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Visual Fact Book 2022

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1 Company Snapshot
Group Overview

At a Glance

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

Financial Summary

Revenue FY 22:
EUR 3.19bn
+49%

Excl. IFRIC 12:
EUR 2.86bn
+51%

EBITDA FY 22:
EUR 1.03bn
+36%

EBIT FY 22:
EUR 565mn
+80%

Group Result FY 22:
EUR 167mn
+82%

Attributable Result:
EUR 132mn
+60%

EPS FY 22:
EUR 1.43
+59%

DPS FY 22:
EUR 0
0%

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

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

Net Debt YE 22:
EUR 7.06bn
+11%

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

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

Fraport Portfolio

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

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

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

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

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

Slovenia // 100%
1.0m Pax
32 y min. rem. term

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

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

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

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31.1m Pax
4 y rem. Term (old)
29 y rem. Term (new)

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

Brazil // 100%
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Greece // 65.0%
31.2m Pax
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Slovenia // 100%
1.0m Pax
32 y min. rem. term

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24 y rem. term

HK // 18.5%
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4 y rem. term

Turkey // 51%
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4 y rem. Term (old)
29 y rem. Term (new)

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19 y min rem. term

Brazil // 100%
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14 y min rem. term

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3.1m Pax
24 y rem. term

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

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

Historic Passenger Numbers

Passengers in mil.

200

150

100

50

0


Frankfurt Majority (incl. FRA) Minorities (incl. AYT) Management Contracts

1 Disposal of minority stake in Xi’an Airport
Group Overview

Detailed Group Financials

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenue</th>
<th>EBITDA</th>
<th>Group Result (before minorities)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>2,195</td>
<td>711</td>
<td>272</td>
</tr>
<tr>
<td>2011</td>
<td>2,371</td>
<td>802</td>
<td>251</td>
</tr>
<tr>
<td>2012</td>
<td>2,442</td>
<td>849</td>
<td>252</td>
</tr>
<tr>
<td>2013</td>
<td>2,376</td>
<td>733</td>
<td>236</td>
</tr>
<tr>
<td>2014</td>
<td>2,395</td>
<td>790</td>
<td>252</td>
</tr>
<tr>
<td>2015</td>
<td>2,599</td>
<td>849</td>
<td>297</td>
</tr>
<tr>
<td>2016</td>
<td>2,586</td>
<td>1,054</td>
<td>400</td>
</tr>
<tr>
<td>2017</td>
<td>2,935</td>
<td>1,003</td>
<td>360</td>
</tr>
<tr>
<td>2018</td>
<td>3,478</td>
<td>1,129</td>
<td>506</td>
</tr>
<tr>
<td>2019</td>
<td>3,706</td>
<td>1,180</td>
<td>454</td>
</tr>
<tr>
<td>2020</td>
<td>1,677</td>
<td>-251</td>
<td>757</td>
</tr>
<tr>
<td>2021</td>
<td>2,143</td>
<td>92</td>
<td>167</td>
</tr>
<tr>
<td>2022</td>
<td>3,194</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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 €c.36 mil. Group result impact, in addition: €c.199 mil. EBITDA impact from MNL compensation, with €c.121 mil. Group result impact, €c.-38 mil. EBITDA impact from staff restructuring provision, €c.-22 mil. FraSec impairment & €c.-7 mil. write-down on Fraport USA
2018: Hanover airport disposal: €c.25 mil. EBITDA, €c.84 mil. EBT, and €c.76 mil. Group result impact
2019: IFRS 16 applied: EBITDA impact €c.48 mil., and €c.-9 mil. Group result impact
Group Overview

Business Structure

Frankfurt Based

3 Segments
- Aviation
- Retail & Real Estate
- Ground Handling

International Activities

3 Kinds of Participation
- Asset Deals
- Concessions
- ORAT

Performance of Frankfurt Know how
### Group Overview

#### Group Chart

<table>
<thead>
<tr>
<th>Aviation</th>
<th>Retail &amp; Real Estate</th>
<th>Ground Handling</th>
<th>International Activities &amp; Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airside and Terminal Management, Corporate Safety and Security</td>
<td>Retail, Parking, Leasing and Marketing of Real Estate</td>
<td>Central Infrastructure, Ramp, Passenger, Baggage and Cargo Services</td>
<td>Global Investments Management &amp; FRA service units, such as, IT, Facility &amp; Corporate Infrastructure Management</td>
</tr>
<tr>
<td><strong>Revenue</strong></td>
<td><strong>Revenue</strong></td>
<td><strong>Revenue</strong></td>
<td><strong>Revenue</strong></td>
</tr>
<tr>
<td>€828 mil.</td>
<td>€446 mil.</td>
<td>€550 mil.</td>
<td>€1,370 mil.</td>
</tr>
<tr>
<td><strong>% of Group</strong></td>
<td><strong>% of Group</strong></td>
<td><strong>% of Group</strong></td>
<td><strong>% of Group</strong></td>
</tr>
<tr>
<td>25.9</td>
<td>14.0</td>
<td>17.2</td>
<td>42.9</td>
</tr>
<tr>
<td><strong>EBITDA</strong></td>
<td><strong>EBITDA</strong></td>
<td><strong>EBITDA</strong></td>
<td><strong>EBITDA</strong></td>
</tr>
<tr>
<td>€175 mil.</td>
<td>€343 mil.</td>
<td>€-74 mil.</td>
<td>€585 mil.</td>
</tr>
<tr>
<td><strong>% of Group</strong></td>
<td><strong>% of Group</strong></td>
<td><strong>% of Group</strong></td>
<td><strong>% of Group</strong></td>
</tr>
<tr>
<td>15.9</td>
<td>31.1</td>
<td>-</td>
<td>53.0</td>
</tr>
<tr>
<td><strong>EBIT</strong></td>
<td><strong>EBIT</strong></td>
<td><strong>EBIT</strong></td>
<td><strong>EBIT</strong></td>
</tr>
<tr>
<td>€41 mil.</td>
<td>€256 mil.</td>
<td>€-112 mil.</td>
<td>€379 mil.</td>
</tr>
<tr>
<td><strong>% of Group</strong></td>
<td><strong>% of Group</strong></td>
<td><strong>% of Group</strong></td>
<td><strong>% of Group</strong></td>
</tr>
<tr>
<td>6.0</td>
<td>37.9</td>
<td>-</td>
<td>56.1</td>
</tr>
<tr>
<td><strong>Employees</strong></td>
<td><strong>Employees</strong></td>
<td><strong>Employees</strong></td>
<td><strong>Employees</strong></td>
</tr>
<tr>
<td>5,569</td>
<td>576</td>
<td>7,035</td>
<td>5,670</td>
</tr>
<tr>
<td><strong>% of Group</strong></td>
<td><strong>% of Group</strong></td>
<td><strong>% of Group</strong></td>
<td><strong>% of Group</strong></td>
</tr>
<tr>
<td>29.5</td>
<td>3.1</td>
<td>37.3</td>
<td>30.1</td>
</tr>
</tbody>
</table>

1 Annual Average
## Group Overview

### Detailed Traffic Performances

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

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

Traffic Recovery FRA after Covid-19 Pandemic

~70% of 2019

Company Snapshot
Group Overview

Traffic Recovery Internationals after Covid-19 Pandemic

**Greece**
- 104% of 2019

**Antalya**
- 88% of 2019

**Lima**
- 79% of 2019

**Brazil**
- 80% of 2019
Group Strategy

Our Mission

We are *Europe’s best airport operator* and set *standards worldwide.*

- Growth in Frankfurt and internationally
- Service-oriented airport operator
- Economically successful through optimal cooperation
- Fairness and recognition for partners and neighbors
- Learning organization & digitalization
**Group Strategy**

**Business Case Built on Mega Trends**

<table>
<thead>
<tr>
<th>Middle class</th>
<th>Migration</th>
<th>Globalization</th>
<th>Tourism</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;50 % growth expectation within next 20 years</td>
<td>Migration will boost ethnic traffic</td>
<td>Internationalization of work and education</td>
<td>Robust Trend towards city and short trips</td>
</tr>
</tbody>
</table>

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

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

Sources: Airbus, Boeing, Embraer, ACI

Visual Fact Book 2022

Company Snapshot
Group Strategy

Regional Growth Projections 2020 - 2040

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

- **Europe**
  Pax CAGR 9.1 %

- **North America**
  Pax CAGR 7.3 %

- **Latin America**
  Pax CAGR 9.1 %

- **Africa**
  Pax CAGR 9.1 %

- **Middle East**
  Pax CAGR 10.9 %

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

Source: ACI World Airport Traffic Forecasts 2021-2040

Company Snapshot
Forecasted development of GDP and trips per capita

<table>
<thead>
<tr>
<th>Country</th>
<th>2019 trips/capita</th>
<th>2019 GDP/capita</th>
<th>2041 trips/capita</th>
<th>2041 GDP/capita</th>
</tr>
</thead>
<tbody>
<tr>
<td>China</td>
<td>0.40</td>
<td>30,000</td>
<td>1.53</td>
<td>65,000</td>
</tr>
<tr>
<td>India</td>
<td>0.12</td>
<td>5,000</td>
<td>0.40</td>
<td>30,000</td>
</tr>
<tr>
<td>United States</td>
<td>2.07</td>
<td>50,000</td>
<td>3.08</td>
<td>80,000</td>
</tr>
<tr>
<td>European Union</td>
<td>1.72</td>
<td>15,000</td>
<td>2.86</td>
<td>55,000</td>
</tr>
</tbody>
</table>

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

#### Key Facts

<table>
<thead>
<tr>
<th>48.9mn Pax</th>
<th>c.40mn People</th>
<th>Economic Center</th>
</tr>
</thead>
<tbody>
<tr>
<td>#1 in Germany</td>
<td>#1 Catchment area in Europe (within 200km)</td>
<td>Germany is #1 Economy in EU</td>
</tr>
<tr>
<td>#6 in Europe</td>
<td>#1 Catchment area in Germany (within 200km)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2.0mn m.t. Cargo</th>
<th>2/3 of blue chips</th>
<th>Banking Center</th>
</tr>
</thead>
<tbody>
<tr>
<td>#1 in Germany</td>
<td>#1 Catchment area in Germany (within 200km)</td>
<td>Frankfurt is #1 Center with top connectivity</td>
</tr>
<tr>
<td>#1 in Europe</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>c.75% Share</th>
<th>4 Runways</th>
<th>Asset Ownership</th>
</tr>
</thead>
<tbody>
<tr>
<td>#1 Star Alliance Hub in Europe</td>
<td>Capacity reserve for up to 126 mov/hr still available</td>
<td>Frankfurt Airport is not a concession but owned by Fraport</td>
</tr>
<tr>
<td>c.60% Share</td>
<td>3 Terminals</td>
<td>Dual Till</td>
</tr>
<tr>
<td>#1 Hub of Top ranked EU Carrier Lufthansa</td>
<td>Capacity for up to 100 mn passengers to be made available by 2026</td>
<td>Frankfurt Airport is dual till regulated Infrastructure</td>
</tr>
</tbody>
</table>
No crisis in the past has ever hit aviation like the Covid-19 pandemic.

Passenger Development Since 1993

- Asian financial crisis
- Lehman / financial crisis / oil price hike / ash cloud
- LH strikes
- Market consolidation

Features of Frankfurt Airport
Back on Track after Covid-19 Reset

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

Passengers in mil.

- 2013: 58.0
- 2014: 59.6
- 2015: 61.0
- 2016: 60.8
- 2017: 64.5
- 2018: 69.5
- 2019: 70.6
- 2020: 18.8
- 2021: 24.4
- 2022: 48.9

Modest 1.7% CAGR

Strong recovery

Features of Frankfurt Airport
Market Position

Frankfurt Summer Flight Schedule 2023

- Continental Seat Capacities: ~80% of 2019
- Continental Movements: ~80% of 2019
- Intercontinental Seat Capacities: ~90% of 2019
- Intercontinental Movements: 90+% of 2019

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

**FY 2022 Traffic Split (vs. 2019)**

**Western Europe**: 48% (+4PP)

**Domestic**: 8% (-3 PP)

**Eastern Europe**: 7% (-2 PP)

**North America**: 15% (+2PP)

**Latin America**: 4% (+/0PP)

**Africa**: 5% (+1 PP)

**Far East**: 7% (-3 PP)

**Middle East**: 6% (+1 PP)

**Average SLF**: 78.1% (-1.5PP)

**Continental**: 63% (-0.7PP)

**Intercontinental**: 37% (+0.7PP)
## Departing Passengers by Country

<table>
<thead>
<tr>
<th>Country</th>
<th>Δ PY</th>
<th>Δ '19</th>
<th>Country</th>
<th>Δ PY</th>
<th>Δ '19</th>
</tr>
</thead>
<tbody>
<tr>
<td>USA</td>
<td>2.9</td>
<td></td>
<td>Greece</td>
<td>0.7</td>
<td>+29.0%</td>
</tr>
<tr>
<td>Spain &amp; Canary Isl.</td>
<td>2.2</td>
<td>-18.8%</td>
<td>Portugal</td>
<td>0.6</td>
<td>+82.6%</td>
</tr>
<tr>
<td>Germany</td>
<td>2.0</td>
<td>-45.5%</td>
<td>Austria</td>
<td>0.6</td>
<td>+147.1%</td>
</tr>
<tr>
<td>Italy</td>
<td>1.3</td>
<td>-34.7%</td>
<td>Poland</td>
<td>0.5</td>
<td>+81.2%</td>
</tr>
<tr>
<td>United Kingdom</td>
<td>1.1</td>
<td>-30.4%</td>
<td>United Arab Emirates</td>
<td>0.5</td>
<td>+79.7%</td>
</tr>
<tr>
<td>Turkey</td>
<td>1.1</td>
<td>+0.3%</td>
<td>India</td>
<td>0.4</td>
<td>+155.4%</td>
</tr>
<tr>
<td>France</td>
<td>0.8</td>
<td>-31.1%</td>
<td>Switzerland</td>
<td>0.4</td>
<td>+104.1%</td>
</tr>
<tr>
<td>Canada</td>
<td>0.8</td>
<td>-14.1%</td>
<td>Other</td>
<td>8.4</td>
<td>+88.5%</td>
</tr>
</tbody>
</table>

Notes:
- Δ PY: Change in departing passengers from previous year.
- Δ '19: Change in departing passengers from first year.

Features of Frankfurt Airport

Visual Fact Book 2022
Market Position

Increasing Infrastructure Utilization

Passenger per Passenger Flight

Seat Load Factor

Passengers

74% 76% 74% 76% 77% 77% 78% 77% 79% 79% 80% 78%

118 123 124 128 132 136 140 141 145 145 147 143

0% 10% 20% 30% 40% 50% 60% 70% 80% 90%


118 123 124 128 132 136 140 141 145 145 147 143

0 20 40 60 80 100 120 140 160 180 200

0% 20% 40% 60% 80% 100%
**Traffic Shares by Airlines**

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

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

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

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

Highest Transfer Share in Central Europe

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

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

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

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

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

**Competitive Landscape**

### Domestic airports

- DUS
- CGN
- HHN
- STR
- NUE
- FRA

### Main European transfer airports

- LHR
- AMS
- FRA
- MUC
- CDG
- ZRH

### Middle East & Turkey

- IST
- BAH
- DOH
- DXB
- AUH
- MCT

**Competition for O&D passengers**

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

**Competition for transfer passengers**

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

---

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

**Features of Frankfurt Airport**
**FRA Market Attractiveness**

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

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

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

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

* Summer flight schedule 2023
Almost 2/3 of German Blue Chips Within 2h Radius
Market Position

Connectivity as Competitive Edge

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

Features of Frankfurt Airport
Expansion

Investments to Secure Competitive Position

Projects in Development

Realized Projects

Mönchhof Site

Airport City West

Runway Northwest

LCC neo

Pier A+

The Squaire

CD Link

Gateway Gardens

Terminal 3

CargoCity South

A380 Hangar

Features of Frankfurt Airport
On Track to be Construction-wise completed in 2 Years (2025)

Commissioning scheduled for Summer 2026

Residual Worth of Contracts to be awarded: EUR c.0.9bn

Residual cash out expected slightly above 2bn (Contracts already awarded + to be awarded)

Residual cash out to be spent until 2028
Expansion

Terminal 3: Piers G, H & J

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

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

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

Features of Frankfurt Airport
Frankfurt Business Segments
Frankfurt Business Segments

Overview and Services

Aviation
- Airside Management
  - Airside Infrastructure
  - Airside Operations
- Terminal Management
  - Landside Operations
  - Capacity Management
- Corp. Safety and Security
  - Airport Fire Safety
  - Emergency Response
- Noise and Air Quality

Retail & Real Estate
- Airport & Airside Security

Ground Handling
- Central Infrastructure
  - Baggage Conveyor Belts
  - Passenger Bridges
  - PRM

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

Facility Management
- Information and Telecommunications
- Corp. Infrastructure Mgmt.
- Airport Expansion South

Retail
- Shopping
- Services
- Advertising

Real Estate
- Rents in Terminals
- Service / Admin. Bldgs.

Car Parking

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

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

Regulation Framework

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- ~ € 8,750
- ~ € 2,160
- ~ € 590
- ~ € 700

1 Assumptions: Daytime flight, 440 Passengers, 50% Transfers
### Price Calculation in Regulated Aviation Business

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

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

In Frankfurt defined as "Fraport assets"

Fraport assets

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

! Fraport assets to most extent included @ cost / 2, this allows for more stable asset base and prevents value creation solely through depreciation. See also next slide

2022 WACC calculation

Cost of equity

Total market yield 8.2 %:
Risk-free interest rate 0.4 %
plus market risk premium 7.8 %

Beta 1.09

Cost of equity before taxes 13.0 %

Cost of debt

Cost of debt before taxes 2.0 %

Shareholders’ equity ratio 51 %: market value

Debt ratio 49 %:
interest-bearing 36 %/
non interest-bearing 13 %

2022 WACC before taxes 7.3 %
RAB: “At cost / 2” vs. “Residual Carrying Amount” Approach

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

“Assets under construction” included in full as they are not depreciated, upon inauguration assets will be included at cost / 2

More stable asset base!
Simplified Valuation in “At cost / 2” Approach

▪ “At Cost/2 Approach” provides more stable pricing environment compared to fluctuating “Residual Carrying Amount Approach”

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

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

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<thead>
<tr>
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<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Average Prices</td>
<td>2.9</td>
<td>2.9</td>
<td>2.9</td>
<td>0.0</td>
<td>1.9</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>4.3</td>
</tr>
<tr>
<td>Passengers</td>
<td>0.9</td>
<td>2.6</td>
<td>2.5</td>
<td>-0.4</td>
<td>6.1</td>
<td>7.8</td>
<td>1.5</td>
<td>-73.4</td>
<td>32.2</td>
<td>97.2</td>
</tr>
<tr>
<td>Movements</td>
<td>-2.0</td>
<td>-0.8</td>
<td>-0.2</td>
<td>-1.1</td>
<td>2.7</td>
<td>7.7</td>
<td>0.4</td>
<td>-58.7</td>
<td>23.4</td>
<td>45.9</td>
</tr>
</tbody>
</table>

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

1 Regulated charges since 2017 include reimbursements to airlines

### Diagram

- **RAB**: Regulated Aviation Charges
- **ROFRA**: ROFRA Charges
- **WACC**: Weighted Average Cost of Capital

2013: 2,208
2014: 2,456
2015: 2,481
2016: 2,464
2017: 2,684
2018: 2,902
2019: 3,153
2020: 3,482
2021: 3,881
2022: 4,152

2013: 0.7
2014: 0.7
2015: 0.7
2016: 0.7
2017: 0.7
2018: 0.7
2019: 0.7
2020: 0.7
2021: 0.7
2022: 0.7
Aviation

Stake Sale of Frankfurt Security Services

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

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

At equity Consolidation as of 2023: 2.4+k Employees and more than EUR 100mn Revenues involved
Takeover of Security Responsibilities in 2023

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

Financial Impacts

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

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

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

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

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

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

KPI “Retail Revenue per Passenger”

Retail Revenue per Passenger

€


Retail Revenue

€ mil.

-29.7 %

231.7

44.5

69.4

117.8

24.3

163.0

80.8

Shopping

Services

Advertising

1 Retail revenue according to old segment structure / revenue split, including IT services for passengers

*affect by Covid Pandemic. 2021 adjusted by €10 mil. DTF kick back
Retail & Real Estate

Top Spenders vs. Top Volume

TOP 5 by Retail Value
- Destinations with very high retail value
- Low passenger volumes
- Highly defined consumption patterns
- Easy reachability and addressability

- Vietnam
- China
- India
- UAE
- South Korea

~5% passengers
~18% revenue

TOP 5 by Volume
- Destinations with very large passenger volumes
- Moderate retail value
- Moderate reachability and addressability

- USA
- United Kingdom
- Turkey
- Canada
- Spain

~34% passengers
~24% revenue

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

Source: sales/revenue data of Frankfurt Airport Retail by destinations 2022
### Shifts in Spending Behavior

#### Spending Behavior

<table>
<thead>
<tr>
<th>Destination</th>
<th>Spending Power Compared to Average Duty Free Spendings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vietnam</td>
<td>x 10.9</td>
</tr>
<tr>
<td>China</td>
<td>x 7.0</td>
</tr>
<tr>
<td>South Korea</td>
<td>x 2.8</td>
</tr>
<tr>
<td>Russia</td>
<td>x 2.4</td>
</tr>
<tr>
<td>India</td>
<td>x 1.6</td>
</tr>
</tbody>
</table>

Destinations sorted by turnover.

Pre-pandemic figures 2019

Shifts reflect exchange rate developments and socio-economic developments.

---

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

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

- E-Mobility strategy based on customer needs

- Digitization is critical success factor:
  - 80% of parking spaces are pre-booked
  - Data-driven management: strategically, operationally, and commercially
  - Yield management with the aim of maximizing profit
Further Expansion CargoCity South (CCS)

- Contract signed with DHL for new development project
- Further areas at CCS give opportunity to exploit additional potential

Development of strategic Logistics & Cargo hub

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

More opportunities close by Gateway Gardens

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

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

Activities

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

**Ramp & Passenger Services**

**Ramp Services**

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

**Tasks, among others:**

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

**Passenger Services**

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

**Tasks, among others:**

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

---

Major International Holdings
Portfolio

23 Airports  I  5 Retail Concessions  I  1 Other Operations

- Airport operations: concessions & freeholds
- Management of US retail concessions
- Hong Kong = Other operations
- Engagement suspended
Timeline

- 1997: Saarbrücken (SCN)
- 1999: Manila (MNL)
- 2002: Xi’an (XIV)
- 2006: Cairo (CAI)
- 2008: Saudi Arabia (RUH & JED)
- 2009: Varna & Burgas (VAR & BOJ)
- 2014: Hanover (HAJ)
- 2017: Fraport USA (Airmall)
- 2017: Porto Alegre (POA)
- 2017: Greek regional airports
- 2017: Ljubljana (LJU)
- 2017: Antalya (AYT)
- 2018: Majorities
- 2022: JVs / Minorities
- 2024: Management Contracts

Shareholding extension possible 1 Shareholding / Freehold 2 Extension option available 4 Sold to State of Rhineland Palatinate
## Key Facts of Airport Holdings

<table>
<thead>
<tr>
<th>Investment</th>
<th>% share</th>
<th>Consolidation</th>
<th>Investment type</th>
<th>Concession charge</th>
<th>Capex obligation(^1)</th>
<th>Regulation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fortaleza</td>
<td>100</td>
<td>Full</td>
<td>Concession until 2047</td>
<td>Fixed minimum(^5) + 5% revenue component</td>
<td>Modernizing and expanding the airport</td>
<td>Dual till</td>
</tr>
<tr>
<td>Porto Alegre</td>
<td>100</td>
<td>Full</td>
<td>Concession until 2042 (^3)</td>
<td>Fixed minimum(^5) + 5% revenue component</td>
<td>Modernizing and expanding the airport</td>
<td>Dual till</td>
</tr>
<tr>
<td>Ljubljana</td>
<td>100</td>
<td>Full</td>
<td>Asset ownership(^4)</td>
<td>No conc. charge</td>
<td>/</td>
<td>Dual till</td>
</tr>
<tr>
<td>Lima</td>
<td>80.01</td>
<td>Full</td>
<td>Concession until 2041 (^3)</td>
<td>Fixed minimum + revenue component</td>
<td>Modernization of existing infrastructure fulfilled, new runway constructed, new terminal under construction</td>
<td>Single till</td>
</tr>
<tr>
<td>Greek regionals</td>
<td>65</td>
<td>Full</td>
<td>Concession until 2057</td>
<td>Fixed minimum + EBITDA component</td>
<td>Modernizing and expanding the airport portfolio</td>
<td>Dual till with predefined charge mechanism</td>
</tr>
<tr>
<td>Varna &amp; Burgas</td>
<td>60</td>
<td>Full</td>
<td>Concession until 2046</td>
<td>Fixed minimum + revenue component</td>
<td>Construction of 2 new terminals fulfilled</td>
<td>Dual till</td>
</tr>
<tr>
<td>Antalya (current concession)</td>
<td>51/50 (^2)</td>
<td>@equity</td>
<td>Concession until 2026</td>
<td>Fixed</td>
<td>Construction of new terminal fulfilled</td>
<td>Dual till with fixed charges</td>
</tr>
<tr>
<td>Antalya (new concession)</td>
<td>49/50 (^2)</td>
<td>@equity</td>
<td>Concession 2027-2051</td>
<td>Fixed</td>
<td>Expansion of terminal and other airport facilities</td>
<td>Dual till with fixed charges</td>
</tr>
<tr>
<td>Delhi</td>
<td>10</td>
<td>@cost</td>
<td>Concession until 2036 (^3)</td>
<td>Revenue component</td>
<td>/</td>
<td>Hybrid till</td>
</tr>
</tbody>
</table>

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

## Airport Types

<table>
<thead>
<tr>
<th>Hubs</th>
<th>Regional Airports</th>
<th>Tourist Airports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frankfurt Main</td>
<td>Ljubljana Airport</td>
<td>Fortaleza Airport</td>
</tr>
<tr>
<td>Share: 100%</td>
<td>Share: 100%</td>
<td>Share: 100%</td>
</tr>
<tr>
<td>48.9 mil. passengers</td>
<td>1.0 mil. passengers</td>
<td>5.8 mil. passengers</td>
</tr>
<tr>
<td>Lima Airport</td>
<td>Porto Alegre Airport</td>
<td>13 Greek Regional Airports</td>
</tr>
<tr>
<td>Share: 80.01%</td>
<td>Share: 100%</td>
<td>Share: 65.0%</td>
</tr>
<tr>
<td>18.6 mil. passengers</td>
<td>6.7 mil. passengers</td>
<td>25.3 mil. Passengers</td>
</tr>
<tr>
<td>Delhi Airport</td>
<td>Thessaloniki Airport</td>
<td>Burgas Airport</td>
</tr>
<tr>
<td>Share: 10%</td>
<td>Share: 65.0%</td>
<td>Share: 60%</td>
</tr>
<tr>
<td>59.5 mil. passengers</td>
<td>5.9 mil. passengers</td>
<td>1.6 mil. passengers</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Varna Airport</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Share: 60%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1.5 mil. passengers</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Antalya Airport</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Share: 51%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>31.1 mil. passengers</td>
</tr>
</tbody>
</table>
**Features of Major Holdings**

**Fraport Brasil: Fortaleza & Porto Alegre Airports**

- **Fraport ownership:** 100%
- **Fraport investment since:** Contracts signed in August 2017, operational takeover January 2018
- **Investment type:**
  - Fortaleza: 30 years concession until 2047
  - Porto Alegre: 25 years concession until 2042
- **Airport profiles**
  - Fortaleza: 1 runway, 1 terminal
  - Porto Alegre: 1 runway, 1 terminal
- **Cost of acquisition:** ~€190 mil. upfront payment, ~€350 mil. further fixed payments + 5% revenue related component
- **Scope of Fraport activities:** Aviation & non-Aviation
- **Capex obligation:** Modernizing and expanding
- **Regulation:** Dual till
- **2022 Profits to Group:** € -4 mil
- **Share in 2022 Group result:** n.a.
Features of Major Holdings

Fraport Slovenija: Ljubljana Airport

**Fraport ownership:** 100%

**Fraport investment since:** September 2014

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

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

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

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

**Capex obligation:** Maintenance and additional capex for terminal extension

**Regulation:** Dual till

**2022 profits to Group:** € ~-3 mil.

**Share in 2022 Group result:** n.a.

---

1 no cargo data available

---

Passengers in mil.\(^1\)
Fraport USA: Airmall Retail Concessions

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 (Terminal 5), 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
2022 profits to Group: € ~2 mil.
Share in 2022 Group result: n.a.

1 extension options available
Features of Major Holdings

Lima Airport

Fraport ownership: 80.01%
Fraport investment since: February 2001
Investment type: 40 years concession + extension option

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

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

Scope of Fraport activities: Aviation & non-Aviation

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

Regulation: single till

2022 profits to Group: ~€ 37 mil.
Share in 2022 Group result: ~22%
Features of Major Holdings

Lima Airport Expansion

- Construction of **new Runway and Tower** completed in 2022 (Total cost: USD c.450mn)
- The **new Terminal** is currently under construction
- New terminal facilities will be sufficient to accommodate traffic recovery and expected traffic growth in the long-run
- The new terminal will be inaugurated in **25FY**
### Fraport Greece: 14 Greek Regional Airports

#### Fraport ownership: 65%

#### Fraport investment since: April 2017

#### Investment type: 40 years concession until 2057

#### Airports profile: 14 regional airports with strong touristic share

#### Cost of acquisition: Upfront payment of €1.234 bn., fixed annual installments of €22.9 mil. (indexed with Greek CPI), and as of 2021 additional variable component of c. 28.5% EBITDA (not or not fully applicable from 2021 to presumably 2023 due to Covid-19)

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

#### Capex obligation: Imminent works to modernize and expand airports completed until 2021

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

#### 2022 Profits to Group: ~€ 70 mil.

#### Share in 2022 Group result: ~42%

---

### Cluster A
- Num. of Airports: 7
- PAX 2022: 16.7 mil (+83.1% YoY)
- Domestic/Intl PAX 2022: 19%/81%

### Cluster B
- Num. of Airports: 7
- PAX 2022: 14.5 mil (+74.5% YoY)
- Domestic/Intl PAX 2022: 21%/79%

---

Fraport Greece operates 14 Greek Regional Airports with a focus on touristic services. The airports are strategically located across the country, offering competitive transportation options. The company's investment strategy includes significant capital expenditures aimed at enhancing facilities and infrastructure, aligning with the country's economic growth and tourist influx. The financial aspects of the acquisition involve a structured payment plan indexed to the Greek Consumer Price Index, with an additional performance-related component. Fraport's role extends beyond operational management, encompassing regulatory and economic considerations to ensure sustainable growth and profitability.
Features of Major Holdings

Fraport Greece Financial Overview

Revenue
EUR mn

<table>
<thead>
<tr>
<th>Year</th>
<th>Underlying</th>
<th>IFRIC 12</th>
</tr>
</thead>
<tbody>
<tr>
<td>19FY</td>
<td>297</td>
<td>166</td>
</tr>
<tr>
<td>21FY</td>
<td>255</td>
<td>30</td>
</tr>
<tr>
<td>22FY</td>
<td>444</td>
<td>10</td>
</tr>
</tbody>
</table>

EBITDA
EUR mn

<table>
<thead>
<tr>
<th>Year</th>
<th>Underlying</th>
<th>EBITDA ex. State Compensation Effects</th>
</tr>
</thead>
<tbody>
<tr>
<td>19FY</td>
<td>170</td>
<td>82</td>
</tr>
<tr>
<td>21FY</td>
<td>206</td>
<td>124</td>
</tr>
<tr>
<td>22FY</td>
<td>272</td>
<td>77</td>
</tr>
<tr>
<td>23FY</td>
<td>35</td>
<td>35</td>
</tr>
</tbody>
</table>

State Compensation Effects (saving on fixed and variable concession payment)
Features of Major Holdings

Twin Star: Varna & Burgas Airports

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

Antalya Airport

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

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

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

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

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

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

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

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

**2022 profits to Group:** ~€ 60 mil.

**Share in 2022 Group result:** ~36%

---

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

| Operational Period | • Exclusivity to operate all terminals at Antalya Airport from January 2027 to December 2051  
|• The current Antalya Airport concession will expire in December 2026 |
| SPV | • Fraport’s share in the company: 49%; TAV’s share in the company: 51%  
|• Dividend rights 50/50, co-control |
| Consolidation | • Asset to be consolidated by equity method |
| Total Concession Rent | • Total concession rent payable is 7.25 billion EUR + VAT |
| Concession Rent Payment Schedule | • 25% of total concession rent were paid up front to State Airports Authority (DHMI) in March 2022  
|• 10% of total concession rent will be paid between 2027 and 2031 in equal annual instalments (2% p.a.)  
|• 65% of total concession rent will be paid between 2032 and 2051 in equal annual instalments (3.25% p.a.) |
| Pax Fees/ Security Fee During New Period | • International: 17 EUR (currently 15 EUR)/ Domestic: 3 EUR (no change)  
|• Security Fee of 1.50 EUR unchanged but as of 2027 no sharing (50/50) with the airport authority (DHMI) |
| Capex | • Approx. 765 million EUR will be invested during concession period, of which approx. 600 million EUR will be invested between 2022-25 |
| Financing | • Both capex and upfront payment of the total concession rent will be majority debt-financed |

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

Delhi Airport

Fraport ownership: 10%

Fraport investment since: April 2006

Investment type: 30 years concession until 2036 with extension option until 2066

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

Cost of acquisition: ~€40 mil.

Scope of Fraport activities: Airport operator

Capex obligation: n/a

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

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

Share in 2019 Group result: n/a
5 Current Development
Substantial FRA Cost Cutting Measures initiated

**Staff Cost**
EUR c.250mn Savings with full effect by 2022
- Continuation of Short time Working Scheme
- Gradual Reduction of c.4,000 Employees – see next slide

**Non-Staff Cost**
EUR c.100 – 150mn Savings p. a.
- Reduction of all non-operational cost items

**Capex**
EUR c.1bn Savings spread over next 7-8 Yrs
- Reduction of Frankfurt Capex outside of T3
- T3 Inauguration in line with demand: c.2026
Frankfurt Staff Restructuring after Covid-19

Ground Handling  Number of Employees (as per Reporting Date)

<table>
<thead>
<tr>
<th>Year</th>
<th>Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>YE 2019</td>
<td>9,765</td>
</tr>
<tr>
<td>YE 2020</td>
<td>8,143</td>
</tr>
<tr>
<td>YE 2021</td>
<td>7,260</td>
</tr>
<tr>
<td>YE 2022</td>
<td>7,847</td>
</tr>
</tbody>
</table>

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

FraSec

<table>
<thead>
<tr>
<th>Year</th>
<th>Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>YE 2019</td>
<td>4,308</td>
</tr>
<tr>
<td>YE 2020</td>
<td>4,074</td>
</tr>
<tr>
<td>YE 2021</td>
<td>3,699 (^1)</td>
</tr>
<tr>
<td>YE 2022</td>
<td>4,186 (^1)</td>
</tr>
</tbody>
</table>

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

Other Frankfurt positions

<table>
<thead>
<tr>
<th>Year</th>
<th>Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>YE 2019</td>
<td>6,719</td>
</tr>
<tr>
<td>YE 2020</td>
<td>6,331</td>
</tr>
<tr>
<td>YE 2021</td>
<td>5,485</td>
</tr>
<tr>
<td>YE 2022</td>
<td>5,467</td>
</tr>
</tbody>
</table>

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

3,962 Frankfurt employees reduced YE22 vs. YE19
Current Development

Substantial Savings despite Inflation, Higher Wages & Ramp-up

Aviation, Retail & Real Estate, Ground Handling

Staff Cost

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

Other Opex

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

### Aviation

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

- **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

Total 22FY Segment Opex: 681mn
(2019: 786mn)

### Retail & Real Estate

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

Total 22FY Segment Opex: 134mn
(2019: 136mn)

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

### Ground Handling

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

Total 22FY Segment Opex: 632mn
(2019: 656mn)

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

International Activities Inflation Protection

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

High potential to further grow traffic and financials towards pre-Covid levels
<table>
<thead>
<tr>
<th>Year</th>
<th>Milestones</th>
</tr>
</thead>
<tbody>
<tr>
<td>2023</td>
<td>Positive 1H Base Effect from Drop out of 2022 Omicron Dip expected</td>
</tr>
<tr>
<td></td>
<td>Reasonable Tariff Uplifts outlined: a.o., FRA Aviation Charges increased by 4.9%</td>
</tr>
<tr>
<td></td>
<td>Transitioning of FRA Security Business</td>
</tr>
<tr>
<td>2024</td>
<td>Group EBITDA latest to reach Pre-Pandemic Level – Target for 2023/24</td>
</tr>
<tr>
<td></td>
<td>Commissioning of major FRA PV Plant</td>
</tr>
<tr>
<td>2025</td>
<td>Commissioning of new Lima Terminal and Antalya Terminal</td>
</tr>
<tr>
<td></td>
<td>FRA on the way to reach Pre-COVID PAX Level – Target for 2025/26</td>
</tr>
<tr>
<td>2026</td>
<td>Commissioning of “Gamechanger” FRA T3</td>
</tr>
<tr>
<td></td>
<td>Temporary Closure of FRA T2</td>
</tr>
<tr>
<td></td>
<td>New FRA Windpark PPA</td>
</tr>
<tr>
<td>2027</td>
<td>New FRA Concourse B Passenger Screening Lines – Marking new Era of FRA T1 Retail &amp; Passenger Experience</td>
</tr>
<tr>
<td></td>
<td>Intl. Activities Capex about to Run on Maintenance Need</td>
</tr>
<tr>
<td></td>
<td>New AYT Concession Takeover</td>
</tr>
<tr>
<td>2028</td>
<td>FRA Capex about to Run on Maintenance Need – Following Final Payments for FRA T3</td>
</tr>
</tbody>
</table>
6 Financials
Fraport Group

Detailed Group Financials

<table>
<thead>
<tr>
<th>EBITDA margin</th>
<th>32.7%</th>
<th>40.8%</th>
<th>34.2%</th>
<th>32.5%</th>
<th>31.9%</th>
<th>-14.9%</th>
<th>35.3%</th>
<th>32.2%</th>
</tr>
</thead>
</table>

**Revenue**

<table>
<thead>
<tr>
<th>Year</th>
<th>€ mil.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>2,599</td>
</tr>
<tr>
<td>2016</td>
<td>2,586</td>
</tr>
<tr>
<td>2017</td>
<td>2,935</td>
</tr>
<tr>
<td>2018</td>
<td>3,478</td>
</tr>
<tr>
<td>2019</td>
<td>3,706</td>
</tr>
<tr>
<td>2020</td>
<td>1,677</td>
</tr>
<tr>
<td>2021</td>
<td>2,143</td>
</tr>
<tr>
<td>2022</td>
<td>3,194</td>
</tr>
</tbody>
</table>

**EBITDA**

<table>
<thead>
<tr>
<th>Year</th>
<th>€ mil.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>849</td>
</tr>
<tr>
<td>2016</td>
<td>1,054</td>
</tr>
<tr>
<td>2017</td>
<td>1,003</td>
</tr>
<tr>
<td>2018</td>
<td>1,129</td>
</tr>
<tr>
<td>2019</td>
<td>1,180</td>
</tr>
<tr>
<td>2020</td>
<td>1,677</td>
</tr>
<tr>
<td>2021</td>
<td>757</td>
</tr>
<tr>
<td>2022</td>
<td>1,030</td>
</tr>
</tbody>
</table>

**Group Result (before minorities)**

<table>
<thead>
<tr>
<th>Year</th>
<th>€ mil.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>297</td>
</tr>
<tr>
<td>2016</td>
<td>400</td>
</tr>
<tr>
<td>2017</td>
<td>360</td>
</tr>
<tr>
<td>2018</td>
<td>506</td>
</tr>
<tr>
<td>2019</td>
<td>454</td>
</tr>
<tr>
<td>2020</td>
<td>-251</td>
</tr>
<tr>
<td>2021</td>
<td>92</td>
</tr>
<tr>
<td>2022</td>
<td>167</td>
</tr>
</tbody>
</table>

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

- **2015**: €8 mil. Air IT Inc. disposal book gain
- **2016**: €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
- **2021**: Settlement security services (€c.58 mil.) , Compensation for Covid-19 losses in Frankfurt of €c.160 mil. and compensations in international portfolio of €c.161 mil.
Fraport Group

Revenue & EBITDA Split

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

<table>
<thead>
<tr>
<th>Segment</th>
<th>Revenue (€ mil.)</th>
<th>EBITDA (€ mil.)</th>
<th>% of Group</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aviation</td>
<td>828</td>
<td>175</td>
<td>25.9%</td>
</tr>
<tr>
<td>Retail &amp; Real Estate</td>
<td>446</td>
<td>343</td>
<td>14.0%</td>
</tr>
<tr>
<td>Ground Handling</td>
<td>550</td>
<td>-74</td>
<td>17.2%</td>
</tr>
<tr>
<td>International Activities &amp; Services</td>
<td>1370</td>
<td>585</td>
<td>42.9%</td>
</tr>
</tbody>
</table>

Financials
Fraport Group

Group Result Split

46.6%
Germany

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

Negative Group result in 2020 reduced shareholder’s equity.

As a consequence, gearing increased to 181% in 2022.
## Capex and Cash Flow Overview

### Capex\(^1\) 2010 – 2022

<table>
<thead>
<tr>
<th>Year</th>
<th>€ mil.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>859</td>
</tr>
<tr>
<td>2011</td>
<td>969</td>
</tr>
<tr>
<td>2012</td>
<td>715</td>
</tr>
<tr>
<td>2013</td>
<td>437</td>
</tr>
<tr>
<td>2014</td>
<td>291</td>
</tr>
<tr>
<td>2015</td>
<td>291</td>
</tr>
<tr>
<td>2016</td>
<td>306</td>
</tr>
<tr>
<td>2017</td>
<td>430</td>
</tr>
<tr>
<td>2018</td>
<td>834</td>
</tr>
<tr>
<td>2019</td>
<td>1,381</td>
</tr>
<tr>
<td>2020</td>
<td>1,147</td>
</tr>
<tr>
<td>2021</td>
<td>1,168</td>
</tr>
<tr>
<td>2022</td>
<td>1,154</td>
</tr>
</tbody>
</table>

### Capex\(^1\) in % of D&\(\text{A}\) 2010 – 2022

<table>
<thead>
<tr>
<th>Year</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>307</td>
</tr>
<tr>
<td>2011</td>
<td>317</td>
</tr>
<tr>
<td>2012</td>
<td>203</td>
</tr>
<tr>
<td>2013</td>
<td>148</td>
</tr>
<tr>
<td>2014</td>
<td>95</td>
</tr>
<tr>
<td>2015</td>
<td>89</td>
</tr>
<tr>
<td>2016</td>
<td>85</td>
</tr>
<tr>
<td>2017</td>
<td>111</td>
</tr>
<tr>
<td>2018</td>
<td>209</td>
</tr>
<tr>
<td>2019</td>
<td>290</td>
</tr>
<tr>
<td>2020</td>
<td>251</td>
</tr>
<tr>
<td>2021</td>
<td>263</td>
</tr>
<tr>
<td>2022</td>
<td>248</td>
</tr>
</tbody>
</table>

### Free Cash Flow\(^2\) 2010 – 2022

<table>
<thead>
<tr>
<th>Year</th>
<th>€ mil.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>-291</td>
</tr>
<tr>
<td>2011</td>
<td>-350</td>
</tr>
<tr>
<td>2012</td>
<td>-162</td>
</tr>
<tr>
<td>2013</td>
<td>34</td>
</tr>
<tr>
<td>2014</td>
<td>247</td>
</tr>
<tr>
<td>2015</td>
<td>394</td>
</tr>
<tr>
<td>2016</td>
<td>302</td>
</tr>
<tr>
<td>2017</td>
<td>393</td>
</tr>
<tr>
<td>2018</td>
<td>7</td>
</tr>
<tr>
<td>2019</td>
<td>-374</td>
</tr>
<tr>
<td>2020</td>
<td>-1400</td>
</tr>
<tr>
<td>2021</td>
<td>-772</td>
</tr>
<tr>
<td>2022</td>
<td>-741</td>
</tr>
</tbody>
</table>

### Net debt & Gearing 2010 – 2023

<table>
<thead>
<tr>
<th>Year</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>78%</td>
</tr>
<tr>
<td>2011</td>
<td>98%</td>
</tr>
<tr>
<td>2012</td>
<td>105%</td>
</tr>
<tr>
<td>2013</td>
<td>98%</td>
</tr>
<tr>
<td>2014</td>
<td>97%</td>
</tr>
<tr>
<td>2015</td>
<td>84%</td>
</tr>
<tr>
<td>2016</td>
<td>65%</td>
</tr>
<tr>
<td>2017</td>
<td>94%</td>
</tr>
<tr>
<td>2018</td>
<td>89%</td>
</tr>
<tr>
<td>2019</td>
<td>97%</td>
</tr>
<tr>
<td>2020</td>
<td>153%</td>
</tr>
<tr>
<td>2021</td>
<td>170%</td>
</tr>
<tr>
<td>2022</td>
<td>181%</td>
</tr>
</tbody>
</table>

1. Capex: Cash Flow in PPE, airport operating projects, intangible assets, investment property & at equity investments
2. New Free Cash Flow definition incl. dividends from minorities applied from 2013 onwards

Strong negative impact from COVID-19 pandemic from 2020 on. Clear Capex containment in 2020-22, as a consequence.
### Fraport Group

#### Cash Management

- **Further increase in Cash, Cash Equivalents, and Credit Lines** by EUR ~850mn at reasonable interest rates in a tightening market environment in 2022
- **Lima project financing closed in Q1 2023** in the amount of USD 1.25bn boosts available funds to EUR >5.3bn
- **Current Cash Position sufficient to accommodate expansion programs in Frankfurt and Lima in next few years**

---

1. Defined as: Liquidity + Committed Credit Lines & Finance
2. Parts of the new project finance will be used to pay back the existing bridge loan: ~750mn increase = delta between bridge loan and project finance at YE F/X
3. Dec 31, 2022 break down: Frankfurt 2,922mn + 581mn CL; Greece: 452mn; Brasil 30mn + 48mn CL; Lima 53mn + 108mn CL; Other: 410mn
Fraport Group

**Cash Position & Maturity Profile**

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of Maturity Profile</th>
<th>Financial Liabilities</th>
<th>Liquidity as of Dec 31, 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>2023</td>
<td>314</td>
<td>820</td>
<td>4,603</td>
</tr>
<tr>
<td>2024</td>
<td>37</td>
<td>1,386</td>
<td>3,867</td>
</tr>
<tr>
<td>2025</td>
<td>11</td>
<td>1,005</td>
<td></td>
</tr>
<tr>
<td>2026</td>
<td>13</td>
<td>1,137</td>
<td></td>
</tr>
<tr>
<td>2027</td>
<td>14</td>
<td>1,131</td>
<td></td>
</tr>
<tr>
<td>2028</td>
<td>15</td>
<td>1,303</td>
<td></td>
</tr>
<tr>
<td>2029</td>
<td>17</td>
<td>1,267</td>
<td></td>
</tr>
<tr>
<td>2030</td>
<td>18</td>
<td>358</td>
<td></td>
</tr>
<tr>
<td>2031</td>
<td>21</td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>2032</td>
<td>23</td>
<td>61</td>
<td></td>
</tr>
<tr>
<td>2033+++</td>
<td>190</td>
<td>712</td>
<td>10,926</td>
</tr>
<tr>
<td>2033+++</td>
<td>190</td>
<td>712</td>
<td>10,926</td>
</tr>
<tr>
<td>2033+++</td>
<td>190</td>
<td>712</td>
<td>10,926</td>
</tr>
</tbody>
</table>

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

**Average debt condition**

~ 2.3% interest rate
## Value Management

<table>
<thead>
<tr>
<th></th>
<th>€ mil.</th>
<th>Fraport Group</th>
<th>Aviation</th>
<th>Retail &amp; Real Estate</th>
<th>Ground Handling</th>
<th>Intl’ Activities &amp; Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adjusted EBIT¹</td>
<td>677.4</td>
<td>343.1</td>
<td>40.7</td>
<td>25.8</td>
<td>258.9</td>
<td>176.7</td>
</tr>
<tr>
<td>Fraport assets</td>
<td>11,383.8</td>
<td>10,208.6</td>
<td>4,152.3</td>
<td>3,881.1</td>
<td>2,672.6</td>
<td>2,464.1</td>
</tr>
<tr>
<td>Costs of capital</td>
<td>831.0</td>
<td>622.7</td>
<td>303.1</td>
<td>236.7</td>
<td>195.1</td>
<td>150.3</td>
</tr>
<tr>
<td>before tax</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fraport value</td>
<td>-153.6</td>
<td>-279.6</td>
<td>-262.4</td>
<td>-211.0</td>
<td>63.8</td>
<td>26.4</td>
</tr>
<tr>
<td>added before tax</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ROFRA</td>
<td>6.0</td>
<td>3.4</td>
<td>1.0</td>
<td>0.7</td>
<td>9.7</td>
<td>7.2</td>
</tr>
</tbody>
</table>

### Financials

1. EBIT including one-off effects and investments accounted for using the equity method before Taxes

\[
\text{ROFRA} = \frac{\text{Adjusted EBIT}^1}{\text{Fraport assets}}
\]
### Segment Aviation

#### Key Figures

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenue</th>
<th>EBITDA</th>
<th>EBIT</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>927</td>
<td>238</td>
<td>116</td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td>910</td>
<td>218</td>
<td>70</td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>954</td>
<td>250</td>
<td>132</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>1,006</td>
<td>278</td>
<td>138</td>
<td></td>
</tr>
<tr>
<td>2019</td>
<td>1,027</td>
<td>273</td>
<td>114</td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td>441</td>
<td>-281</td>
<td>-421</td>
<td></td>
</tr>
<tr>
<td>2021</td>
<td>588</td>
<td>160</td>
<td>26</td>
<td></td>
</tr>
<tr>
<td>2022</td>
<td>828</td>
<td>175</td>
<td>41</td>
<td></td>
</tr>
</tbody>
</table>

Figures including special and consolidation effects, main effects are:

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

Revenue Split

Segment Revenue 828.1

- € mil.
- 393.1
- 140.2
- 49.1
- 35.9
- 173.7
- 36.1

Passenger Charges
related to the number of departing and destination and transfer-/transit passengers

Landing and Take-off Charges
related to MTOM, number of departing passengers, freight/mail tonnage (arrival and departure), noise and emission

Aircraft Parking Charges
related to time, aircraft size and position

Security Charges¹
related to the number of departing passengers, freight/mail tonnage (arrival and departure)

Revenue from Security Services
e.g. costs of passenger security controls are charged to the Federal Ministry of the Interior, Building and Community

Others
e.g. identity card and counter services

Regulated Airport Charges

Other Revenues

Figures include reimbursements to airlines based on growth incentives

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

Key Figures

<table>
<thead>
<tr>
<th>EBITDA margin</th>
<th>77.6%</th>
<th>74.5%</th>
<th>72.3%</th>
<th>76.9%</th>
<th>78.3%</th>
<th>72.8%</th>
<th>78.6%</th>
<th>76.8%</th>
</tr>
</thead>
</table>

€ mil.

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenue</th>
<th>EBITDA</th>
<th>EBIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>488</td>
<td>379</td>
<td>295</td>
</tr>
<tr>
<td>2016</td>
<td>494</td>
<td>368</td>
<td>284</td>
</tr>
<tr>
<td>2017</td>
<td>522</td>
<td>378</td>
<td>294</td>
</tr>
<tr>
<td>2018</td>
<td>507</td>
<td>390</td>
<td>302</td>
</tr>
<tr>
<td>2019</td>
<td>508</td>
<td>398</td>
<td>309</td>
</tr>
<tr>
<td>2020</td>
<td>295</td>
<td>215</td>
<td>123</td>
</tr>
<tr>
<td>2021</td>
<td>319</td>
<td>251</td>
<td>166</td>
</tr>
<tr>
<td>2022</td>
<td>446</td>
<td>343</td>
<td>256</td>
</tr>
</tbody>
</table>

Figures including special and consolidation effects, main effects are:

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

Revenue Split

€ mil.

Real Estate 185.9

Retail 153.6

Car Parking 78.9

Other 28.0

Segment Revenue 446.4

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

Car Parking
- Parking charges

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

Retail Revenue Split

Retail Revenue\(^1\)
163.0

Services
58.2

Shopping
80.5

Advertising
24.3

Retail Segments

<table>
<thead>
<tr>
<th></th>
<th>Outlets(^2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duty Free &amp; Travel Value</td>
<td>20</td>
</tr>
<tr>
<td>Specialty Shops</td>
<td>130</td>
</tr>
<tr>
<td>Food &amp; Beverages(^3)</td>
<td>68</td>
</tr>
<tr>
<td>Other Services, e. g. Car Rental(^4)</td>
<td>58</td>
</tr>
</tbody>
</table>

\(^1\) Retail revenue according to old segment structure, including IT services for passengers
\(^2\) As of Dec 31, 2022
\(^3\) Including mobile sales units
\(^4\) Excluding ATMs
Segment Retail & Real Estate

Real Estate Revenue Split

€ mil.

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

Real Estate Revenue: 185.9

Land / Infrastructure
- Energy supply infrastructure

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

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

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

Key Figures

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

**€ mil.**

- **Revenue:**
  - 2015: €673 mil.
  - 2016: €630 mil.
  - 2018: €674 mil.
  - 2020: €319 mil.
  - 2021: €386 mil.

- **EBITDA:**
  - 2015: €47 mil.
  - 2016: €35 mil.
  - 2018: €44 mil.
  - 2019: €60 mil.
  - 2020: €-265 mil.
  - 2021: €-72 mil.
  - 2022: €-74 mil.

- **EBIT:**
  - 2015: €6 mil.
  - 2016: €-6 mil.
  - 2017: €12 mil.
  - 2018: €1 mil.
  - 2019: €12 mil.
  - 2020: €-305 mil.
  - 2021: €-110 mil.

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

Revenue Split

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

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

Key Figures

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

Revenue

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td>510</td>
<td>552</td>
<td>650</td>
<td>1,291</td>
<td>1,464</td>
<td>622</td>
<td>850</td>
<td>1,370</td>
</tr>
<tr>
<td>EBITDA</td>
<td>186</td>
<td>434</td>
<td>345</td>
<td>290</td>
<td>449</td>
<td>271</td>
<td>418</td>
<td>585</td>
</tr>
<tr>
<td>EBIT</td>
<td>103</td>
<td>206</td>
<td>290</td>
<td>417</td>
<td>271</td>
<td>81</td>
<td>232</td>
<td>379</td>
</tr>
</tbody>
</table>

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

- 2016: €40.1 mil. EBITDA impact from disposal of a 10.5% stake in St. Petersburg and €198.8 mil. EBITDA impact from MNL compensation payment, €-7.9 mil. EBITDA impact from creation of staff-related provision & €7.4mil. write down on Fraport USA.
- 2018: sale of Hanover airport: EBITDA/EBIT effect of €25.0 mil.

- 2019: first-time application of IFRS 16: EBITDA impact €+47.5 mil., EBIT impact €+2.9 mil.
- 2020: €-46.6 mil. EBITDA impact from staff restructuring provision booked
- 2021: €+160 mil. EBITDA impact from compensations for Covid-19 losses
- 2022: €+42 mil. EBITDA impact from compensations for Covid-19 losses; €+54 mil. EBITDA impact from stake disposal in Xi’an

Visual Fact Book 2022
### Segment International Activities & Services

#### Overview of Major Special Accounting Effects 2021/2022

<table>
<thead>
<tr>
<th>Year</th>
<th>Area</th>
<th>Quarter</th>
<th>Currency</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2022:</td>
<td>Retail &amp; Real Estate</td>
<td>4Q</td>
<td>EUR +18.6mn</td>
<td>Other Income: Disposal of Property Development</td>
</tr>
<tr>
<td></td>
<td>Ground Handling</td>
<td>4Q</td>
<td>EUR -33.6mn</td>
<td>Other Opex: Provision for poss. settlement of claims</td>
</tr>
<tr>
<td></td>
<td>International Activities / Xi’An</td>
<td>2Q</td>
<td>EUR +53.7mn</td>
<td>Other Income: Gain on Asset Disposal</td>
</tr>
<tr>
<td></td>
<td>International Activities / Fraport Greece</td>
<td>3Q</td>
<td>EUR +23.6 mn</td>
<td>Other Income: State Settlement Agreement</td>
</tr>
<tr>
<td></td>
<td>International Activities / Fraport Brasil</td>
<td>4Q</td>
<td>EUR +18.5 mn</td>
<td>Other Income: Rebalance Economic Equilibrium</td>
</tr>
<tr>
<td></td>
<td>Financial Result</td>
<td>1Q</td>
<td>EUR +20.0mn</td>
<td>Result from companies accounted for using the equity method: Xi’An Reversal of Impairment Loss</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1Q</td>
<td>EUR -48.2mn</td>
<td>Other financial result: Write-off Thalita Loan</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2Q</td>
<td>EUR -115.1mn</td>
<td>Other financial result: Write-off Thalita Loan</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2Q</td>
<td>EUR -16.2mn</td>
<td>Interest Expense: Refinancing of Fraport Greece Loan</td>
</tr>
<tr>
<td>2021:</td>
<td>Aviation</td>
<td>1Q</td>
<td>EUR + 57.8mn</td>
<td>Revenue: Settlement Security Dispute</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2Q</td>
<td>EUR +159.8mn</td>
<td>Other Income: State Compensation for Parts of Operating Cost during 1st Lockdown 2020</td>
</tr>
<tr>
<td></td>
<td>International Activities / Fraport USA</td>
<td>1Q</td>
<td>EUR +11.6mn</td>
<td>Other Income: Cancellation Minimum Lease Obligations</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2Q</td>
<td>EUR + 2.3mn</td>
<td>Other Income: Cancellation Minimum Lease Obligations</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3Q</td>
<td>EUR + 2.1mn</td>
<td>Other Income: Cancellation Minimum Lease Obligations</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4Q</td>
<td>EUR +19.2mn</td>
<td>Other Income: Cancellation Minimum Lease Obligations</td>
</tr>
<tr>
<td></td>
<td>International Activities / Fraport Slovenija</td>
<td>1Q</td>
<td>EUR + 0.8mn</td>
<td>Other Income: Cancellation Minimum Lease Obligations</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2Q</td>
<td>EUR + 0.8mn</td>
<td>Other Income: Cancellation Minimum Lease Obligations</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3Q</td>
<td>EUR + 5.0mn</td>
<td>Other Income: Compensation for parts of Losses in 2020</td>
</tr>
<tr>
<td></td>
<td>International Activities / Fraport Greece</td>
<td>2Q</td>
<td>EUR +69.7mn</td>
<td>Other Income: State Settlement Agreement</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3Q</td>
<td>EUR +23.0mn</td>
<td>Other Income: State Settlement Agreement</td>
</tr>
<tr>
<td></td>
<td>International Activities / Fraport Brasil</td>
<td>4Q</td>
<td>EUR +26.5mn</td>
<td>Other Income: Rebalance Economic Equilibrium</td>
</tr>
<tr>
<td></td>
<td>Financial Result</td>
<td>1Q</td>
<td>EUR +17.5mn</td>
<td>Interest Income: Settlement Security Dispute</td>
</tr>
</tbody>
</table>
### Financial Position

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

### Revenues

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>+30</td>
<td></td>
</tr>
</tbody>
</table>

### Cost of Materials

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>-30</td>
<td></td>
</tr>
</tbody>
</table>

### EBITDA

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

### D&A

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>-10</td>
<td></td>
</tr>
</tbody>
</table>

### Interest expenses

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>-12</td>
<td></td>
</tr>
</tbody>
</table>

### Group Result

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>-22</td>
<td></td>
</tr>
</tbody>
</table>

### P&L

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

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

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

### Cash Flow

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

Accounts for capex in the infrastructure and annual fixed concession payments.
## Performance of Major Investments

### Segment International Activities & Services

#### Fully consolidated Group companies

<table>
<thead>
<tr>
<th>€ million</th>
<th>Share in %</th>
<th>Revenue 1)</th>
<th>EBITDA</th>
<th>EBIT</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2022</td>
<td>2021</td>
<td>Δ %</td>
<td>2022</td>
<td>2021</td>
</tr>
<tr>
<td>Fraport USA</td>
<td>100</td>
<td>103.4</td>
<td>67.9</td>
<td>+52.3</td>
<td>49.6</td>
</tr>
<tr>
<td>Fraport Slovenija</td>
<td>100</td>
<td>33.9</td>
<td>21.7</td>
<td>+56.2</td>
<td>7.6</td>
</tr>
<tr>
<td>Fortaleza + Porto Alegre 2)</td>
<td>100</td>
<td>90.0</td>
<td>68.3</td>
<td>+31.8</td>
<td>60.1</td>
</tr>
<tr>
<td>Lima</td>
<td>80.01</td>
<td>590.1</td>
<td>345.2</td>
<td>+70.9</td>
<td>100.2</td>
</tr>
<tr>
<td>Fraport Greece 3)</td>
<td>65</td>
<td>443.8</td>
<td>255.4</td>
<td>+73.8</td>
<td>271.7</td>
</tr>
<tr>
<td>Twin Star</td>
<td>60</td>
<td>43.5</td>
<td>29.3</td>
<td>+48.5</td>
<td>19.3</td>
</tr>
</tbody>
</table>

#### Group companies accounted for using the equity method

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

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

1) Revenue adjusted for IFRIC 12: Lima 2022: €277.9 million (2021: €154.9 million); Fraport Greece 2022: €433.5 million (2021: €225.5 million); Fortaleza + Porto Alegre 2022: €61.3 million (2021: €46.8 million); Antalya 2022: €388.8 million (2021: €247.7 million).

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

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

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

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

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

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

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

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

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

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

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

**Cash Flows & Cash Position of Fully Consolidated Investments**

€ mil.

<table>
<thead>
<tr>
<th></th>
<th>Fraport USA</th>
<th>Fraport Slovenija</th>
<th>Fraport Greece</th>
</tr>
</thead>
<tbody>
<tr>
<td>OCF</td>
<td>44</td>
<td>7</td>
<td>214</td>
</tr>
<tr>
<td>Capex</td>
<td>-3</td>
<td>-4</td>
<td>-9</td>
</tr>
<tr>
<td>Lease</td>
<td>-41</td>
<td>-1</td>
<td>-726</td>
</tr>
<tr>
<td>Fixed Conc.</td>
<td>17</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>Net cash</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Lima</th>
<th>Fraport Brasil</th>
<th>Twin Star</th>
</tr>
</thead>
<tbody>
<tr>
<td>OCF</td>
<td>119</td>
<td>13</td>
<td>19</td>
</tr>
<tr>
<td>Capex</td>
<td>-329</td>
<td>-12</td>
<td>-6</td>
</tr>
<tr>
<td>Borrowing Cost</td>
<td>-11</td>
<td>-8</td>
<td>-7</td>
</tr>
<tr>
<td>Fixed Conc.</td>
<td>-19</td>
<td>-7</td>
<td>-7</td>
</tr>
<tr>
<td>Net debt</td>
<td>-260</td>
<td></td>
<td>21</td>
</tr>
<tr>
<td>Net cash</td>
<td></td>
<td></td>
<td>-310</td>
</tr>
</tbody>
</table>

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

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

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

Environmental and Social Risk Assessment embedded in Corporate Strategy

Management Remuneration also linked to ESG components
We want to meet people's need for mobility without placing an additional burden on the environment. We are working at full speed to achieve this. Climate protection is one of the most urgent tasks facing the entire aviation industry. That is why we have once again tightened our CO₂ targets for 2030 in 2022.

**New targets of Fraport AG** *(before: mt 75k CO₂ and –67% vs. 1990)*

<table>
<thead>
<tr>
<th>Year</th>
<th>Scope 1</th>
<th>Scope 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base year 1990</td>
<td>229</td>
<td>50</td>
</tr>
<tr>
<td>Target year 2030</td>
<td>50</td>
<td>25</td>
</tr>
<tr>
<td>Target year 2040</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

**New targets for Fraport Group** *(before: mt 120k CO₂ and –58% vs. 1990)*

<table>
<thead>
<tr>
<th>Year</th>
<th>Scope 1</th>
<th>Scope 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base year 1990</td>
<td>289</td>
<td>95</td>
</tr>
<tr>
<td>Target year 2030</td>
<td>95</td>
<td>40</td>
</tr>
<tr>
<td>Target year 2040</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

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 Dreih” 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
New Frankfurt PV Plant

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

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

<table>
<thead>
<tr>
<th>Category</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Female Quota</td>
<td>26.6 % (+0.3 PP)</td>
</tr>
<tr>
<td>Women in Mgmt in Germany (Levels 1 and 2)</td>
<td>27.1 % (+1.2 PP)</td>
</tr>
<tr>
<td>Disabilities</td>
<td>5.8 % (-0.1 PP)</td>
</tr>
<tr>
<td>Average Age</td>
<td>45.3 years (-0.2 years)</td>
</tr>
<tr>
<td>Foreigners in Germany</td>
<td>26.4 % (+2.3 PP)</td>
</tr>
<tr>
<td>Trainees</td>
<td>280 (-11.7%)</td>
</tr>
</tbody>
</table>
ESG

2-Tier Board Governance Structure

Executive Board

- Annual approval
- Duty to report
- Right to convene

Supervisory Board

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

Duty to report
Appointment & dismissal, control & advice

General Meeting
1 Share = 1 Vote
Dr. Stefan Schulte  
International Activities  
FRA Airport Expansion  
Corp. Strategy, ESG & PR  
07 – 09: Fraport COO  
03 – 07: Fraport CFO  
01 – 03: Deutz CFO  
96 – 00: Infostrada mgmt, CFO  
Else: A.o. Director at Mannesmann

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

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

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

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

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

Total **remuneration capped** for all Board members

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

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

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

Annual fixed component
Chairman receives 3x, Chairman of Finance & Audit Committee receives 2x
Vice Chairman and Chairmen of other Committees receive 1.5x

Range between €35-105k

Committee fixed Membership Component
Membership in 2 or more Committees receive double

Range between €7.5-15k

Attandence Fee
€1,000 per Meeting + Ancillary benefits subject to personal circumstances

2022 Maximum was €21k

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

### SH-representatives

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Born</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mr. Michael Boddenberg</td>
<td>Chair</td>
<td>1959</td>
</tr>
<tr>
<td>Mr. Dr. Bastian Bergerhoff</td>
<td>City representative</td>
<td>1968</td>
</tr>
<tr>
<td>Ms. Sonja Wärntges</td>
<td>Independent</td>
<td>1967</td>
</tr>
<tr>
<td>Mr. Peter Feldmann</td>
<td>City representative</td>
<td>1958</td>
</tr>
<tr>
<td>Mr. Peter Gerber</td>
<td>Lufthansa</td>
<td>1964</td>
</tr>
<tr>
<td>Ms. Dr. Margarete Haase</td>
<td>Independent</td>
<td>1953</td>
</tr>
<tr>
<td>Mr. Frank-Peter Kaufmann</td>
<td>State representative</td>
<td>1948</td>
</tr>
<tr>
<td>Mr. Lothar Klemm</td>
<td>State representative</td>
<td>1949</td>
</tr>
<tr>
<td>Mr. Michael Odenwald</td>
<td>State representative</td>
<td>1958</td>
</tr>
<tr>
<td>Ms. Prof. Dr.-Ing. Katja Windt</td>
<td>Independent</td>
<td>1969</td>
</tr>
</tbody>
</table>

### Employee representatives

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Born</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mr. Mathias Venema</td>
<td>Vice Chair</td>
<td>1972</td>
</tr>
<tr>
<td>Ms. Devrim Arslan</td>
<td></td>
<td>1977</td>
</tr>
<tr>
<td>Ms. Ines Born</td>
<td></td>
<td>1989</td>
</tr>
<tr>
<td>Mr. Hakan Böلكmese</td>
<td></td>
<td>1976</td>
</tr>
<tr>
<td>Mr. Hakan Cicek</td>
<td></td>
<td>1973</td>
</tr>
<tr>
<td>Ms. Karin Knappe</td>
<td></td>
<td>1975</td>
</tr>
<tr>
<td>Mr. Dr. Ulrich Kipper</td>
<td></td>
<td>1960</td>
</tr>
<tr>
<td>Ms. Ramona Lindner</td>
<td></td>
<td>1975</td>
</tr>
<tr>
<td>Ms. Matthias Pöschko</td>
<td></td>
<td>1973</td>
</tr>
<tr>
<td>Mr. Qadeer Rana</td>
<td></td>
<td>1983</td>
</tr>
</tbody>
</table>

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

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

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

**30% Female Quota**

**15% Independent members**
## Supervisory Board Meeting Attendance

### ESG

### Attendance at Supervisory Board and committee meetings 2022

<table>
<thead>
<tr>
<th>Member of the Supervisory Board</th>
<th>Supervisory Board</th>
<th>Finance and audit committee</th>
<th>Investment and capital expenditure committee</th>
<th>Human resources committee</th>
<th>Executive committee</th>
<th>Committee in accordance with Section 27 of the MitbestG (Mediation committee)</th>
<th>Nomination committee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Michael Boddenberg (Chair)</td>
<td>6 / 6 (100%)</td>
<td></td>
<td></td>
<td></td>
<td>3 / 3 (100%)</td>
<td>- / -</td>
<td>1 / 1 (100%)</td>
</tr>
<tr>
<td>Claudia Amier (until 30.04.2022)</td>
<td>1 / 1 (100%)</td>
<td></td>
<td></td>
<td></td>
<td>1 / 1 (100%)</td>
<td>- / -</td>
<td></td>
</tr>
<tr>
<td>Devrim Arslan</td>
<td>6 / 6 (100%)</td>
<td></td>
<td></td>
<td></td>
<td>3 / 3 (100%)</td>
<td>- / -</td>
<td></td>
</tr>
<tr>
<td>Uwe Becker (until 24.05.2022)</td>
<td>2 / 2 (100%)</td>
<td></td>
<td></td>
<td></td>
<td>0 / 1 (0%)</td>
<td>- / -</td>
<td>1 / 1 (100%)</td>
</tr>
<tr>
<td>Dr. Bastian Bergerhoff (since 24.05.2022)</td>
<td>4 / 4 (100%)</td>
<td>4 / 5 (80%) (since 27.06.2022)</td>
<td></td>
<td></td>
<td>1 / 2 (50%) (since 27.06.2022)</td>
<td>- / -</td>
<td></td>
</tr>
<tr>
<td>Ines Born (since 19.07.2022)</td>
<td>1 / 3 (33.33%)</td>
<td></td>
<td></td>
<td></td>
<td>- / -</td>
<td>- / -</td>
<td></td>
</tr>
<tr>
<td>Hakan Bölükmesi</td>
<td>6 / 6 (100%)</td>
<td>3 / 3 (100%) (until 27.06.2022)</td>
<td></td>
<td></td>
<td>2 / 2 (100%) (since 27.06.2022)</td>
<td>- / -</td>
<td></td>
</tr>
<tr>
<td>Yvonne Dunkelmann (until 10.02.2022)</td>
<td>4 / 6 (66.67%)</td>
<td></td>
<td></td>
<td></td>
<td>- / -</td>
<td>- / -</td>
<td></td>
</tr>
<tr>
<td>Peter Feldmann</td>
<td>5 / 6 (83.33%)</td>
<td></td>
<td></td>
<td></td>
<td>- / -</td>
<td>- / -</td>
<td></td>
</tr>
<tr>
<td>Dr. Margarete Haase</td>
<td>6 / 6 (100%)</td>
<td></td>
<td></td>
<td></td>
<td>3 / 3 (100%)</td>
<td>1 / 1 (100%) (since 30.09.2022)</td>
<td>1 / 1 (100%)</td>
</tr>
<tr>
<td>Frank-Peter Kaufmann</td>
<td>6 / 6 (100%)</td>
<td>8 / 8 (100%)</td>
<td></td>
<td></td>
<td>3 / 3 (100%)</td>
<td>- / -</td>
<td></td>
</tr>
<tr>
<td>Dr. Ulrich Kipper</td>
<td>6 / 6 (100%)</td>
<td>7 / 7 (100%)</td>
<td></td>
<td></td>
<td>3 / 3 (100%)</td>
<td>- / -</td>
<td></td>
</tr>
<tr>
<td>Lothar Klemm</td>
<td>6 / 6 (100%)</td>
<td>7 / 7 (100%)</td>
<td></td>
<td></td>
<td>8 / 8 (100%)</td>
<td>- / -</td>
<td></td>
</tr>
<tr>
<td>Karin Knapp (since 08.06.2022)</td>
<td>4 / 4 (100%)</td>
<td>5 / 5 (100%) (since 27.06.2022)</td>
<td></td>
<td></td>
<td>1 / 1 (100%) (since 27.06.2022)</td>
<td>- / -</td>
<td></td>
</tr>
<tr>
<td>Ramona Lindner (since 16.02.2022)</td>
<td>6 / 6 (100%)</td>
<td></td>
<td></td>
<td></td>
<td>- / -</td>
<td>- / -</td>
<td></td>
</tr>
<tr>
<td>Mira Neumaier (until 30.06.2022)</td>
<td>3 / 3 (100%)</td>
<td>7 / 8 (87.50%)</td>
<td></td>
<td></td>
<td>3 / 3 (100%)</td>
<td>- / -</td>
<td></td>
</tr>
<tr>
<td>Michael Odenwald</td>
<td>6 / 6 (100%)</td>
<td>7 / 7 (100%)</td>
<td></td>
<td></td>
<td>3 / 3 (100%)</td>
<td>- / -</td>
<td></td>
</tr>
<tr>
<td>Matthias Pöschko</td>
<td>5 / 6 (83.33%)</td>
<td>8 / 8 (100%)</td>
<td></td>
<td></td>
<td>3 / 3 (100%)</td>
<td>- / -</td>
<td></td>
</tr>
<tr>
<td>Qadeer Rana</td>
<td>6 / 6 (100%)</td>
<td>7 / 7 (100%)</td>
<td></td>
<td></td>
<td>3 / 3 (100%)</td>
<td>- / -</td>
<td></td>
</tr>
<tr>
<td>Mathias Venema (Vice-Chair)</td>
<td>6 / 6 (100%)</td>
<td>3 / 3 (100%) (since 27.06.2022)</td>
<td></td>
<td></td>
<td>2 / 2 (100%) (until 27.06.2022)</td>
<td>3 / 3 (100%)</td>
<td>- / -</td>
</tr>
<tr>
<td>Sonja Wärntges</td>
<td>5 / 6 (83.33%)</td>
<td>7 / 7 (100%)</td>
<td></td>
<td></td>
<td>3 / 3 (100%)</td>
<td>- / -</td>
<td></td>
</tr>
<tr>
<td>Prof. Dr.-Ing. Katja Windt</td>
<td>5 / 6 (83.33%)</td>
<td>6 / 8 (75%)</td>
<td></td>
<td></td>
<td>2 / 3 (66.67%)</td>
<td>- / -</td>
<td></td>
</tr>
</tbody>
</table>
ESG

Ratings

- The Global Compact
- Sustainable Development Goals
- ILO
- OECD
- EMAS
- E-PORT AN
- Mitglied im ERFOLGFAKTOR FAMILIE
- Mitglied in der hessischen Initiative Beruf und Pflege vereinbaren
# Major ESG Ratings

<table>
<thead>
<tr>
<th>Name</th>
<th>Score</th>
<th>ESG Risk Rating</th>
<th>Rating Scale</th>
</tr>
</thead>
<tbody>
<tr>
<td>MSCI</td>
<td>AA</td>
<td>Low Risk</td>
<td>CCC to AAA</td>
</tr>
<tr>
<td>Updated: 23.11.2022</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sustainalytics</td>
<td>12.8</td>
<td>Low Risk</td>
<td>D- to A+</td>
</tr>
<tr>
<td>Updated: 23.11.2022</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ISS ESG</td>
<td>C+ (Prime status)</td>
<td>Low Risk</td>
<td>D- to A+</td>
</tr>
<tr>
<td>December 2022</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FTSE ESG Rating</td>
<td>3.4</td>
<td>Low Risk</td>
<td>0 to 5</td>
</tr>
<tr>
<td>September 19, 2022</td>
<td></td>
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</tbody>
</table>
**Key Data**

ISIN: DE0005773303

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

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

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

Calculated par value per share: € 10.00

Number of floating shares on Dec. 31, 2022\(^1\): 92,391,339

Listing: Frankfurt Stock Exchange – official trading (Prime Standard), MDAX\(^2\)

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

IPO: June 11, 2001

Placement price: € 35.00

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\(^1\) Total number of shares less treasury shares
\(^2\) Index of Deutsche Börse for mid caps from classic sectors
Share & IR

Shareholder Structure as of December 2022¹

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

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

- **54.2%** Smaller countries & Unknown
- **12.6%** United States
- **12.5%** Australia
- **8.9%** Canada
- **6.0%** Germany
- **2.3%** Norway
- **0.8%** Switzerland
- **0.7%** France
- **0.7%** Denmark

1 Free Float without State of Hesse, Stadtwerke Frankfurt, Lufthansa & treasury shares. Holdings held by different subsidiaries were not pooled. Source: Public Filings, Bloomberg, January 2023.
Entwicklung der Fraport-Aktie im Vergleich zum Markt und den europäischen Wettbewerbern in 2022

in % (auf 100 indiziert)

Fraport AG  DAX  MDAX  Aéroports de Paris  AENA  Flughafen Zürich  Flughafen Wien
### Historic Figures

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Year-end closing price</td>
<td>€ 54.39</td>
<td>48.04</td>
<td>58.94</td>
<td>56.17</td>
<td>91.86</td>
<td>62.46</td>
<td>75.78</td>
<td>49.36</td>
<td>59.18</td>
<td>38.05</td>
</tr>
<tr>
<td>Highest price</td>
<td>€ 57.41</td>
<td>57.77</td>
<td>62.30</td>
<td>58.94</td>
<td>91.86</td>
<td>96.94</td>
<td>78.68</td>
<td>75.50</td>
<td>68.30</td>
<td>67.62</td>
</tr>
<tr>
<td>Lowest price</td>
<td>€ 42.33</td>
<td>47.19</td>
<td>48.04</td>
<td>45.25</td>
<td>55.26</td>
<td>61.56</td>
<td>61.44</td>
<td>30.01</td>
<td>43.12</td>
<td>36.20</td>
</tr>
<tr>
<td>Annual performance (incl. dividend)</td>
<td>% 26.6</td>
<td>-9.4</td>
<td>25.5</td>
<td>-2.4</td>
<td>66.2</td>
<td>-30.4</td>
<td>24.5</td>
<td>-34.9</td>
<td>+19.9</td>
<td>-35.7</td>
</tr>
<tr>
<td>Earnings per share (basic)</td>
<td>€ 2.40</td>
<td>2.54</td>
<td>3.00</td>
<td>4.07</td>
<td>3.57</td>
<td>5.13</td>
<td>4.55</td>
<td>-6.50</td>
<td>0.90</td>
<td>1.43</td>
</tr>
<tr>
<td>Dividend per share&lt;sup&gt;1&lt;/sup&gt;</td>
<td>€ 1.25</td>
<td>1.35</td>
<td>1.35</td>
<td>1.50</td>
<td>1.50</td>
<td>2.00</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td>Dividend yield on Dec. 31&lt;sup&gt;1&lt;/sup&gt;</td>
<td>% 2.3</td>
<td>2.8</td>
<td>2.3</td>
<td>2.7</td>
<td>1.6</td>
<td>3.2</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Payout ratio&lt;sup&gt;1&lt;/sup&gt;</td>
<td>% 52.2</td>
<td>53.1</td>
<td>45.1</td>
<td>36.9</td>
<td>42.0</td>
<td>39.0</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Price-earnings ratio</td>
<td>22.7</td>
<td>18.9</td>
<td>19.6</td>
<td>13.8</td>
<td>25.7</td>
<td>12.2</td>
<td>16.7</td>
<td>-7.6</td>
<td>65.8</td>
<td>26.6</td>
</tr>
<tr>
<td>Average trading volume per day (XETRA)</td>
<td>number 118,554</td>
<td>100,101</td>
<td>151,188</td>
<td>173,666</td>
<td>173,015</td>
<td>160,367</td>
<td>128,953</td>
<td>398,143</td>
<td>256,728</td>
<td>202,994</td>
</tr>
<tr>
<td>Market capitalization on Dec. 31</td>
<td>€ million 5,020</td>
<td>4,436</td>
<td>5,443</td>
<td>5,192</td>
<td>8,494</td>
<td>5,776</td>
<td>7,007</td>
<td>4,564</td>
<td>5,472</td>
<td>3,518</td>
</tr>
<tr>
<td>Total number of shares on Dec. 31</td>
<td>million 92.3</td>
<td>92.3</td>
<td>92.4</td>
<td>92.4</td>
<td>92.5</td>
<td>92.5</td>
<td>92.5</td>
<td>92.5</td>
<td>92.5</td>
<td>92.5</td>
</tr>
<tr>
<td>Number of floating shares on Dec. 31&lt;sup&gt;2&lt;/sup&gt;</td>
<td>million 92.2</td>
<td>92.2</td>
<td>92.3</td>
<td>92.3</td>
<td>92.3</td>
<td>92.4</td>
<td>92.4</td>
<td>92.4</td>
<td>92.4</td>
<td>92.4</td>
</tr>
</tbody>
</table>

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

2023 Financial Calendar

- Mar 14, 2023: FY
- May 4, 2023: 3M
- May 23, 2023: AGM
- Aug 8, 2023: 6M
- Nov 7, 2023: 9M

2023 Traffic Calendar

- Apr 17, 2023: 3M
- May 12, 2023: 4M
- Jun 14, 2023: 5M
- Jul 13, 2023: 6M
- Aug 11, 2023: 7M
- Sep 13, 2023: 8M
- Oct 13, 2023: 9M
- Nov 13, 2020: 10M
- Dec 13, 2020: 11M
- Jan 16, 2024: 12M
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