees

Non-Staff Cost

EUR c.100 – 150mn Savings Target

- Reduction of all non-operational cost items

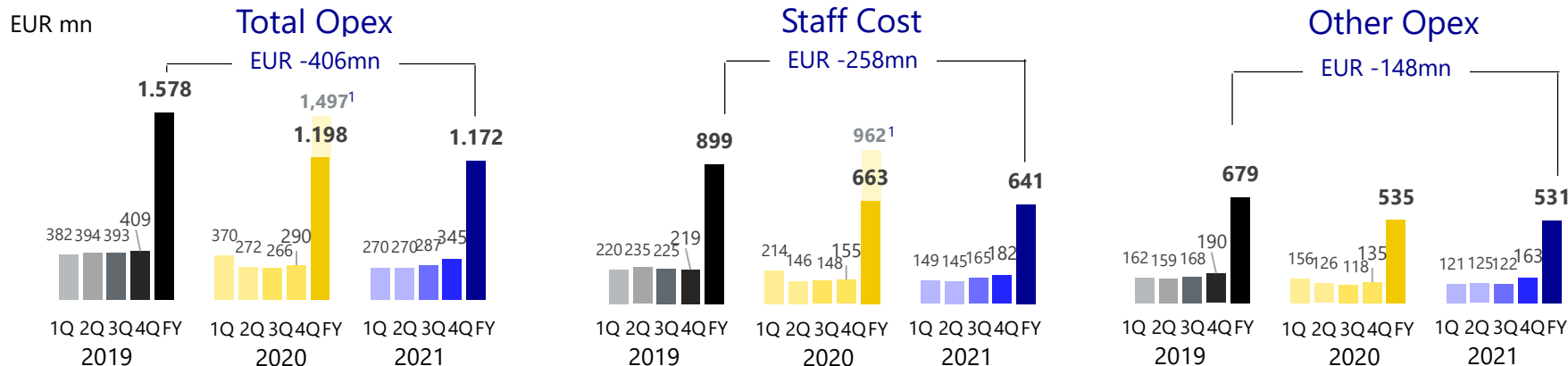
Capex

EUR c.1bn Savings Target
spread over next 7-8 Yrs

- Reduction of Frankfurt Capex outside of T3
- T3 Inauguration in line with demand: 2026

COVID-19 Pandemic

FRA: Cost Saving Achievements 2020/21



21FY Review:

- Clear EUR 400+mn Cost Reduction vs. 19FY
- Slightly higher 4Q21 and 3Q21 cost vs. 2Q21 due to reduced application of short time work
- 4Q21 additionally adversely impacted by EUR c.26mn accounting effects
- Frankfurt EBITDA Break Even Level reduced to c.4mn Passengers per Quarter (= 45,000 Passengers per day)

COVID-19 Pandemic

FRA: Price Upward Revisions



Aviation

+ ~4.3% Tariff Adjustment

For FRA aviation charges in 22FY



Aviation

+ ~4.9% Tariff Adjustment

For FRA aviation charges submitted for 23FY

Central Infrastructure

+ ~ +3% Tariff Adjustment

For FRA central infrastructure charges as of Apr 21



Central Infrastructure

+ ~ +3% Tariff Adjustment

For FRA central infrastructure charges as of Apr 22



COVID-19 Pandemic

Comprehensive Countermeasures also in Intl. Portfolio



1 | OPEX

- Strict cost saving programs launched
- Reduction of all non-imminent cost items
- High flexibility to adjust cost base due to lean asset management models

2 | CAPEX

- Mandatory capex programs in Greece and Brazil completed
- Non-binding and non-started capex programs postponed

3 | Compensation

- Pandemic defined as force majeure in concession contracts
- Where applicable: claims for COVID-19 compensations
- Successful rebalance for Greece, Brazil, Bulgaria, Turkey, Slovenia and USA

COVID-19 Pandemic

Overview Compensation Measures 2020-22



Frankfurt



EUR~160mn

Compensation from State of Hesse and Federal Government for 1st Lockdown period in 2020. Non-refundable cash inflow received in 3Q 21.

Greece



EUR~235mn

State settlement agreement to offset adverse COVID-19 impact in 20FY & 1H21. Compensation via saving on cash outs for fixed and variable concession charges.

Brazil



EUR~57mn

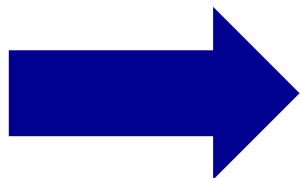
Rebalance Economic Equilibrium / offset adverse COVID-19 impact in 20FY & 21FY. Compensation via saving on cash outs for conc. charges and higher airport charges.

Rest of World



EUR~53mn

Cancellation of minimum lease obligations at Fraport USA and compensation at Fraport Slovenija



1st: EUR ~505mn Relief Measures Agreed between 2020-22

2nd: +2 Additional Years of Antalya Concession and +5 Years in Bulgaria

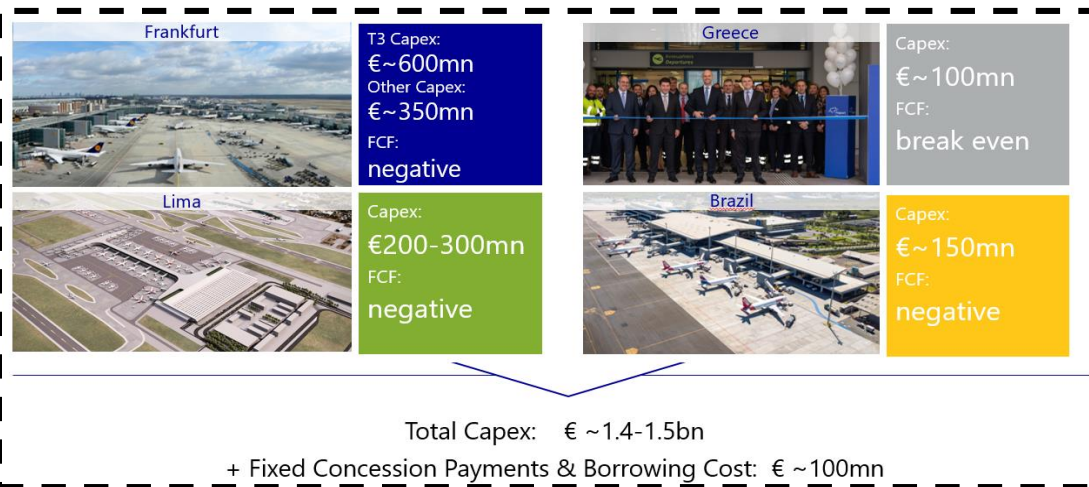
3rd: + Further Compensation Agreements possible

COVID-19 Pandemic

Capex Reduction of more than EUR 400mn in 2020



Capex Chart 19FY Analyst Presentation



Total Capex incl. fixed concession payments & borrowing cost: EUR1.5-1.6bn

FY 2020 Capex Spend

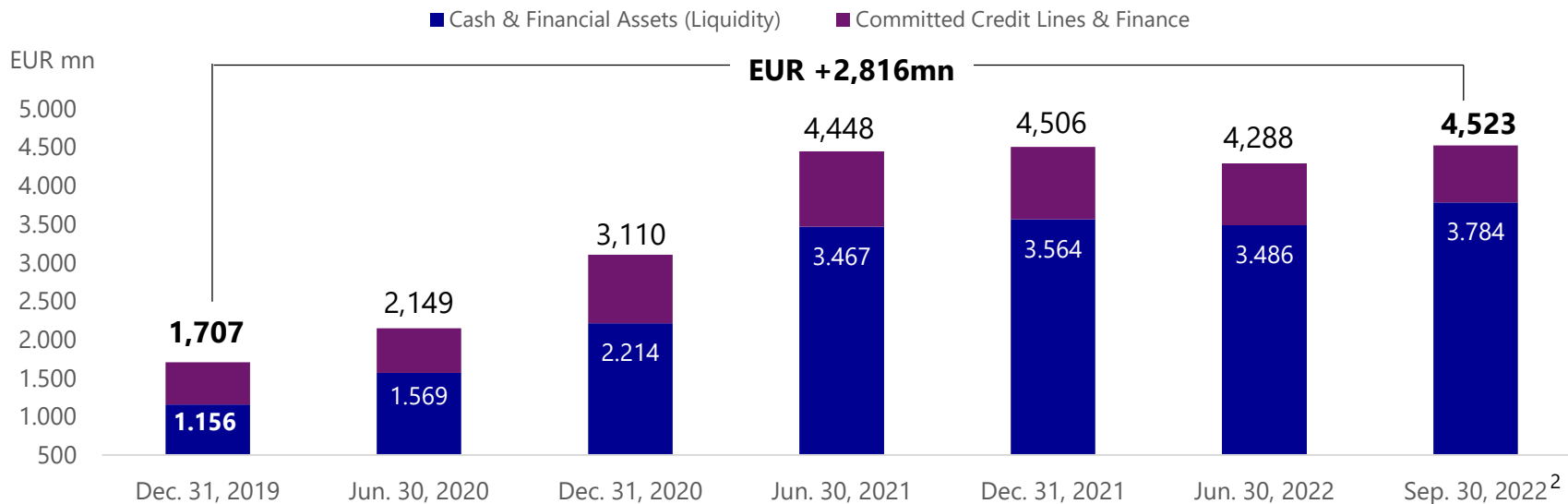
EUR c.1,147mn

= EUR 403mn Savings vs.
mid point of 2020
Guidance (-26%)

- Frankfurt T3: € c.536 mil. (€-64 mil.), Other Capex: €c.326 mil. (€-24 mil.)
- Lima: € c.101 mil. (€-149 mil.)
- Greece: € c.97 mil. (€-3 mil.)
- Brasil: € c.44 mil. (€-106 mil.)
- Fixed Concessions & Borrowing Cost: € c.42 mil. (€-58 mil.)

COVID-19 Pandemic

Substantial Increase in Available Funds



- Continued Strong Cash Position incl. Committed Credit Lines and Secured Finance at EUR 4.5+bn
- 2022 Funds Impacted, among others, by EUR 375mn Initial Antalya Equity Contribution
- Based on Current Business Projections Available Funds Sufficient until 25FY – Despite Continued Growth Capex Programs
- Upcoming Lima Project Finance to Further Bolster Committed Credit Lines and Finance

COVID-19 Pandemic

Inventing "The New Fraport"



The New Fraport

Operational Excellence



Strong Cost Control



Greener



COVID-19 Pandemic

"The New Fraport": Operational Excellence



- “Benchmarking, digitization and sustainability” is our mission to improve our business offering and enhance our traveling experience in the long term
- Restructuring of security business for smooth passenger processes. Basic agreement to take over:
 - Decision on how many security lanes will be opened
 - Procurement process for security equipment
 - Tender of security services
- Smart integration of interfaces along customer journey with focus on innovative concepts, such as Biometrics, remote operations, digital platforms and use of drones
- Close partnership with airlines, retailers and logistic partners to be best positioned for air traffic to restart
- Further optimization Ground Handling activities





Takeover of Security Responsibilities in 2023

- Fraport to enhance Security Product jointly with Federal Police
- Fraport, a.o., to tender Frankfurt Security Lots and to procure Security Equipment

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

Financial Impacts

- Fraport passes on Costs of procured Assets to Customers
- Fraport becomes billing Interface: 2023 Security Services Revenues & Cost expected to be EUR c.250mn + Airport Security Revenues & Cost

COVID-19 Pandemic

"The New Fraport": Operational Excellence / Ground Handling



Restructuring of Ground Handling to enhance competitiveness and keep operations inside the Group

Subsidiary enables increased focus and flexibility

Transition expected in next few years

COVID-19 Pandemic

"The New Fraport": Strong Cost Control



- Cultural change accelerated due to COVID-19
- Complexity and inefficiencies taken out
- Reduction of Frankfurt labor force by ~4,000 employees (achieved 21YE)
- All non-essential cost items in focus
- All capex projects under review
- Targets are:
 - to be leaner,
 - to have more financial flexibility, and
 - to be an efficient platform for customers to realize high yields
- "Leveraging strong Group position via competitive cost structures."



COVID-19 Pandemic

"The New Fraport": Greener



- Reduction of CO₂ emissions is strategic priority
- New photovoltaic plants commissioned and to be further rolled-out
- CO₂ neutrality to be achieved by wind park project
- Roll out of hybrid, battery electric and hydrogen fleet
- Continued efficiency gains via refurbishing existing infrastructure
- More cities to be connected via high speed train to leverage best-in-class geographical location
- "Achieving emission targets via reduction of footprint and renewable energies."

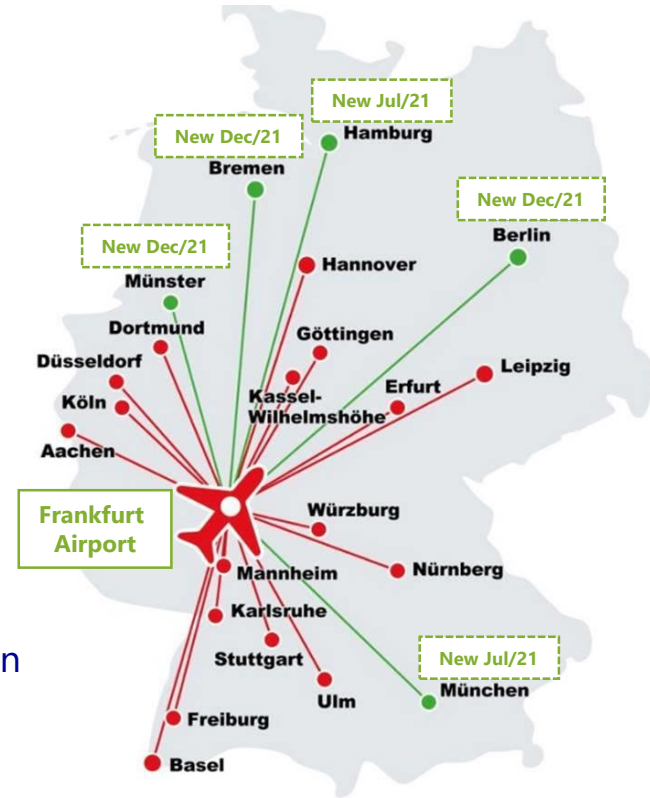


COVID-19 Pandemic

"The New Fraport": Greener / Most Intermodal Hub



- 1H 21: Lufthansa and German Rail offer 134 high-speed feeder trains from 17 cities to Frankfurt Airport, including Basel in Switzerland
- 5 new cities to be added in 2H 21, including Munich, Berlin and Hamburg, therefore, covering Germany's largest cities
- In addition, phase in of new "Sprinter" services in Dec. 21, offering direct train services from Munich and Nuremberg to Frankfurt Airport w/o additional stops, shortening travel time to Munich city center to 3hrs and 2hrs to Nuremberg
- Direct city links are an environmentally and economical friendly way to connect Frankfurt Airport to major German cities, leveraging the best-in-class location and connectivity of the airport



1 | Group Overview

2 | Airport Highlights

3 | COVID-19 Pandemic

4 | Current Development

5 | Outlook

6 | ESG

7 | Appendix

Current Development

Key Message: "Steep Traffic Ramp-Up and Financial Recovery!"



1 | Traffic

Frankfurt back at ~74% of 3Q 2019
Traffic / YTD at ~66%

Intl. with even stronger Traffic
Performance on average /
Greece above 2019

2 | Financials

EBITDA at ~96% of 3Q 2019 Level
/ 9M at ~87%

Intl. Activities account for
Lion's share of Group EBITDA

3Q22 FCF clearly positive

3 | Other

High Focus on FRA Hub Excellence,
a.o., Restoring Ground Quality &
Security Transitioning

Further ESG Measures decided

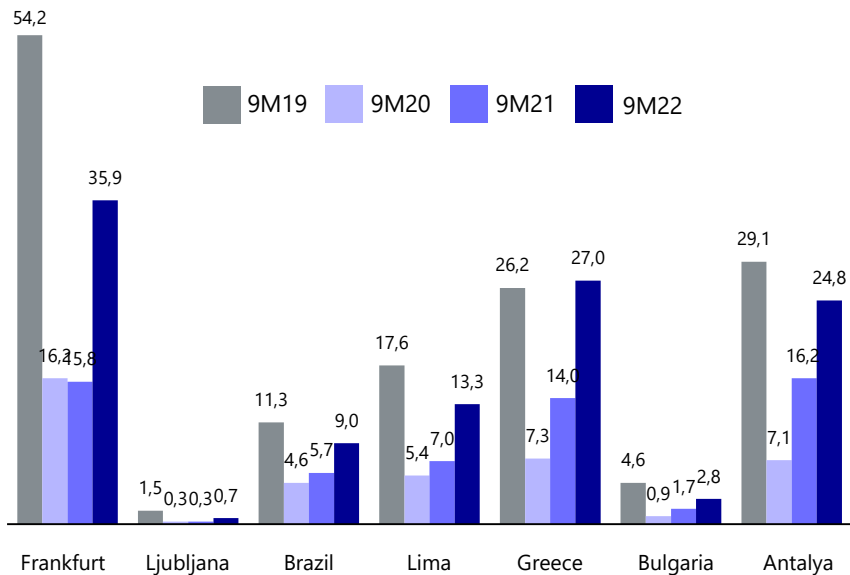
Intl. Portfolio Progress

Current Development

Sequential 3Q22 Traffic Improvement

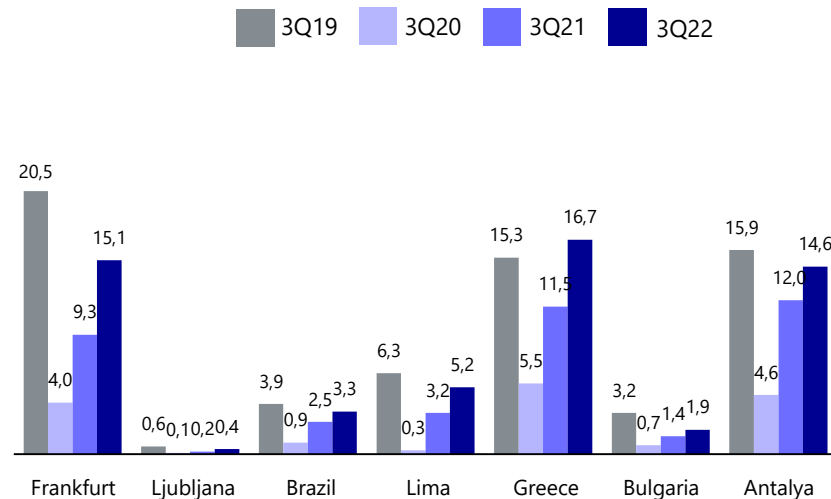


9M Passenger Performances



3Q Passenger Performances

Sequential 3Q Improvement



Current Development

Developments in International Portfolio



- **Fraport Greece** achieved further Economic Rebalance for COVID-related Impacts in 1H21
- **Fraport Brasil** also applied for Economic Rebalance for adverse COVID-related 22FY impacts
- **Fraport Brasil** applied for Porto Alegre fixed Concession Prepayment
- **Fraport Twin Star** Concession extended by 5 Yrs for compensation of COVID-related impacts
- **Fraport-TAV Antalya** started Terminal Construction for new Concession
- **Lima Airport Partners** is finalizing the amendment of the existing EPC contract for the terminal extension – next slide



Current Development

Portfolio Optimization: Divestment of Xi'an Airport Stake



Agreement to sell entire Fraport
24.5% stake to Chang'an Huitong
Co. signed March 31, 2022

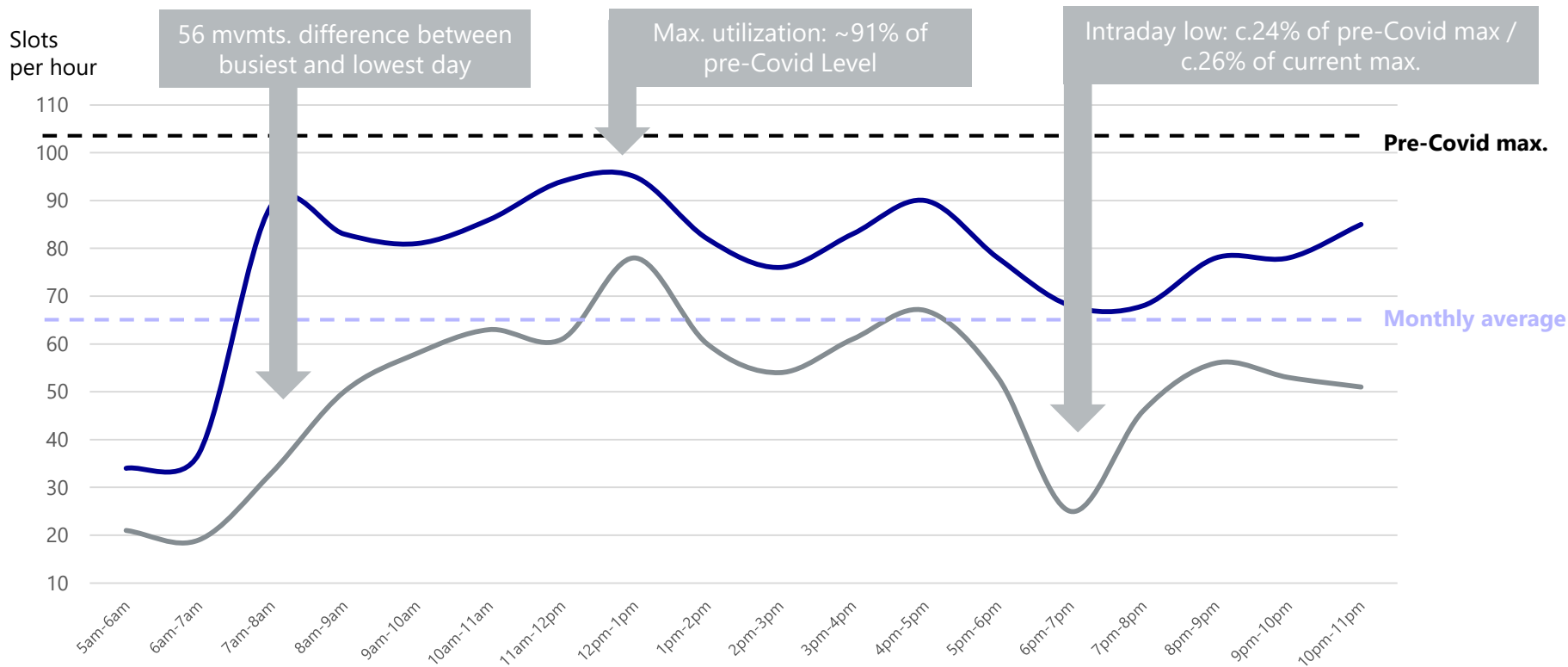
Agreed Purchase Price of
RMB 1.11bn (EUR c.155mn)
transferred in 2Q22

P+L 1Q22: EUR 20mn Gain
on Group Financial Result;
P+L 2Q22: EUR c.54mn Gain on
Group EBITDA



Current Development

Imbalanced FRA Slot Utilization: High Peaks vs. Low Off-Peaks



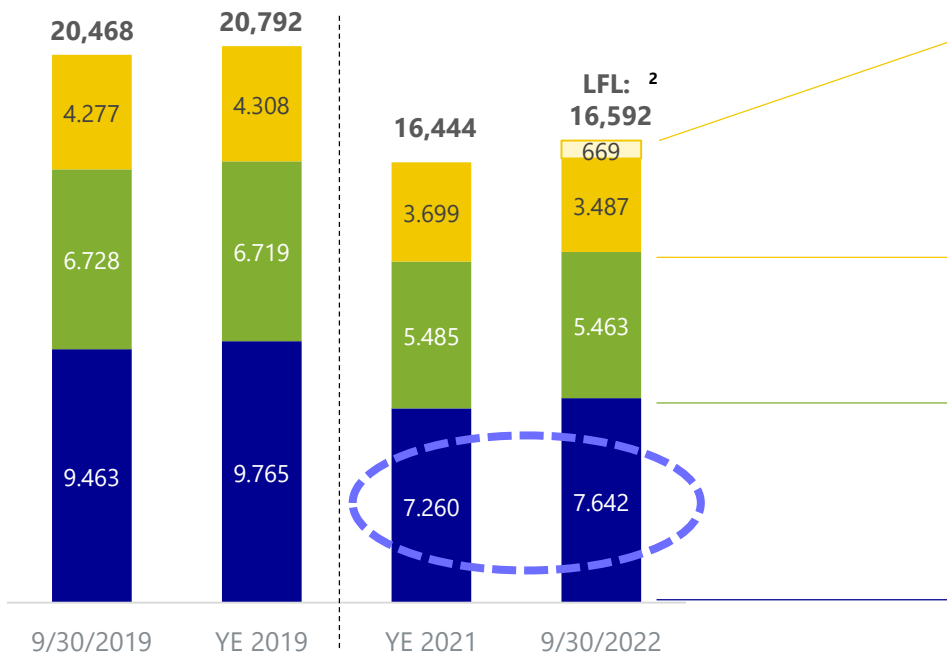
Current Development

FRA Staff Restructuring Progress



■ Ground Handling ■ Other FRA Positions ■ FraSec¹

Number of Employees (as per Reporting Date)



**Like-for-Like Staff Reduction:
4,200 as of September 30, 2022 vs. YE'19**

- LFL² Staff Number slightly down vs. YE'21
- New Hamburg Security Contract adds ~670 Employees
- Out of 4,156 total Employees; 2,416 linked to Sasse Group Partnership / shift from full to equity consolidation as of Jan. 1, 2023

- Admin / Semi-Admin Functions flat to slightly down
- Functions contain: Aviation 2,026, Retail & Real Estate 680 and other Frankfurt Services 2,757

- More than 380 Employees "net" recruited in 22YTD
- Employee Number just under 81% of Peak Summer Level (3Q19) – excluding c.660 increase in Temporary Workers vs. Sep. 19
- Operational Challenges during Frankfurt Peak Hours

¹ Frankfurt based Security Company
² Like-for-Like

Current Development

FRA Inflation Protection

Dual-Till regulated Infrastructure

Aviation

Full Cost (Inflation) Coverage Potential via Regulation, albeit with Time Gap Potential of up to c.12 months

Total 21FY Segment Opex: 616mn
(2019: 786mn)

- **Airport Charges** with annual Price Revision to allocate Cost of running the Infrastructure on Users and allow appropriate Return on Invested Capital
- **Security Business** Pricing & Opex Reimbursement covered by Federal Framework

Retail & Real Estate

Retail & Car Park Revenues mostly follow direct Inflation, Real Estate – continues Price Adjustments

Total 21FY Segment Opex: 91mn (2019: 136mn)

- **Unregulated Segment (Opex)**, but:
- **Retail Revenues** usually as percentage of Shop Turnover; excl. Advertisement
- **Parking** lots with flexible Pricing
- **Real Estate** - continues price adjustments

Ground Handling

Coverage Potential of Central Infrastructure Cost Inflation (c.35-40% of Segment Cost / Time Gap Potential of up to c.12 months), Ground Services Opex Inflation to be priced-in going forward

Total 21FY Segment Opex: 465mn (2019: 656mn)

- **Central Infrastructure** with annual Price Revision to allocate Cost of running the Infrastructure on Users and allow appropriate Return on Invested Capital
- **Ground Services** usually with fixed price contracts, new Contracts with focus on Price / Labor Index formula

Current Development

International Activities Inflation Protection



Greece



- **Airport Charges** with annual Greek CPI-link ($CPI \times 0.9$)
- **Non-Aviation** usually as MAGs and percentage of Turnover

Ljubljana



- **Airport Charges** RoRAB linked
- **Non-Aviation** usually as MAGs and percentage of Turnover

Brazil



- **Airport Charges** with annual BRL CPI-link ($CPI - X - Q$)
- **Non-Aviation** usually as MAGs and percentage of Turnover

Twin Star



- **Airport Charges** negotiated with Concession Grantor
- **Non-Aviation** usually as MAGs and percentage of Turnover

Lima



- **Airport Charges** annual US-RPI-link – X, multi-annual Revision of X-factor
- **Non-Aviation** usually as MAGs and percentage of Turnover / Profit Sharing

US



- **Revenues** usually as MAGs and percentage of Turnover

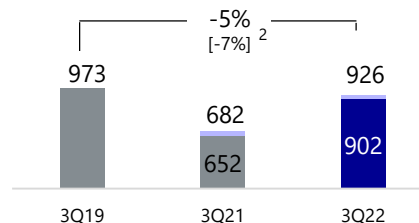
Current Development

Strong 3Q22 Financial Recovery

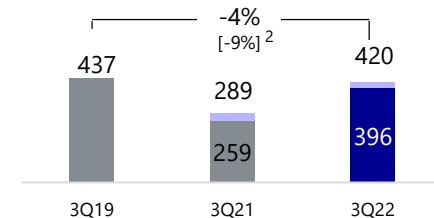


EUR mn

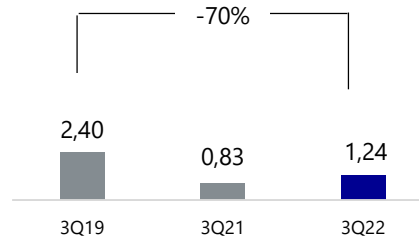
Revenue¹



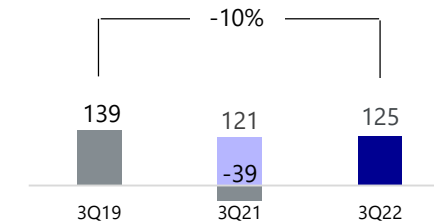
EBITDA



EPS



Free Cash Flow



¹ Adjusted for IFRIC 12

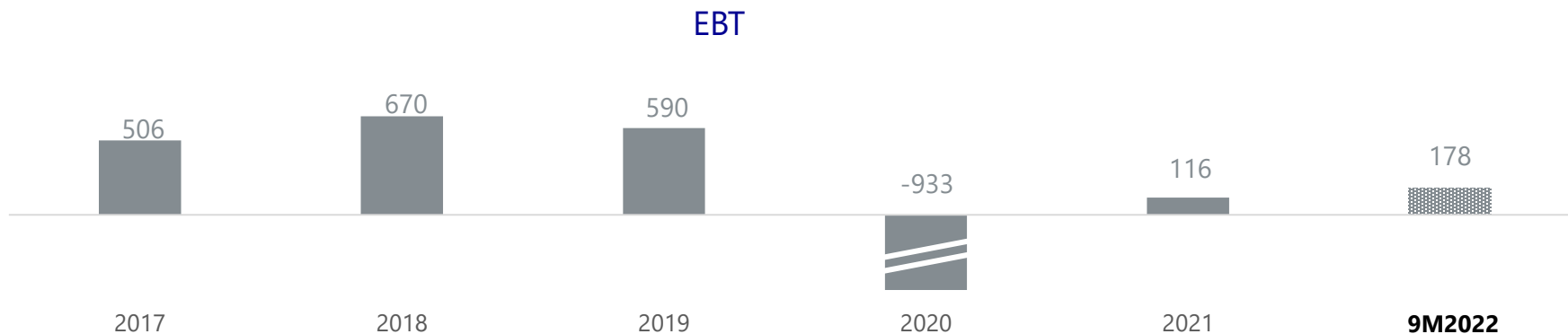
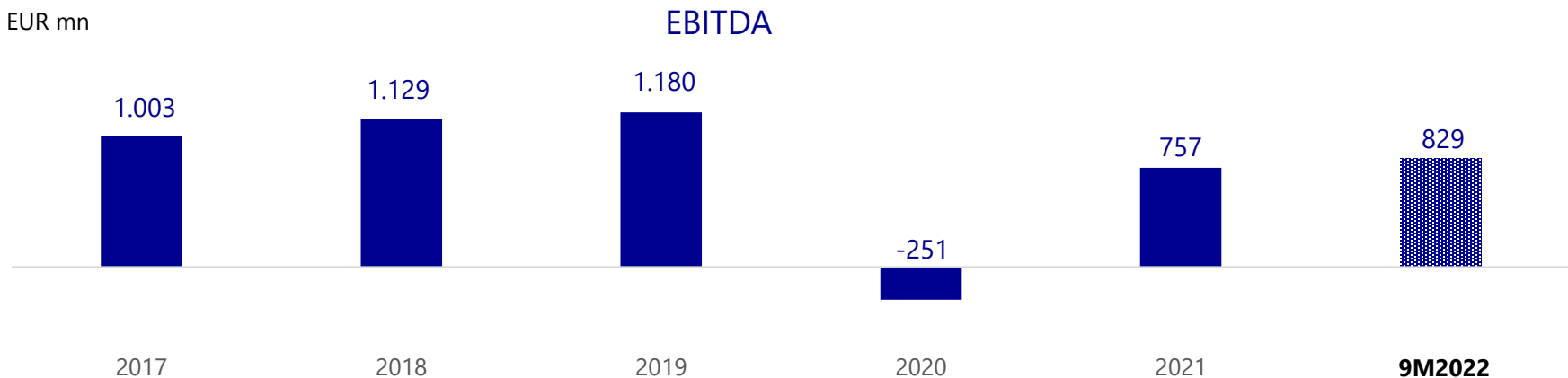
² Taking account of EUR c.24mn special effects in 3Q22. An overview of special effects is presented in the Appendix. "[mn]" figures correspond to numbers excl. those items.

Current Development

On our Way to former Strength

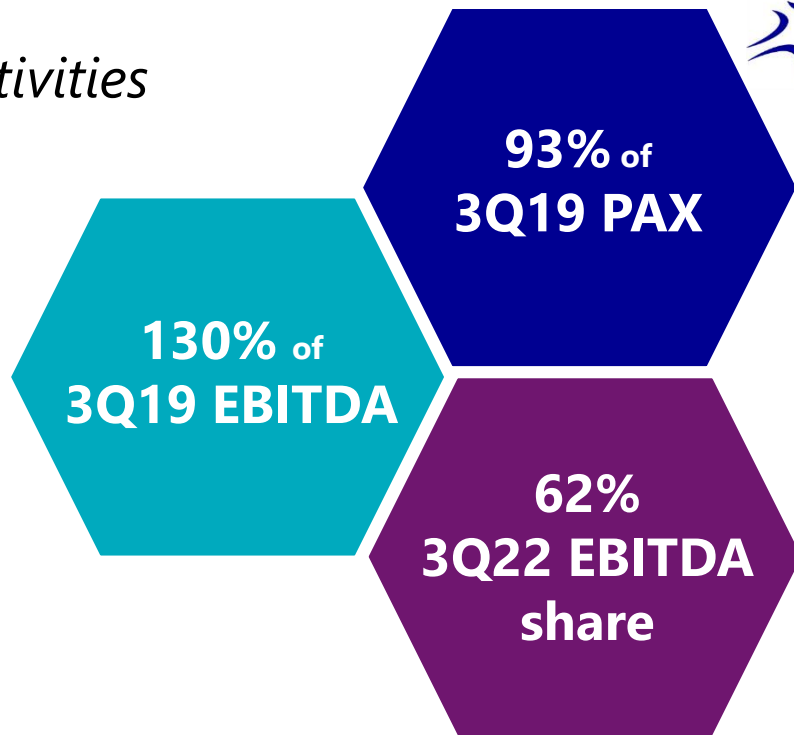


EUR mn



Current Development

Sharp Rebound in International Activities



While Market focus Remains on Frankfurt and German Exposure; **more than 60% of 3Q22 Group EBITDA from Intl. Activities**

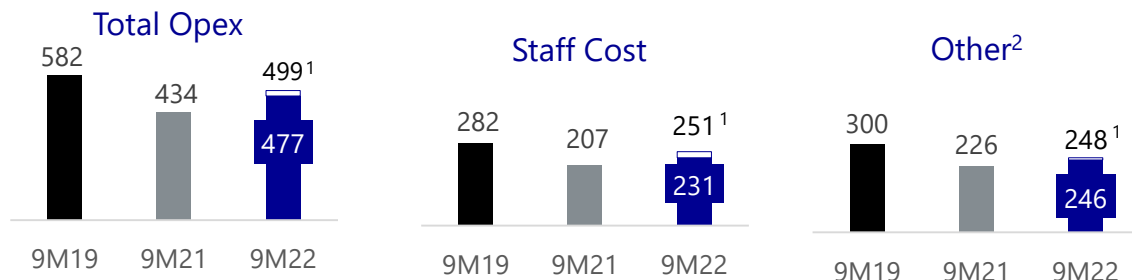
Current Development – Aviation

Q3 Revenues recover to c.85% of Pre-Covid Level



EUR mn	9M22	9M21	9M19	3Q22	3Q21	3Q19
Revenue	612	423	783	244	169	288
Charges	453	240	623	185	122	234
Security	132	159	122	48	40	42
Other Income	20	184	24	6	6	10
Staff Cost ¹	251	207	282	86	75	94
Other ^{1,2}	248	226	300	85	69	101
EBITDA	133	173	225	79	32	103
D&A	101	101	120	34	34	41
EBIT	32	72	106	45	-2	62

- **9M22 Airport charges achieve c.75%** of 2019 at c.66% pax level
- **“Recovery” Incentives** to Airlines of EUR c.23mn YTD
- Adjusted for new Hamburg Security contract: **EUR c.105mn** or c.18% **Opex Reduction** vs. 9M19
- 9M21 EBITDA positively impacted by EUR c.218mn One-offs (see Appendix)
- **3Q22 EBITDA** reaches nearly **80% of 3Q19**
- **3Q EBITDA margin** close to 2019 level at **>30%**



¹ New Hamburg Security Contract: 3Q Revenue of EUR 10mn (1Q22: 4mn / 2Q22: 8mn), Opex of EUR 9mn (1Q22: 5mn / 2Q22: 8mn), o/w 8mn staff cost (1Q22: 4mn / 2Q22: 7mn), and 1mn non-staff cost (1Q22: 1mn / 2Q22: 1 mn).

² Other defined as balance of non-staff cost and intersegment cost & revenue | Due to commercial rounding discrepancies may occur when summing up, % changes based on unrounded figures

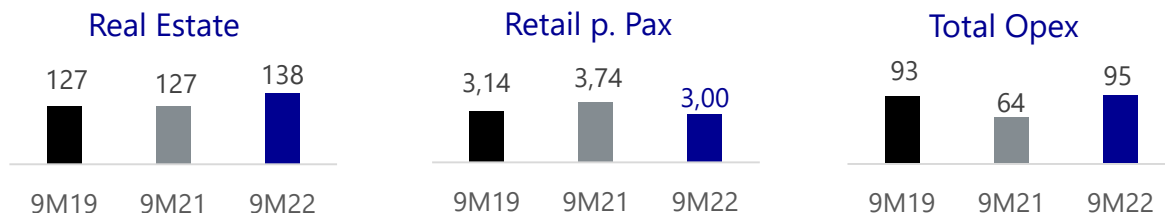
Current Development – Retail & Real Estate

Highly-profitable Business drives Frankfurt EBITDA



EUR mn	9M22	9M21	9M19	3Q22	3Q21	3Q19
Revenue	314	232	372	122	93	131
Retail	101	52	162	43	27	58
Real Estate	138	127	127	49	44	44
Parking	57	37	77	23	17	27
Other Income	10	24	24	3	5	6
Staff Cost	37	32	43	12	10	14
Other ¹	58	32	50	22	13	16
EBITDA	229	191	304	91	74	107
D&A	65	64	67	22	22	22
EBIT	164	127	237	69	52	85

- **Real Estate Business outperforms pre-COVID Level**
- Parking recovers to 85% of 3Q19
- After negative 2Q22, **positive 3Q22 Retail Revenues per Passenger Performance: +1.7% vs. 2019**
- EUR c.18mn higher Cost for Energy Supply (vs. 9M19)
- **EBITDA reaches c.85% of 3Q19**
- Continued **high 3Q22 EBITDA margin at c.75%** despite Energy Cost increases



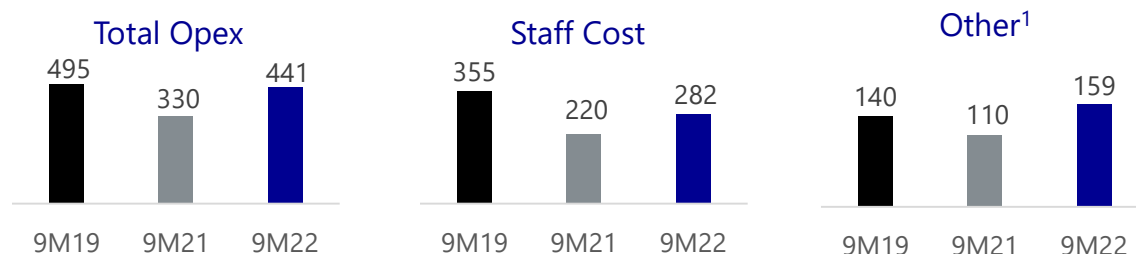
Current Development – Ground Handling

Cost to cope with Summer Season weigh on Financials



EUR mn	9M22	9M21	9M19	3Q22	3Q21	3Q19
Revenue	406	270	537	153	118	192
G. Handling	215	157	274	78	67	99
Central Infra.	175	95	245	70	46	87
Other Income	7	8	7	2	2	3
Staff Cost	282	220	355	103	80	118
Other ¹	159	110	140	62	41	51
EBITDA	-28	-52	50	-10	-2	26
D&A	29	29	36	10	10	13
EBIT	-57	-80	14	-21	-11	14

- Revenue Recovery in **3Q22** to **c.80%** of 2019 level, among others due to maximum-take off weight- and movement-related charges
- 9M22 Opex Reduction of 11%** with staff cost savings of c.20% vs. 9M19
- Non-staff costs increased by c.14%, mainly due to external staff needed to accommodate Summer season traffic
- Operational **efficiency gains** and **price upward adjustments targeted** to improve EBITDA



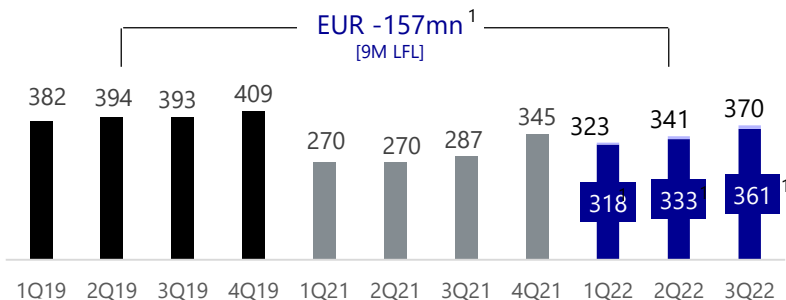
Current Development – Frankfurt Opex

Opex Reduction despite Energy Prices, Inflation and GH Ramp Up



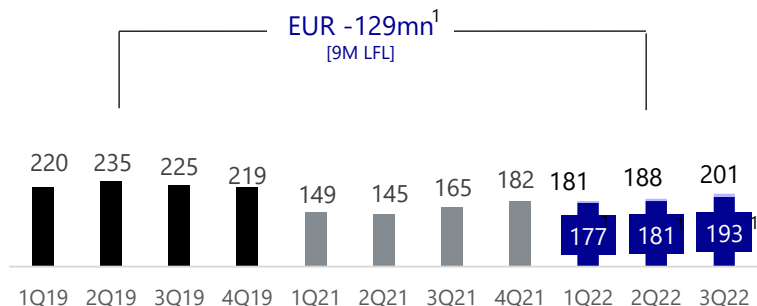
EUR mn

Total Opex

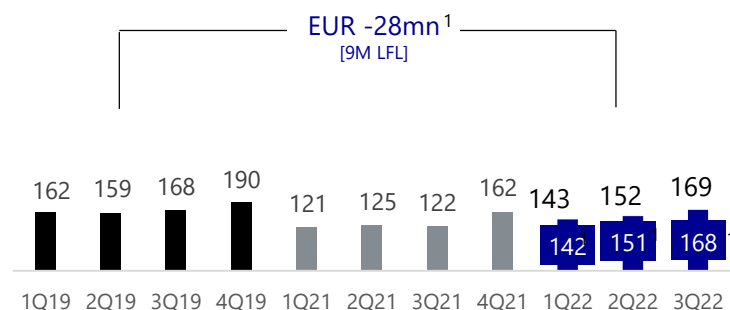


- Total Opex reduced by EUR 157mn vs. 9M19
- Staff Cost reduced by EUR c.129mn vs. 9M19, mainly due to Restructuring Program
- **As of September 30, 2022 c.4,200 Employee less compared to YE 2019**
- Other Opex in 3Q22 back on 2019 level due to External Staff for Operational Ramp-Up in Ground Handling, higher Cost for Energy and Inflation
- 9M22 Other Opex still EUR c.28mn below 9M19

Staff Cost



Other Opex



¹ LFL adjusts for new Hamburg Security Contract: 3Q Revenue of EUR 10mn (1Q22: 4mn / 2Q22: 8mn), Opex of EUR 9mn (1Q22: 5mn / 2Q22: 8mn), o/w 8mn staff cost (1Q22: 4mn / 2Q22: 7mn), and 1mn non-staff cost (1Q22: 1mn / 2Q22: 1 mn).

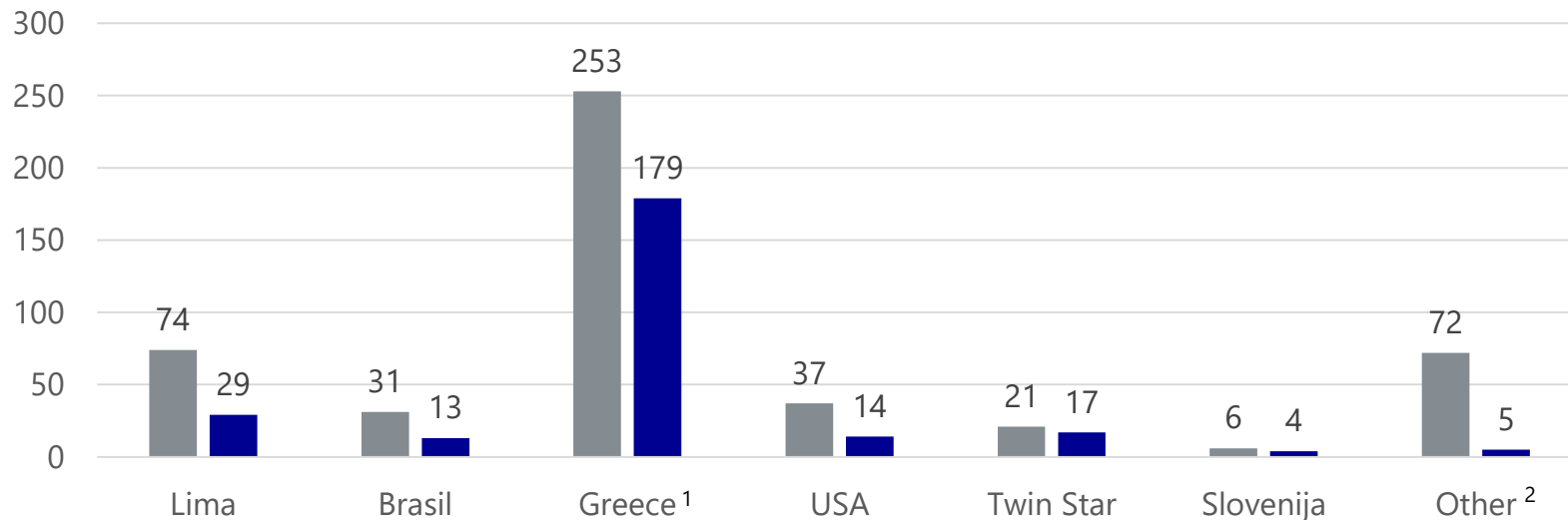
Current Development – Intl. Activities & Services

Strong EBITDA Contribution from International Portfolio



EUR mn

■ 9M22 EBITDA ■ 3Q22 EBITDA



9M Segment EBITDA of EUR 494mn = ~60% of Group³

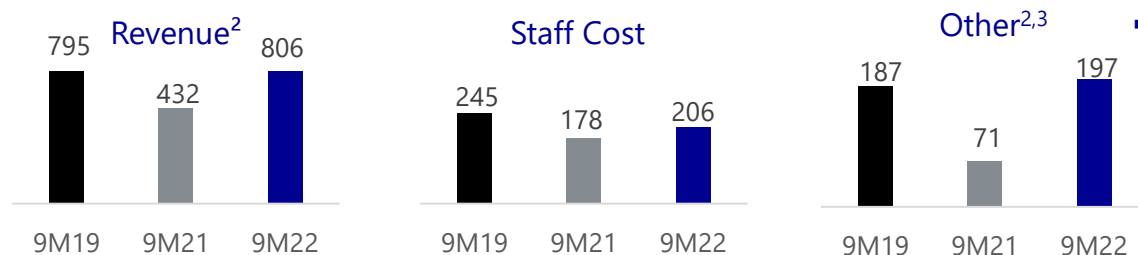
Current Development – Intl. Activities & Services

Full Financial Recovery thanks to Increased Profitability



EUR mn	9M22	9M21	9M19	3Q22	3Q21	3Q19
Revenue	1,036	577	1,160	501	311	458
IFRIC 12	230	145	366	94	57	96
ex IFRIC 12	806	432	795	407	255	362
Other Income ¹	91	128	7	26	35	2
Staff Cost	206	178	245	71	60	81
Other ^{2,3}	197	71	187	101	46	82
EBITDA¹	494	312	370	261	184	201
D&A	155	138	131	59	47	45
EBIT	339	174	240	203	137	156

- Excl. IFRIC 12: **Revenue** growth compared to 9M19, **3Q22 figure even at 112%**
- **3Q22 Other Income reflects EUR c.24mn positive Effect** from compensation for negative 1H21 Covid impacts in Greece
- Cost development reflects higher variable concession charges and adverse currency effects – Excluding concession charges: **strong cost control**
- **Underlying EBITDA** in 9M22 clearly exceeds pre-Covid level by **c.12%**, 3Q Outperformance of **c.18% respectively**
- Underlying **EBITDA margin reaches c.58% in 3Q and c.52% YTD** vs. c.56% in 3Q19 and c.46% in 9M19



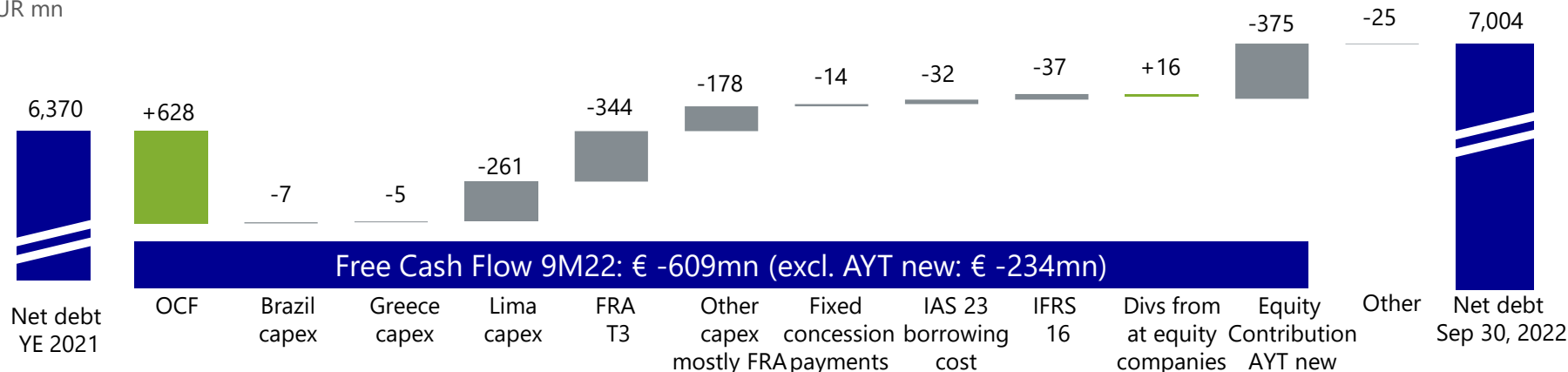
¹ Incl. one-offs items – see Appendix ² Adjusted for IFRIC 12 ³ Other defined as balance of non-staff cost and intersegment cost & revenue, 2022 incl. new Fraport Greece variable concession fee of c. EUR 20m - Due to commercial rounding discrepancies may occur when summing up, % changes based on unrounded figures

Current Development

Strong 9M22 OCF Development and Capex Control



EUR mn



Comments

- Strong OCF, excl. Xi'An, of EUR 628mn = c.80% of 9M19
- Brick & Mortar Capex of EUR 795mn = EUR -133mn vs. 9M19
- FCF turnaround in Q322 – see next slide
- 9M22 FCF negative due to Frankfurt T3, Lima Expansion, and Antalya Initial Equity Contribution of in total EUR c.980mn = strong underlying FCF potential

Capex figures including down payments to EPC companies

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

3 = 2021 figures are year-end 2021

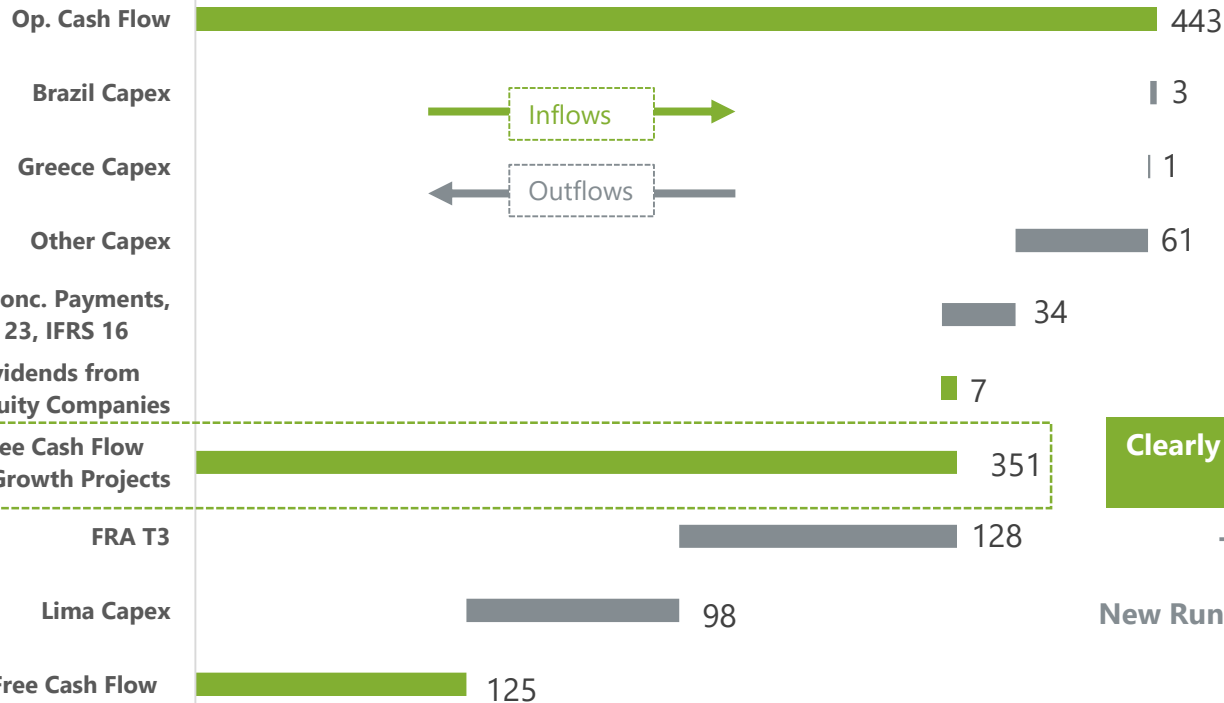
€ mil.	9M22	9M21	%
Operating cash flow	628	219	>100
Capex ¹	841	848	-0.8
Free cash flow ²	-234 / -609	-634	-
Net debt ³	7,004	6,370	+10.0
Net debt / LTM EBITDA ³	7.3	8.4	-1.1x
Equity ³	4,068	3,909	+4.1
Gearing ratio ³	181.3	169.7	+11.6PP

Current Development

3Q22 Free Cash Flow clearly positive at EUR 125mn



EUR mn



OCF outperforms 3Q19 by 4%

Brazil & Greece running on Maintenance Level

Well in line with EUR c.250mn FRA & Other Guidance

Positively affected by COVID-19 Compensations

Antalya Inflow

Clearly positive 3Q22 FCF excl. Growth Projects due to Strong Summer Traffic

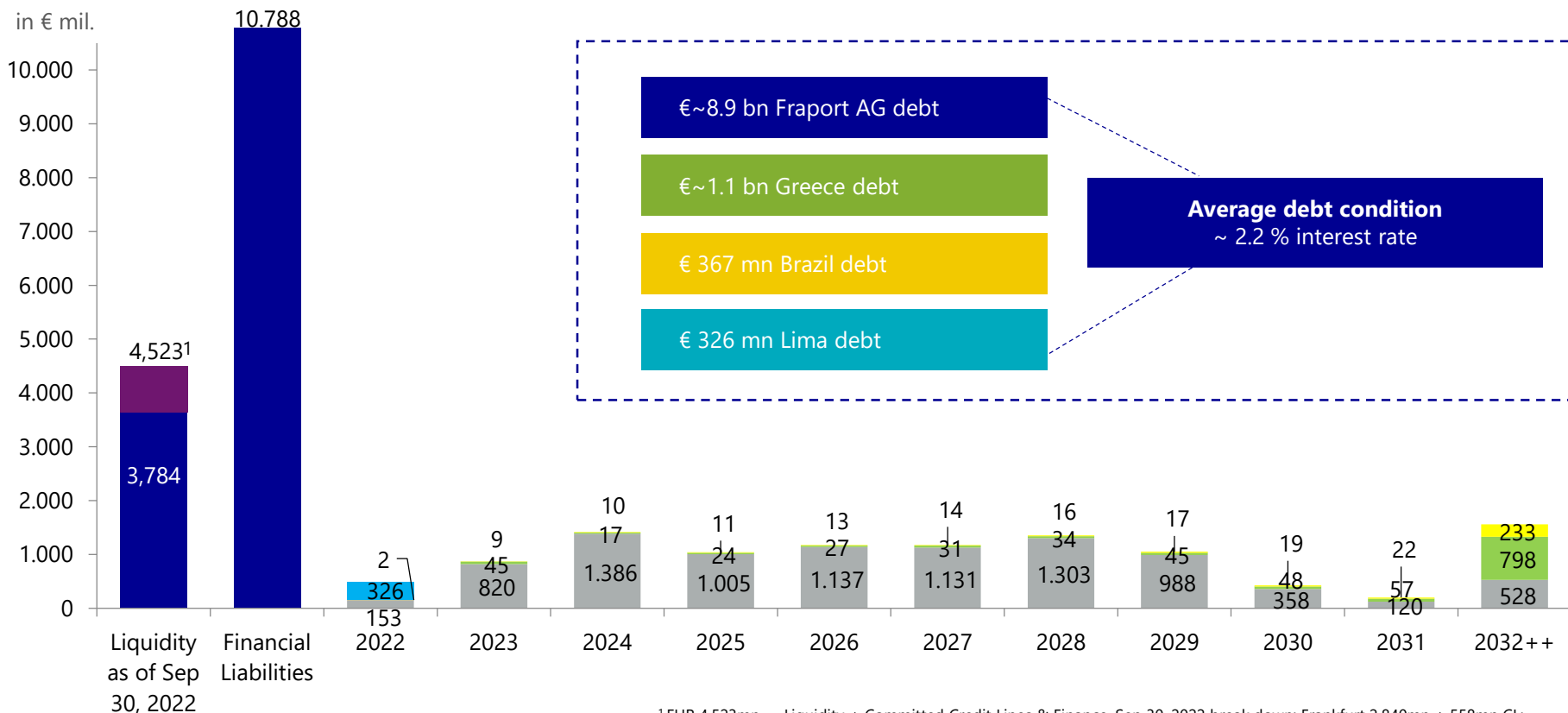
T3 Capex well in line with Expectations

New Runway Completed, Terminal Project ongoing

3Q22 FCF of EUR 125mn despite high expansion capex

Current Development

Available Funds & Repayment Profile



¹ EUR 4,523mn = Liquidity + Committed Credit Lines & Finance, Sep 30, 2022 break down: Frankfurt 2,840mn + 558mn CL; Greece: 402mn + 0mn CL; Brasil 35mn + 48mn CL; Lima 158mn + 133mn CL; Other: 349mn

Summing Up Current Development

"Traffic Momentum Building Up!"

"Portfolio Optimization Underway"

"Financial Recovery via:

- Higher Frankfurt Airport Charges*
- Robust Retail & Real Estate Business*
- Good International Contribution and*
- Continued Opex Savings, despite highly Inflationary Environment"*

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Outlook

Unchanged Outlook to 1H22 – Upper End Targeted!



	19FY Results	21FY Results	Previous 22FY Outlook	Outlook presented with 1H22
Passengers FRA	70.6 mn	24.8 mn (35% of 2019)	Between ~55% and ~65% of 2019	Between ~45 and 50mn Pax = ~63% to ~71%
Revenue	€3.71 bn	€2.14 bn	€~3 bn incl. €~400mn IFRIC 12	Slightly above €~3 bn incl. €~400mn IFRIC 12
EBITDA	€1,180 mn	€757 mn	€~760 mn to €~880 mn	€~850 mn to €~970 mn incl. Xi'An One-Off Item
EBIT	€705 mn	€314 mn	€~320 mn to €~440mn	€~400 mn to €~520mn incl. Xi'An One-Off Item
Group result	€454 mn	€92 mn	€ ~50 mn to € ~150mn	€ ~0 to € ~100mn incl. Xi'An and St. Petersburg One-Offs
Dividend proposal	€ 0 / share	€ 0 / share	€ 0 / share	€ 0 / share

Outlook

Updated 22FY Cash Flow, Capex & Net Debt Outlook

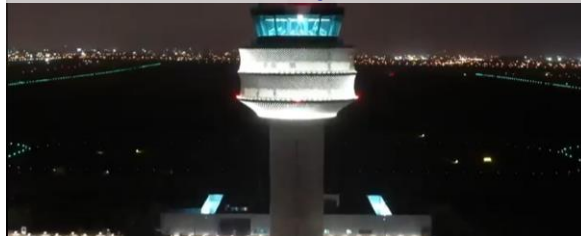


Frankfurt



T3 Capex:
€~550mn
Other Capex:
€~250mn
FCF:
negative

Lima



Capex:
€~250-350mn
FCF:
negative

Other Intl. Airports



Capex:
€ < 100mn
FCF:
positive

2022 FCF & Net Debt Bridge:

EUR c.1.2 bn Capex
+ EUR c.50mn Fixed Concession Payments & Borrowing Cost
+ EUR c.200mn Interest and Tax Payments
+ EUR min. 300mn AYT Initial Equity less Divs
- EUR c.850mn to c.970mn Operating Cash Flow as per EBITDA Guidance¹
- EUR c.100mn Additional Xi'An Inflows beyond EBITDA Effect¹
+ EUR c.50mn IFRS 16 Adjustment
= c. 700 to 900mn Change in Net Debt
+/- F/X translation on Net Debt
= Net Debt YE 22: EUR 7.1bn – 7.4bn

1) As per the Cash Flow Definition; The Cash Inflow from Xi'An is not part of the Operating or Free Cash Flow, the above calculation is a simplified bridge to the expected Change in Net Debt

Outlook

Medium-Term Outlook



	Traffic Recovery to 2019	EBITDA Recovery to 2019
Frankfurt	Expected ~2025/26	~2023/24
International Airports	Expected on average 2023	~2023

**Thanks to Traffic Recovery and Countermeasures,
pre-COVID EBITDA expected by 2023/24 – at improved Margin!¹**

2023

Positive 1H Base Effect from Drop out of 2022 Omicron Dip expected

Reasonable Tariff Uplifts outlined:
A.o., FRA Aviation Charges expected to surge by 4.9%

Transitioning of FRA Security Business

2025

Commissioning of new Lima Terminal

FRA about to reach Pre-COVID PAX Level – Target for 2025/26

2027

Completion of new FRA Concourse B Passenger Screening Lines – Marking new Era of FRA T1 Retail & Passenger Experience

Intl. Activities Capex about to Run on Maintenance Need – Following Final Payments for Lima Expansion

New AYT Concession Takeover

2024

Group EBITDA latest to reach Pre-Pandemic Level – Target for 2023/24

Commissioning of major FRA PV Plant

2026

Commissioning of “Gamechanger” FRA T3

Temporary Closure of FRA T2

New FRA Windpark PPA

2028

FRA Capex about to Run on Maintenance Need – Following Final Payments for FRA T3

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*We understand sustainability as the interplay of **ecological**, **economic** and **social** aspects. We have defined concrete targets for the five dimensions derived from this and report annually on their measures and target achievement.*

ESG

Materiality Matrix

The materiality matrix shows the impact of direct and indirect business activities on the corresponding key topics, their relevance for stakeholders, as well as the relevance for Fraport's business activities.

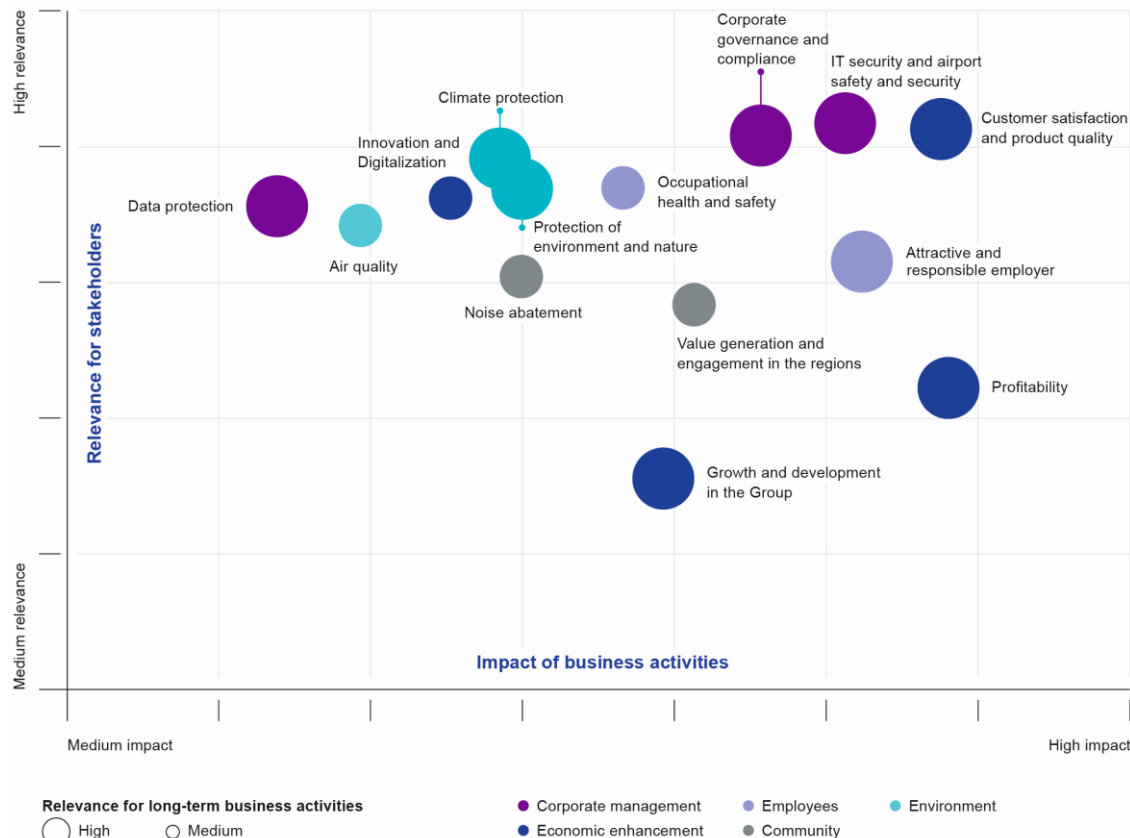
Our most important stakeholders

Analysts, shareholders, employee representatives, employees, local residents living near airports, business partners, investors, and passengers as well as representatives from banks, airlines, the media, non-governmental organizations, politics, authorities, economic associations, and scientific institutions



Stakeholder Dialog

Materiality matrix



Climate protection

"We are reducing our CO₂ emissions."

0 t CO₂ until 2045

Protection of environment and nature

*"We provide our services with
environmental considerations in mind
and continuously improve our
environmental performance."*

ISO 14001 Certification | **EMAS**
Validation at all fully consolidated,
environmentally relevant sites

Air quality

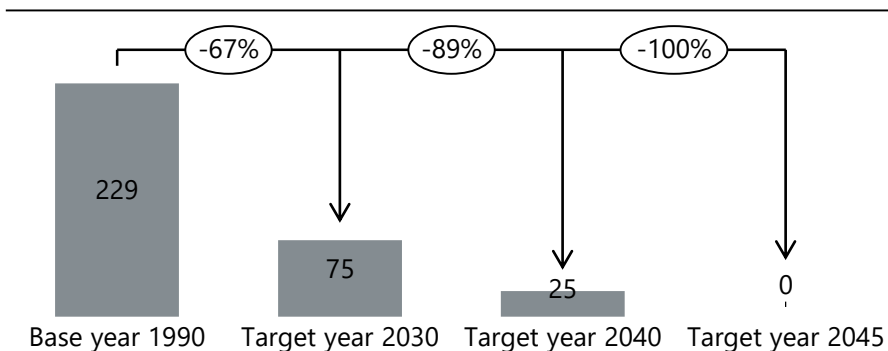
*"We record the air pollutant emissions of
all relevant emitters of airport
operations."*

Inventory of air pollutant emissions

We want to meet people's need for mobility without placing an additional burden on the environment. We are working at full speed to achieve this. Climate protection is one of the most urgent tasks facing the entire aviation industry. That is why we have once again tightened our CO₂ targets in 2021.

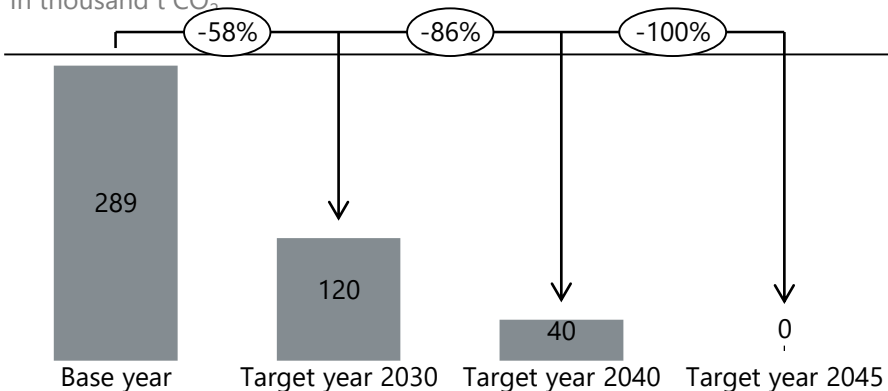
New targets of Fraport AG

In thousand t CO₂



New targets for Fraport Group

In thousand t CO₂



No offsetting of CO₂ emissions (Scope 1 and 2) is to take place throughout the Group.

Commercial PPA signed with
Provider EnBW on
Dec. 10th , 2021

New Windpark "He Dreiht"
projected to be commissioned
by 2H26

Purchase of 85MW will reduce
Frankfurt CO₂ Emissions by
c.80k m.t. or just under
50% of 2019

**Fraport AG CO₂ Emission Roadmap at Frankfurt Airport
Scope 1 & 2**





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


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

Attractive and responsible employer

"We create good working conditions and increase employee satisfaction."

"We increase the proportion of women in management positions."

"We offer good development opportunities to attract and retain motivated personnel."

**Employee satisfaction | Women in management positions
| Apprenticeships**

Occupational health and safety

"We are continuously reducing occupational accidents."

"We stabilize the sickness rate in the medium term and reduce it in the long term."

Sickness rate | LTIF

Share of women

26.3 %

+/- 0 PP

Women in
management
positions

In Germany (level 1 and 2)

27.1 % +1.2 PP

Disabled
employees

5.9 %

-0.7 PP

Average age

45.5 years

+0.2 years

Foreign
employees

In Germany

24,1 %

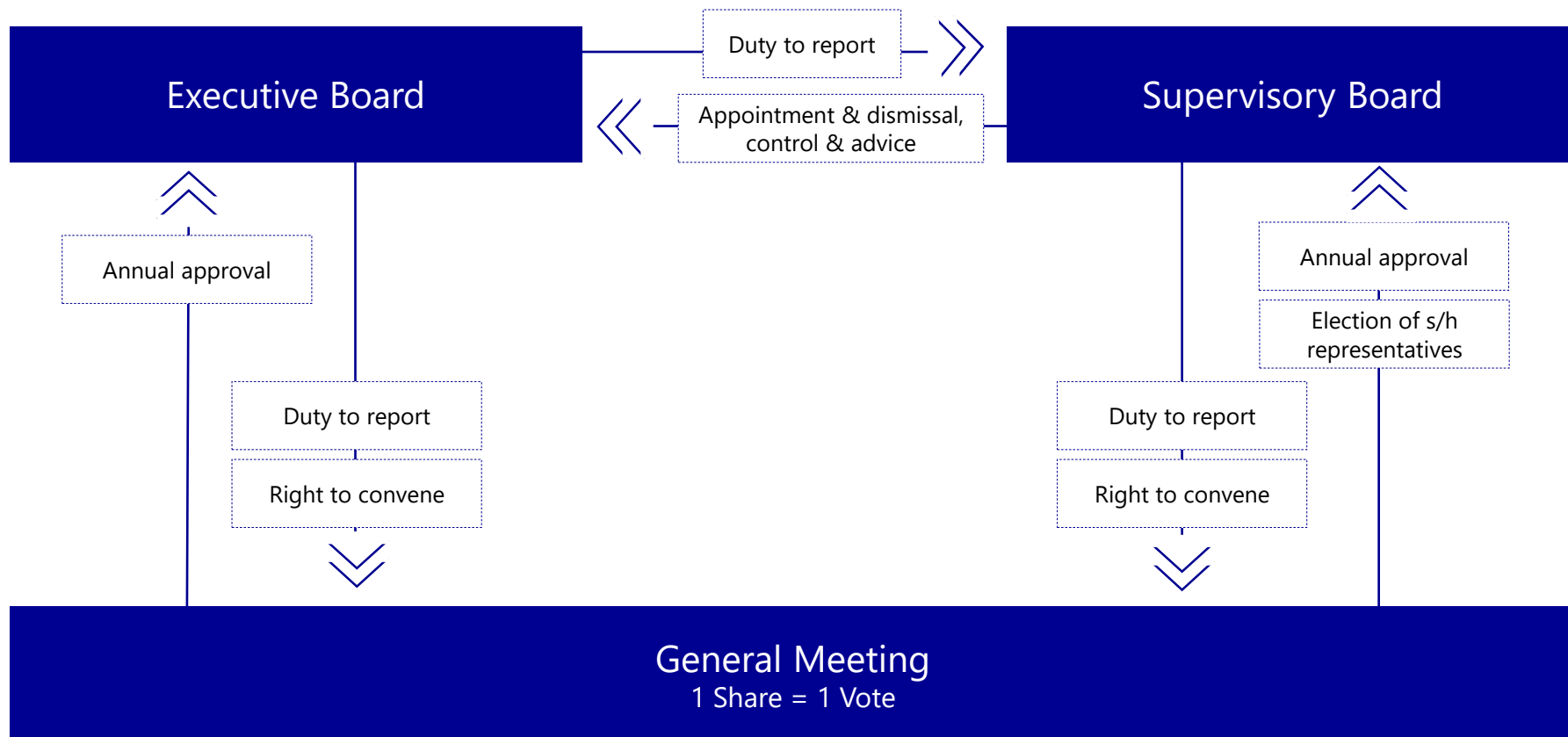
+0.4 PP

Apprentices

317

-9.2 %





ESG

Executive Board



CEO



Dr. Stefan Schulte

International Activities | Airport Expansion South | Corporate Development, Environment and Sustainability, Corporate Communications

07–09: Fraport COO
03–07: Fraport CFO
01–03: Deutz CFO
96–00: Infostrada mgmt, CFO
Else: A.o. Director at Mannesmann

CCO



Anke Giesen

FRA: Retail & Real Estate | IT | Legal Affairs and Compliance

09–12: Douglas CHRO
04–09: Pfeleiderer CHRO
01–04: Pfeleiderer mgmt.
Else: A.o. Mgmt positions at Mannesmann

COO



Dr. Pierre Dominique Prümm

FRA: Aviation | Corporate Infrastructure Management

12–18: Fraport EVP Aviation
09–12: Fraport SVP Corp. Development
Else: A.o. Mgmt positions at Hanover Airport and Amadeus Germany

CHRO



Julia Kranenberg

FRA: Ground Handling | Human Resources

20–22: Avacon CHRO
16–20: Innogy Head of HR Development
07–16: RWE HR mgmt positions

CFO

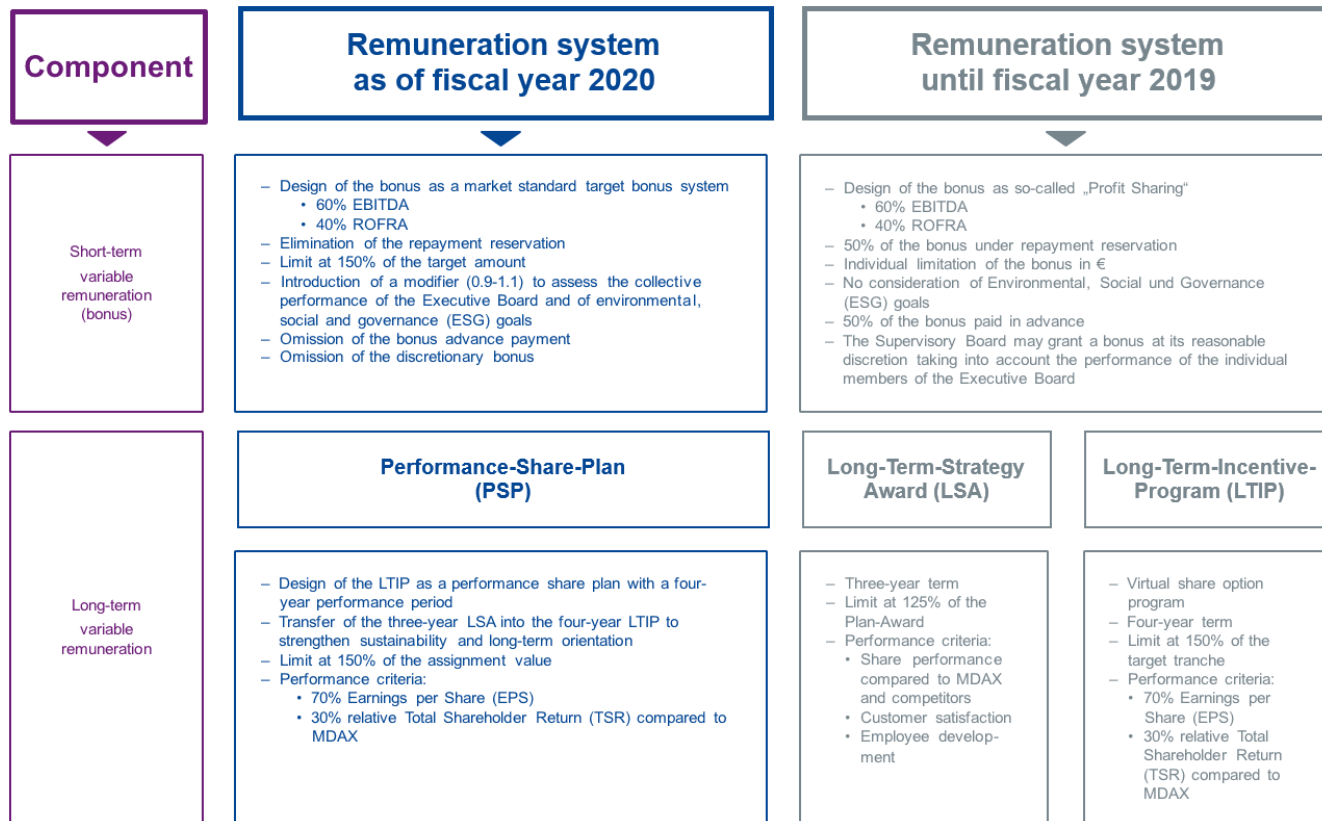


Prof. Dr. Matthias Zieschang

FRA: Facility Management | Purchasing Group: Finance | Controlling | Accounting

01–07: DB Netz CFO
99–01: Scandlines CFO
97–99: DB Head of Financial Strategy
Else: A.o. Specialist financing BASF

New Executive Board Remuneration System as of 20FY

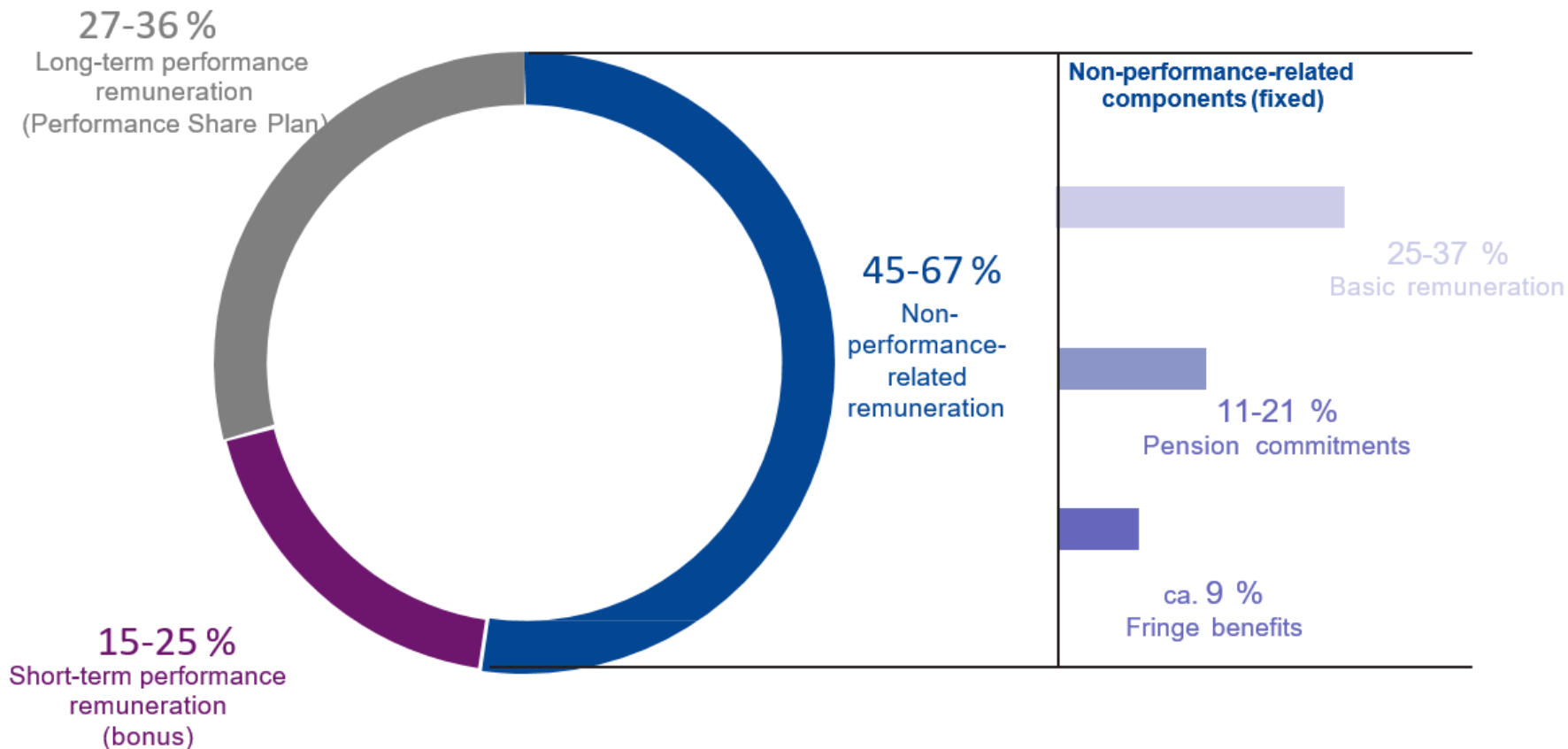


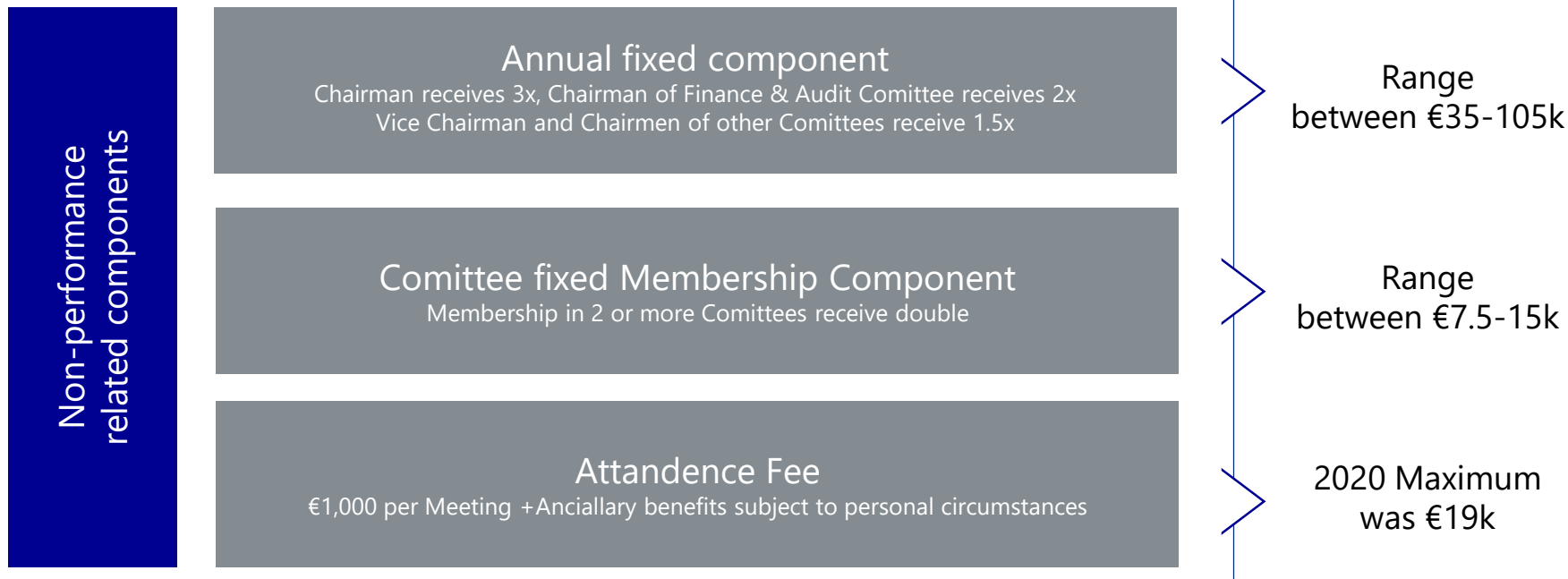
Total remuneration capped for all Board members

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

Other board members cap: €2.2mil. each o/w fixed annual is €500-520k

Split of Executive Board Remuneration





➤ 2021 Total Board Remuneration was ~€1,378k, o/w Chairman received €133k and Vice Chairman €84k



WE SUPPORT



charta der vielfalt



GEPRÜFTES
UMWELTMANAGEMENT
DE-125-00032

Mitglied in der hessischen Initiative
Beruf und Pflege vereinbaren





FTSE4Good

Deutschland Ethik 30 Aktienindex

Corporate ESG
Performance

RATED BY
ISS ESG 

Prime

MSCI Rating March 2022: AA

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Appendix

Group P+L



€ million	9M 2022	9M 2021	Q3 2022	Q3 2021
Revenue	2.367,8	1.501,4	1.019,3	690,5
Other internal work capitalized	29,2	28,3	9,3	9,2
Other operating income	98,8	315,1	27,3	39,1
Total revenue	2.495,8	1.844,8	1.055,9	738,8
Cost of materials	-777,1	-491,0	-322,4	-193,0
Personnel expenses	-775,7	-636,4	-271,6	-224,6
Depreciation and amortization	-350,6	-331,7	-124,2	-112,5
Other operating expenses	-114,4	-93,5	-41,6	-32,6
Operating result	478,0	292,2	296,1	176,1
Interest income	35,2	36,5	8,8	5,9
Interest expenses	-250,1	-192,6	-67,0	-69,6
Result from companies accounted for using the equity method	66,5	18,9	51,2	29,8
Other financial result	-151,6	-2,4	-2,2	-9,5
Financial result	-300,0	-139,6	-9,2	-43,4
Result from ordinary operations	178,0	152,6	286,9	132,7
Taxes on income	-79,9	-34,6	-135,7	-30,1
Group result	98,1	118,0	151,2	102,6
thereof profit attributable to non-controlling interests	32,3	21,0	36,5	26,0
thereof profit attributable to shareholders of Fraport AG	65,8	97,0	114,7	76,6
Earnings per €10 share in €				
basic	0,71	1,05	1,24	0,83
diluted	0,71	1,05	1,24	0,83
EBITDA (= EBIT + depreciation and amortization)	828,6	623,9	420,3	288,6
EBIT (= operating result)	478,0	292,2	296,1	176,1

Appendix

Cash Flow



€ million	9M 2022	9M 2021	Q3 2022	Q3 2021
Result attributable to shareholders of Fraport AG	65,8	97,0	114,7	76,6
Result attributable to non-controlling interests	32,3	21,0	36,5	26,0
Adjustments for				
Taxes on income	79,9	34,6	135,7	30,1
Depreciation and amortization	350,6	331,7	124,2	112,5
Interest result	214,9	156,1	58,2	63,7
Gains/losses from disposal of non-current assets	0,8	-5,1	0,1	0,2
Others	100,9	-1,7	13,5	5,6
Changes in the measurement of companies accounted for using the equity method	-66,5	-18,9	-51,2	-29,8
Changes in inventories	-3,4	-0,6	-1,9	-0,2
Changes in receivables and financial assets	-104,3	-39,2	-39,9	139,9
Changes in liabilities	103,5	-28,9	43,4	7,8
Changes in provisions	-20,8	-255,2	30,5	2,9
Operating activities	753,7	290,8	463,8	435,3
Financial activities				
Interest paid	-106,5	-77,7	-18,6	-16,6
Interest received	11,6	21,9	3,3	1,2
Paid taxes on income	-30,4	-16,1	-5,4	-6,4
Cash flow from operating activities	628,4	218,9	443,1	413,5

€ million	9M 2022	9M 2021	Q3 2022	Q3 2021
Cash flow from operating activities	628,4	218,9	443,1	413,5
Investments in airport operating projects	-313,6	-185,6	-125,3	-59,1
Capital expenditure for other intangible assets	-2,9	-2,1	-0,6	-0,2
Capital expenditure for property, plant, and equipment	-524,0	-646,9	-183,8	-223,5
Capital expenditure for "Investment property"	-0,1	-8,6	0,0	-0,1
Investments in companies accounted for using the equity method	-375,8	-4,4	-0,5	-4,4
Sale of companies accounted for using the equity method	152,2	0,0	0,0	0,0
Dividends from companies accounted for using the equity method	16,1	8,7	7,3	1,1
Dividends from other investments	0,0	0,0	0,0	0,0
Proceeds from disposal of non-current assets	1,0	9,4	0,5	1,0
Cash flow used in investing activities excluding investments in cash deposits and securities	-1.047,1	-829,5	-302,4	-285,2
Financial investments in securities and promissory note loans	-770,9	-823,9	-235,3	-178,0
Proceeds from disposal of securities and promissory note loans	292,7	425,7	82,6	157,5
Increase/decrease of time deposits with a term of more than three months	625,4	-796,7	92,2	85,1
Cash flow used in investing activities	-899,9	-2.024,4	-362,9	-220,6
Transactions with non-controlling interests	3,2	0,0	0,0	0,0
Cash inflow from long-term financial liabilities	1.732,9	2.194,2	399,4	105,8
Repayment of long-term financial liabilities	-1.167,4	-9,8	-251,8	-6,9
Changes in current financial liabilities	135,6	-292,8	46,4	-198,0
Cash flow from/ used in financing activities	704,3	1.891,6	194,0	-99,1
Changes in restricted cash and cash equivalents	24,0	30,8	7,2	0,7
Change in cash and cash equivalents	456,8	116,9	281,4	94,5
Cash and cash equivalents as at January 1 and July 1	431,2	216,4	616,4	243,8
Foreign currency translation effects on cash and cash equivalents	9,1	5,8	-0,7	0,8
Cash and cash equivalents as at September 30	897,1	339,1	897,1	339,1

Appendix

Financial Position



Assets		
€ million	September 30, 2022	December 31, 2021
Non-current assets		
Goodwill	19,3	19,3
Investments in airport operating projects	3.836,1	3.416,4
Other intangible assets	99,0	105,8
Property, plant and equipment	8.160,9	7.898,4
Investment property	88,0	88,6
Investments in companies accounted for using the equity method	484,0	71,3
Other financial assets	1.245,7	932,3
Other financial receivables and assets	95,0	142,7
Other non-financial receivables and assets	127,3	133,9
Deferred tax assets	210,1	182,6
	14.365,4	12.991,3
Current assets		
Inventories	24,2	20,3
Trade accounts receivable	260,6	152,3
Other current financial assets	212,4	176,5
Other current financial receivables and assets	34,4	30,6
Other current non-financial receivables and assets	56,9	65,6
Income tax receivables	23,8	20,9
Cash and cash equivalents	2.479,3	2.662,8
	3.091,6	3.129,0
Non-current assets held for sale	14,1	119,7
Total	17.471,1	16.240,0

Liabilities and equity		
€ million	September 30, 2022	December 31, 2021
Shareholders' equity		
Issued capital	923,9	923,9
Capital reserve	598,5	598,5
Revenue reserves	2.341,5	2.230,7
Equity attributable to shareholders of Fraport AG	3.863,9	3.753,1
Non-controlling interests	204,4	155,9
	4.068,3	3.909,0
Non-current liabilities		
Financial liabilities	9.698,2	9.306,4
Trade accounts payable	62,0	71,8
Other financial liabilities	1.155,2	1.115,1
Other non-financial liabilities	67,1	78,3
Deferred tax liabilities	41,9	37,7
Provisions for pensions and similar obligations	24,2	41,7
Provisions for income taxes	79,2	83,7
Other provisions	126,2	160,7
	11.254,0	10.895,4
Current liabilities		
Financial liabilities	1.090,0	627,6
Trade accounts payable	360,1	298,8
Other current financial liabilities	175,4	150,1
Other current non-financial liabilities	221,0	132,1
Provisions for income taxes	79,1	29,4
Other provisions	210,4	189,5
	2.136,0	1.427,5
Liabilities related to assets held for sale	12,8	8,1
Total	17.471,1	16.240,0

Fully consolidated Group companies

€ million	Share in %	Revenue ¹⁾			EBITDA			EBIT			Result		
		9M 2022	9M 2021	Δ %	9M 2022	9M 2021	Δ %	9M 2022	9M 2021	Δ %	9M 2022	9M 2021	Δ %
Fraport USA	100	75.8	44.7	+69.6	36.8	26.6	+38.3	0.8	0.0	–	–3.0	–5.6	–
Fraport Slovenija	100	25.5	14.9	+71.1	6.4	6.7	–4.5	–1.7	–0.8	–	–1.6	–0.6	–
Fortaleza + Porto Alegre ²⁾	100	61.3	50.4	+21.6	31.3	9.9	>+100	9.0	–6.9	–	–15.5	–23.4	–
Lima	80.01	419.2	215.7	+94.3	73.8	36.4	>+100	61.3	25.5	>+100	28.1	7.5	>+100
Fraport Greece ³⁾	73.4	366.9	181.5	>+100	252.5	186.4	+35.5	205.2	140.0	+46.6	86.3	67.4	+28.0
Twin Star	60	38.2	25.6	+49.2	20.8	15.9	+30.8	12.4	7.4	+67.6	8.8	4.7	+87.2

Group companies accounted for using the equity method

€ million	Share in %	Revenue ¹⁾			EBITDA			EBIT			Result		
		9M 2022	9M 2021	Δ %	9M 2022	9M 2021	Δ %	9M 2022	9M 2021	Δ %	9M 2022	9M 2021	Δ %
Antalya	51/50	304.6	193.4	+57.5	256.8	148.2	+73.3	171.1	65.4	>+100	100.9	28.9	>+100
Thalita/Northern Capital Gateway	25	169.6	132.6	+27.9	83.1	70.2	+18.4	56.4	47.8	+18.0	28.1	–10.3	–

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

1) Revenue adjusted by IFRIC 12: Fortaleza + Porto Alegre 9M 2022: 57,8 Mio € (9M 2021: 31,1 Mio €); Q3 2022: 21,5 Mio € (Q3 2021: 12,6 Mio €); Lima 9M 2022: 198,6 Mio € (9M 2021: 102,6 Mio €); Q3 2022: 78,2 Mio € (Q3 2021: 43,4 Mio €); Fraport Greece 9M 2022: 360,7 Mio € (9M 2021: 169,1 Mio €); Q3 2022: 225,8 Mio € (Q3 2021: 136,7 Mio €); Antalya 9M 2022: 304,6 Mio € (9M 2021: 180,0 Mio €); Q3 2022: 190,7 Mio € (Q3 2021: 139,1 Mio €); Thalita/Northern Capital Gateway 9M 2022: 167,5 Mio € (9M 2021: 132,0 Mio €); Q3 2022: 77,1 Mio € (Q3 2021: 59,1 Mio €).

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

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

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

Appendix

P&L of fully consolidated airport investments



Greece € mil.	9M22	9M19	FY19
Revenue	367	383	463
Revenue w/o IFRIC 12	361	247	297
Total Revenue	391	384	464
- Airport Charges ¹	295	211	246
- Retail	41	16	25
- Other	25	20	26
Opex (ex. IFRIC 12)	132	95	127
EBITDA	253	153	170

Brasil € mil.	9M22	9M19	FY19
Revenue	61	228	283
Revenue w/o IFRIC 12	58	67	93
Total Revenue	67	230	287
- Airport Charges	32	43	59
- Retail	11	10	14
- Other	15	14	20
Opex (ex. IFRIC 12)	32	40	57
EBITDA	31	30	40

Ljubljana € mil.	9M22	9M19	FY19
Revenue	26	37	45
Revenue w/o IFRIC 12	26	37	45
Total Revenue	26	37	47
- Airport Charges	11	17	21
- Retail	1	2	3
- Other	14	18	21
Opex (ex. IFRIC 12)	19	23	31
EBITDA	6	14	16

Twin Star € mil.	9M22	9M19	FY19
Revenue	38	60	64
Revenue w/o IFRIC 12	38	60	64
- Airport Charges	23	38	40
- Retail	6	7	8
- Other	9	15	16
Opex (ex. IFRIC 12)	17	25	30
EBITDA	21	35	34

Lima € mil.	9M22	9M19	FY19
Revenue	419	324	436
Revenue w/o IFRIC 12	198	255	347
- Airport Charges	116	141	192
- Retail	27	49	66
- Other	55	65	89
Opex (ex. IFRIC 12)	125	158	216
EBITDA	74	97	131

¹ Including Security Charges (9M 22: EUR 43mn, 9M 19: EUR 25mn, FY19: EUR 29.5mn)

2022:

International Activities / Xi'An

2Q 22 EUR +53.7mn Other Income: Gain on Asset Disposal

International Activities / Greece

3Q 22 EUR +23.6 mn Other Income: State Settlement Agreement

Financial Result

1Q 22 EUR +20.0mn Result from companies accounted for using the equity method: Xi'An Recovery of Impairment Loss

1Q 22 EUR -48.2mn Other financial result: Write-off Thalita Loan

2Q 22 EUR -115.1mn Other financial result: Write-off Thalita Loan

2021:

Aviation

1Q 21 EUR + 57.8mn Revenue: Settlement Security Dispute

2Q 21 EUR +159.8mn Other Income: State Compensation for Parts of Operating Cost during 1st Lockdown 2020

International Activities / Fraport USA

1Q 21 EUR +11.6mn Other Income: Cancellation Minimum Lease Obligations

2Q 21 EUR + 2.3mn Other Income: Cancellation Minimum Lease Obligations

3Q 21 EUR + 2.1mn Other Income: Cancellation Minimum Lease Obligations

4Q 21 EUR +19.2mn Other Income: Cancellation Minimum Lease Obligations

International Activities / Fraport Slovenija

1Q 21 EUR + 0.8mn Other Income: Cancellation Minimum Lease Obligations

2Q 21 EUR + 0.8mn Other Income: Cancellation Minimum Lease Obligations

3Q 21 EUR + 5.0mn Other Income: Compensation for parts of Losses in 2020

International Activities / Fraport Greece

2Q 21 EUR +69.7mn Other Income: State Settlement Agreement

3Q 21 EUR +23.0mn Other Income: State Settlement Agreement

International Activities / Fraport Brasil

4Q 21 EUR +26.5mn Other Income: Rebalance Economic Equilibrium

Financial Result

1Q 21 EUR +17.5mn Interest Income: Settlement Security Dispute

2022 Financial Calendar

Mar 15, 2022



May 10, 2022



May 24, 2022



Aug 9, 2022



Nov 8, 2022

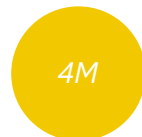


2022 Traffic Calendar

Apr 13, 2022



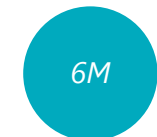
May 12, 2022



Jun 14, 2022



Jul 13, 2022



Aug 11, 2022



Sep 13, 2022



Oct 14, 2022



Nov 11, 2022



Dec 13, 2022



Jan 16, 2023



Thank you for your Attention!

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