



# 1Q24 PRESENTATION

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# BUSINESS REVIEW

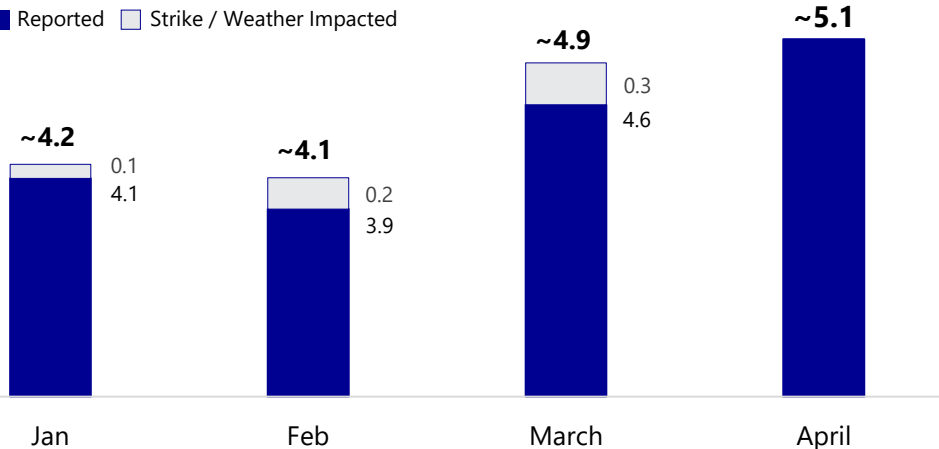
## FRANKFURT PASSENGER PERFORMANCE

### Reported / Underlying Recovery vs. 2019

~87%	~85%	~82%	~84%
~90%	~90%	~88%	

### Frankfurt 2024 Passengers in mil.

■ Reported    □ Strike / Weather Impacted



### Comments

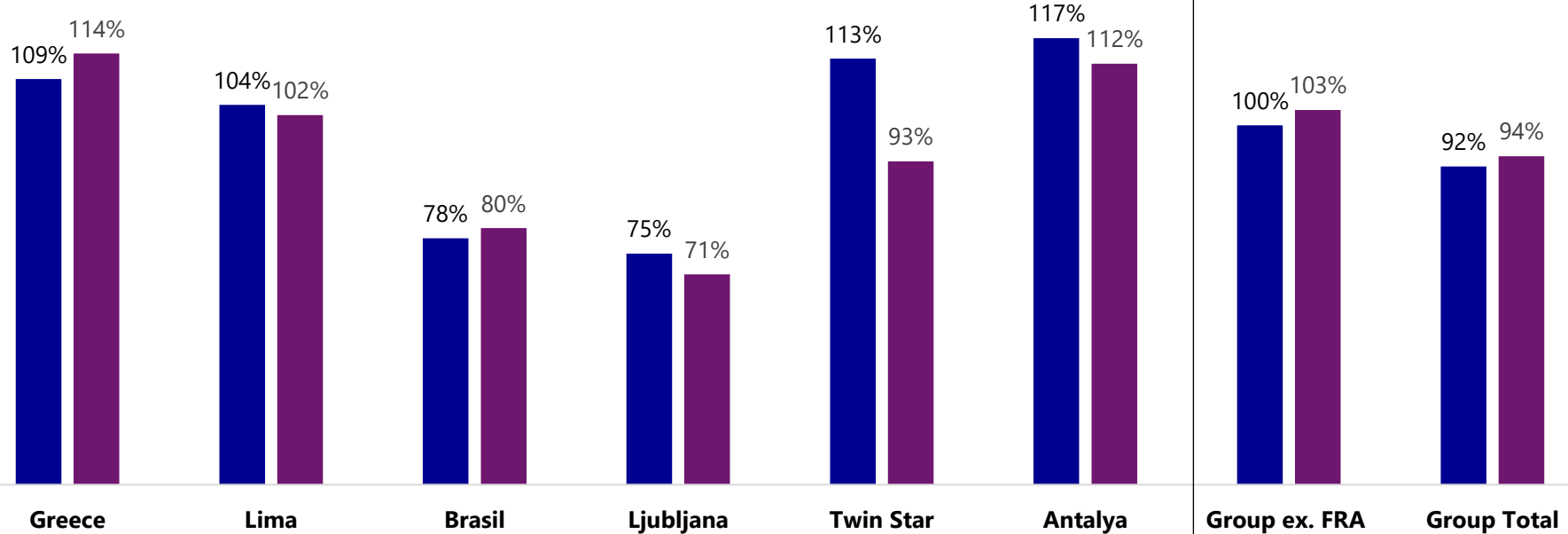
- YTD **Passengers at ~17.6mn**, which is **~1.4mn above PY**
- Recovery Rate at **~84.6% vs. 2019**
- **~600k impacted** by Strikes and Weather
- Underlying Recovery Rate at **~87.5%**
- Q1 Reported Passengers at **~12.5mn**
  - **~10% above PY**
  - **~85% Recovery vs. 2019**

# BUSINESS REVIEW

## SIGNIFICANT AIRPORTS ABOVE 2019

### Passenger Recovery vs. 2019

■ 1Q24 ■ Apr '24



# GROUP P+L

## STRONG OVERALL START INTO 24FY

Revenues

**EUR 890mn**

Ex. IFRIC 12: EUR 764mn, +17% vs. 1Q23

EBITDA

**EUR 213mn**

+34% vs. 1Q23

EBIT

**EUR 83mn**

+98% vs. 1Q23

Financial Result

**EUR -66mn**

+19mn vs. 1Q23

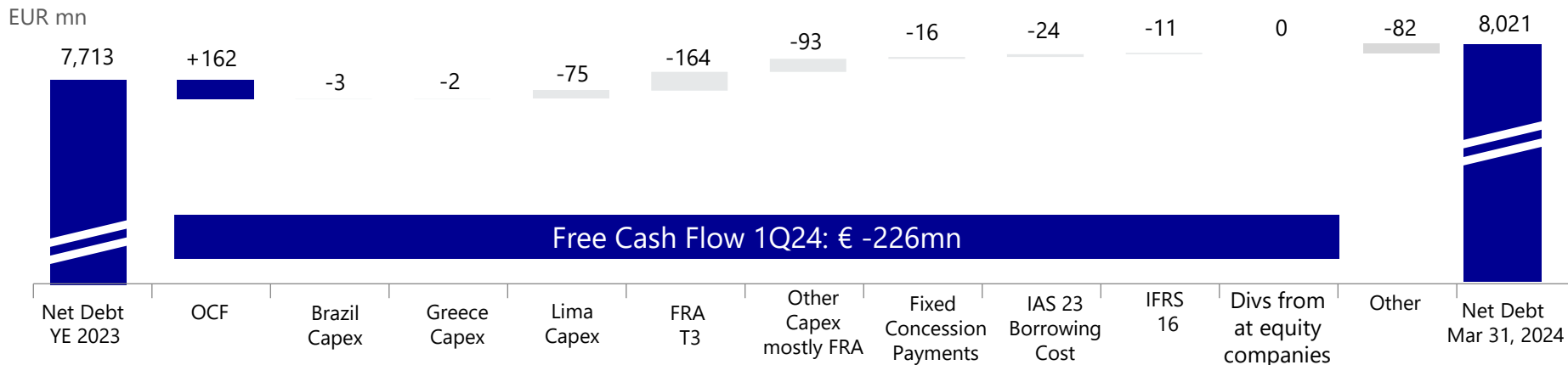
Group Result

**EUR 13mn**

+45mn vs. 1Q23

# CASH FLOW

## SOLID OCF, FCF EX. EXPANSION CAPEX BREAK EVEN IN OFF-SEASON



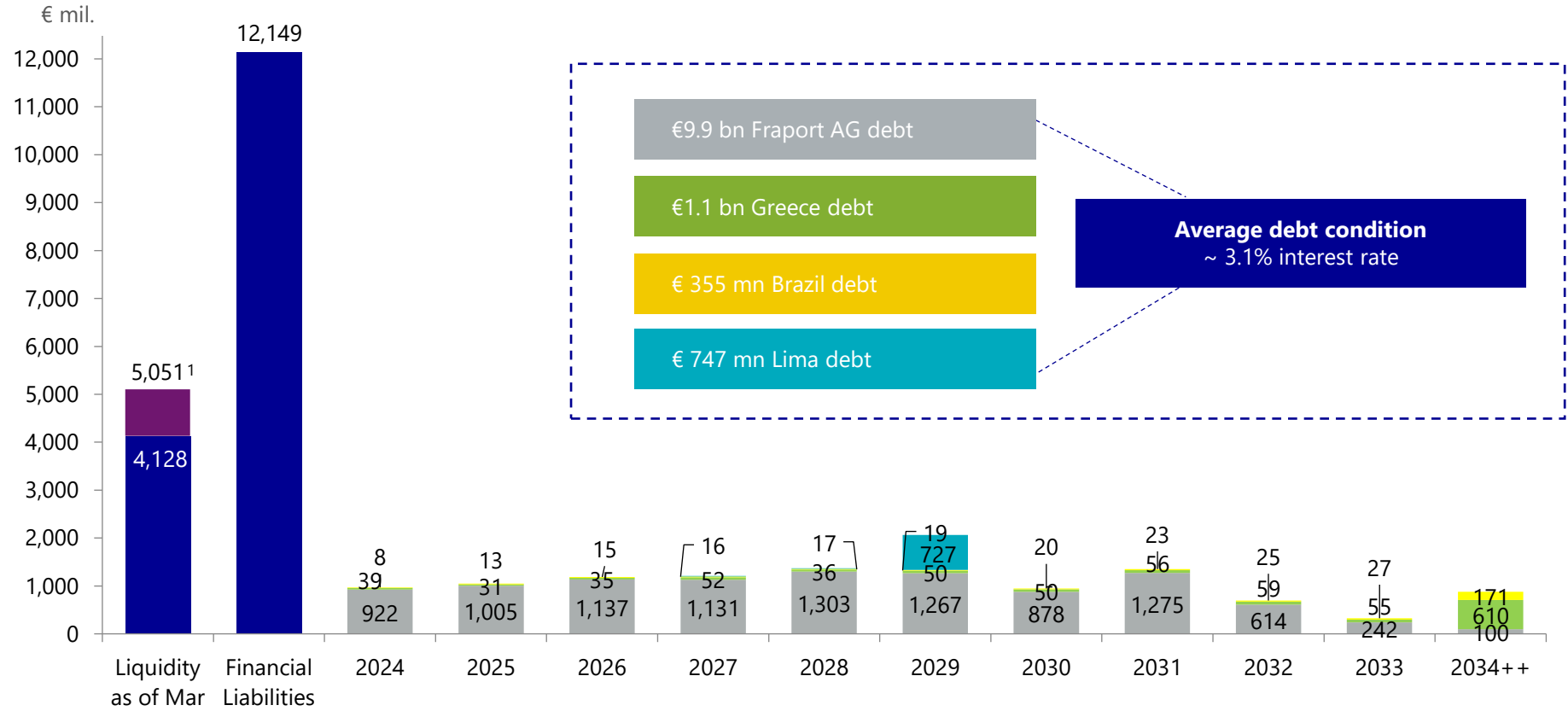
- Comments**
- › OCF clearly above PY and above 1Q19 level of EUR 129mn
  - › Brick-and-Mortar Capex<sup>2</sup> of EUR c.337mn well in line with Expectations
  - › Frankfurt and Lima Expansion Continue to Impact FCF
  - › Net Debt at EUR c.8bn in line with Expectations
  - › Net Debt / LTM EBITDA shows Improvement to 6.4x

1 = Capex in airport op. projects, other intangible assets, PPE, investment property, and at equity investments. No consideration of one-time payments for acquisitions / equity injections to acquire  
 2 = Adjusts Capex for Items "Fixed Concession Payments" and "IAS23 Borrowing Cost"  
 3 = OCF – IFRS 16 – Capex + Dividends from at equity investments

€ mil.	1Q24	1Q23	%
Operating cash flow	162	84	+92.8
Capex <sup>1</sup>	377	325	+16.2
Brick-and-Mortar Capex <sup>2</sup>	337	301	+11.9
Free Cash Flow <sup>3</sup>	-226	-241	-
Net Debt	8,021	7,332	+9.4
Net Debt / LTM EBITDA	6.4	6.6	-0.2x
Equity	4,644	4,100	+13.3
Gearing ratio	184	189	-5PP

# AVAILABLE FUNDS & REPAYMENT PROFILE

## WELL BALANCED REPAYMENT SCHEDULE & MODERATE COST OF DEBT



<sup>1</sup> Liquidity + Committed Credit Lines & Finance  
Mar. 31, 2024 break down: Frankfurt 3,348mn + 511mn CL; Greece: 308mn; Lima 84mn + 413mn CL; Brasil 51mn; Other: 338mn

# SEGMENT AVIATION

## CLEAR INCREASE IN RESULTS, DESPITE ABSENCE OF ONE-OFF ITEM

EUR mn	1Q24	1Q23
<b>Revenue</b>	<b>266</b>	<b>220</b>
Charges	195	161
Security	59	49
Other Income	12	30
Staff Cost	65	63
Other <sup>1</sup>	156	147
<b>EBITDA</b>	<b>57</b>	<b>40</b>
D&A	40	36
<b>EBIT</b>	<b>18</b>	<b>4</b>

- Supported by Price Increases, Aviation **Charges above PY and 1Q19**
- Higher Passenger Volume and Price Effects Increase **Security Opex and Revenues** (about neutral bottom-line Effect)
- **PY positively impacted** by Transitional Consolidation of Passenger Screening Subsidiary by EUR c.22mn (Other Income)
- Despite drop-out of 1Q23 one-off Item, **EBITDA clearly above PY**

### Outlook

FY24 to benefit from 9.5% Increase in Airport Charges and Continued Traffic Recovery  
EBITDA, EBIT, and Margin to Further Improve

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

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



# SEGMENT RETAIL & REAL ESTATE

## CONTINUED EARNINGS RECOVERY IN COMMERCIAL ACTIVITIES

EUR mn	1Q24	1Q23
<b>Revenue</b>	<b>119</b>	<b>108</b>
Retail	40	35
Real Estate	49	46
Parking	24	23
Other Income	4	7
Staff Cost	13	14
Other <sup>1</sup>	27	22
<b>EBITDA</b>	<b>83</b>	<b>79</b>
D&A	24	22
<b>EBIT</b>	<b>59</b>	<b>57</b>

- **Real Estate** Revenues **above PY and 1Q19**
- **Parking** Revenues **above PY** and **close to 1Q19** at c.85% Passenger Recovery
- **Spend per Pax at EUR 3.35** → see next slide
- Temporary **higher Cost for Maintenance** in Q1 Winter Season
- **EBITDA** still below 1Q19 but **c.5% above PY**

### Outlook

FY24 to benefit from improved Passenger Mix and Continued Traffic Recovery  
EBITDA expected to achieve or slightly exceed EUR c.400mn

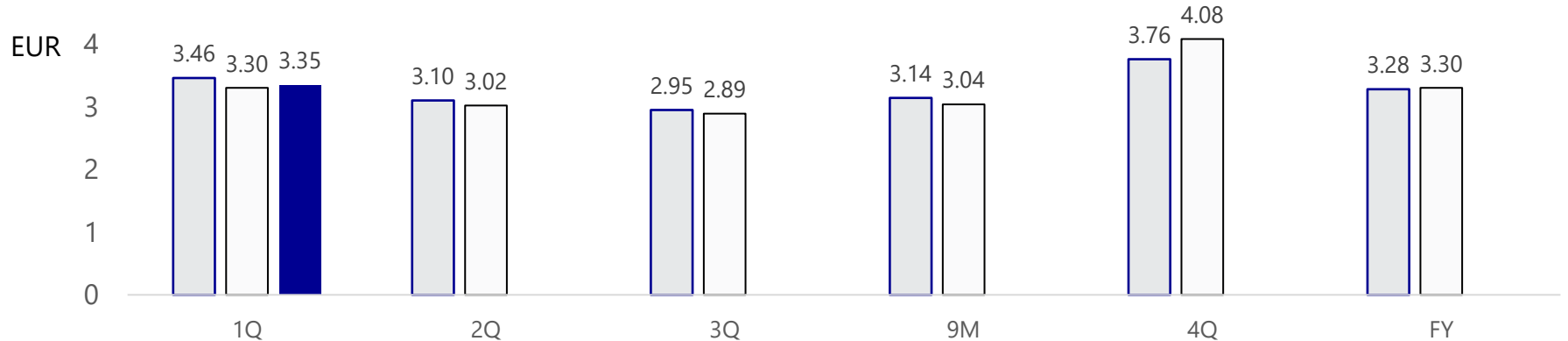
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# SEGMENT RETAIL & REAL ESTATE

## RETAIL REVENUES PER PASSENGER

Shopping & Services Revenues per PAX above 1Q23 and 1Q19,  
Moderate Start of Advertising Revenues on per PAX Basis

- 2019
- 2023
- 2024



	2019	2023	2024
<b>Shopping &amp; Services € p. Pax</b>	2.76	2.84	2.86
<b>Advertising € p. Pax</b>	0.70	0.46	0.49

# SEGMENT GROUND HANDLING

## SLIGHT IMPROVEMENT IN 1Q24 EBITDA

EUR mn	1Q24	1Q23
<b>Revenue</b>	<b>160</b>	<b>141</b>
Ground Hand.	80	71
Central Infra.	75	64
Other Income	3	2
Staff Cost	115	106
Other <sup>1</sup>	68	61
<b>EBITDA</b>	<b>-20</b>	<b>-24</b>
D&A	10	10
<b>EBIT</b>	<b>-30</b>	<b>-34</b>

- **Segment Revenues 14% above PY** and at about the Level of 1Q19 at c.85% PAX
- Higher Staff Cost from **9% Increase in Staff Number** vs. 1Q23 and **Collective Labor Agreement**
- Other Opex still impacted by high Cost for purchased Services and **External Staff**
- **EBITDA ahead of PY** but clearly below 1Q19

### Outlook

FY24 to benefit from 9.5% Increase in Central Infrastructure Charges and Continued Traffic Recovery  
EBITDA targeted to be „at about break even“

<sup>1</sup> Other defined as balance of non-staff cost and intersegment cost & revenue  
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# SEGMENT INTERNATIONAL ACTIVITIES & SERVICES

## UNDERLYING EBITDA IN LINE WITH PLANNED PERFORMANCE

EUR mn	1Q24	1Q23
<b>Revenue</b>	<b>346</b>	<b>297</b>
IFRIC 12	127	111
ex. IFRIC 12	219	185
Other Income	31	3
Staff Cost	86	80
Other ex. IFRIC12 <sup>1</sup>	71	46
<b>EBITDA</b>	<b>93</b>	<b>63</b>
D&A	56	49
<b>EBIT</b>	<b>37</b>	<b>14</b>

- **Revenues** clearly **above PY and 1Q19**
- Higher Revenues mainly from **Lima, Fraport Greece, and new US Concessions**
- **New US Concessions** increase Revenues by EUR 13mn and Opex by EUR 12mn
- **EBITDA positively impacted by EUR 28mn**  
One-off Items / COVID Compensations
- Underlying EBITDA **moderately up** in 1Q24

### Outlook

FY24 to benefit from Continued Traffic Growth and Price Effects at most Airports  
EBITDA and EBIT to be at about the Level of 2023 or slightly higher, including further Compensation Potentials

<sup>1</sup> Other defined as balance of non-staff cost and intersegment cost & revenue  
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# 2024 FY UNCHANGED OUTLOOK

**Frankfurt PAX**

**Between c.61mn and c.65mn Passengers**

**EBITDA**

**Between EUR c.1.26bn and c.1.36bn**

**Group Result**

**Between EUR c.435mn and c.530mn**

**Net Debt / EBITDA**

**Comparable to YE '23 Value of ~6.4**

**Dividend**

**No Dividend For 24FY Expected**

# THANK YOU FOR YOUR ATTENTION!

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# 03

# APPENDICES

# APPENDICES

## GROUP P+L

in € million	Q1 2024	Q1 2023
<b>Revenue</b>	<b>890.2</b>	<b>765.6</b>
Other internal work capitalized	15.2	14.2
Other operating income	34.4	28.4
<b>Total revenue</b>	<b>939.8</b>	<b>808.2</b>
Cost of materials	-396.5	-350.3
Personnel expenses	-278.8	-263.3
Other operating expenses	-51.9	-36.3
<b>EBITDA</b>	<b>212.6</b>	<b>158.3</b>
Depreciation and amortization	-129.7	-116.4
<b>EBIT/Operating result</b>	<b>82.9</b>	<b>41.9</b>
Interest income	35.0	12.9
Interest expenses	-90.5	-78.1
Result from companies accounted for using the equity method	-11.0	-18.0
Other financial result	0.6	-1.5
<b>Financial result</b>	<b>-65.9</b>	<b>-84.7</b>
<b>EBT/Result from ordinary operations</b>	<b>17.0</b>	<b>-42.8</b>
Taxes on income	-4.3	10.2
<b>Group result</b>	<b>12.7</b>	<b>-32.6</b>
thereof profit attributable to non-controlling interests	-3.6	-11.0
thereof profit attributable to shareholders of Fraport AG	16.3	-21.6
<b>Earnings per €10 share in €</b>		
basic	0.18	-0.23
diluted	0.18	-0.23



# APPENDICES

## GROUP CASH FLOW

in € million	Q1 2024	Q1 2023
<b>Result attributable to shareholders of Fraport AG</b>	<b>16.3</b>	<b>-21.6</b>
Result attributable to non-controlling interests	-3.6	-11.0
Adjustments for		
Taxes on income	4.3	-10.2
Depreciation and amortization	129.7	116.4
Interest result	55.5	65.2
Gains/losses from disposal of non-current assets	0.3	0.1
Others	-3.6	-22.6
Changes in the measurement of companies accounted for using the equity method	11.0	18.0
Changes in inventories	3.2	-1.9
Changes in receivables and financial assets	-0.3	10.9
Changes in liabilities	-30.3	23.5
Changes in provisions	-14.9	-47.7
<b>Operating activities</b>	<b>167.6</b>	<b>119.1</b>
<b>Financial activities</b>		
Interest paid	-18.8	-29.9
Interest received	27.4	6.4
Paid taxes on income	-14.6	-11.8
<b>Cash flow from operating activities</b>	<b>161.6</b>	<b>83.8</b>

in € million	Q1 2024	Q1 2023
<b>Cash flow from operating activities</b>	<b>161.6</b>	<b>83.8</b>
Investments in airport operating projects	-107.0	-122.6
Investments for other intangible assets	-1.1	-0.2
Capital expenditure for property, plant, and equipment	-268.9	-201.7
Sale of consolidated subsidiaries	0.0	-10.6
Dividends from companies accounted for using the equity method	0.0	12.9
Investments in companies accounted for using the equity method	-0.2	0.0
Proceeds from disposal of non-current assets	0.2	0.0
<b>Cash flow used in investing activities excluding investments in cash deposits and securities</b>	<b>-377.0</b>	<b>-322.2</b>
Financial investments in securities and promissory note loans	-224.2	-190.5
Proceeds from disposal of securities and promissory note loans	159.7	131.7
Changes in time deposits with a term of more than three months	-61.1	169.7
<b>Cash flow used in investing activities</b>	<b>-502.6</b>	<b>-211.3</b>
Capital increase "non-controlling interests"	5.7	6.8
Cash inflow from long-term financial liabilities	797.6	398.0
Repayment of non-current financial liabilities	-467.6	-32.7
Changes in current financial liabilities	-12.5	-332.0
<b>Cash flow from financing activities</b>	<b>323.2</b>	<b>40.1</b>
Changes in restricted cash and cash equivalents	85.8	34.5
<b>Change in cash and cash equivalents</b>	<b>68.0</b>	<b>-52.9</b>
Cash and cash equivalents as at January 1	670.4	826.2
Foreign currency translation effects on cash and cash equivalents	2.4	-3.9
<b>Cash and cash equivalents as at March 31</b>	<b>740.8</b>	<b>769.4</b>

# APPENDICES

## GROUP FINANCIAL POSITION

in € million	March 31, 2024	December 31, 2023
<b>Non-current assets</b>		
Goodwill	19.3	19.3
Investments in airport operating projects	4,280.0	4,146.8
Other intangible assets	94.7	97.0
Property, plant, and equipment	9,122.6	8,951.5
Investment property	69.3	69.5
Investments in companies accounted for using the equity method	510.9	518.0
Other financial assets	904.4	953.1
Other financial receivables and assets	119.8	100.2
Other non-financial receivables and assets	93.3	95.4
Deferred tax assets	99.1	102.3
	<b>15,313.4</b>	<b>15,053.1</b>
<b>Current assets</b>		
Inventories	24.9	28.0
Trade accounts receivable	269.0	271.5
Other current financial assets	965.9	849.2
Other current financial receivables and assets	134.3	112.2
Other current non-financial receivables and assets	126.1	123.8
Income tax receivables	37.9	42.5
Cash and cash equivalents	2,456.2	2,410.5
	<b>4,014.3</b>	<b>3,837.7</b>
<b>Non-current assets held for sale</b>	<b>0.0</b>	<b>0.1</b>
<b>Total</b>	<b>19,327.7</b>	<b>18,890.9</b>

Liabilities and equity	March 31, 2024	December 31, 2023
<b>Shareholders' equity</b>		
Issued capital	923.9	923.9
Capital reserve	598.5	598.5
Revenue reserves	2,839.9	2,796.3
Equity attributable to shareholders of Fraport AG	4,362.3	4,318.7
Non-controlling interests	281.8	273.6
	<b>4,644.1</b>	<b>4,592.3</b>
<b>Non-current liabilities</b>		
Financial liabilities	10,994.6	10,232.5
Trade accounts payable	76.9	78.6
Other financial liabilities	1,075.2	1,090.2
Other non-financial liabilities	61.2	62.9
Deferred tax liabilities	52.7	52.1
Provisions for pensions and similar obligations	35.0	35.8
Provisions for income taxes	47.3	47.3
Other provisions	113.7	118.9
	<b>12,456.6</b>	<b>11,718.3</b>
<b>Current liabilities</b>		
Financial liabilities	1,154.2	1,521.4
Trade accounts payable	427.2	430.8
Other current financial liabilities	184.4	150.9
Other current non-financial liabilities	224.2	220.8
Provisions for income taxes	66.9	73.3
Other provisions	170.1	183.1
	<b>2,227.0</b>	<b>2,580.3</b>
<b>Total</b>	<b>19,327.7</b>	<b>18,890.9</b>

# CASH FLOW 2024 FY OUTLOOK

Frankfurt



T3 Capex 2024:  
up to €~600mn  
Other Capex 2024:  
up to €350mn  
FCF:  
negative

Lima



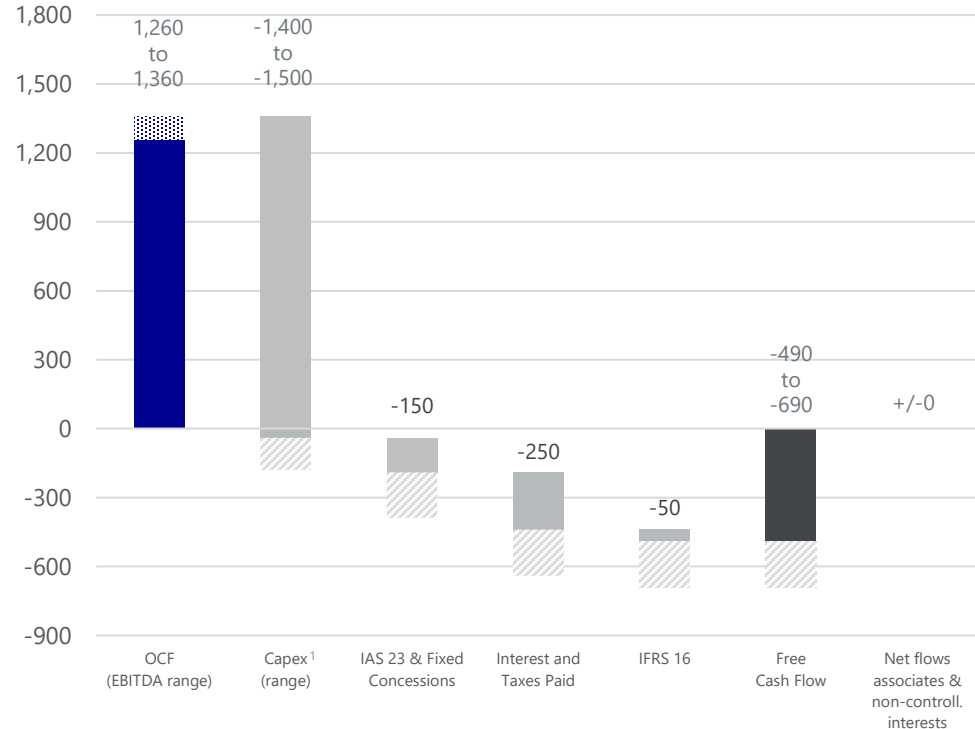
Capex 2024:  
up to €450mn  
FCF:  
negative

Other Intl. Airports



Capex 2024:  
less than  
€100mn  
FCF:  
positive

## 2024 FCF & NET DEBT OUTLOOK



**Net Debt YE 2024: EUR c.8.2bn – c.8.4bn<sup>2</sup>**

# APPENDICES

## MAJOR SPECIAL ITEMS 2023/24

### 1Q 2023

#### **Aviation**

EUR +22.0mn Other Income: Initial fair value recognition and gain on disposal of Security Business

### 2Q 2023

#### **Aviation**

EUR +4.1mn Other Income: In connection with the disposal of the Security Business

EUR +1.9mn Other Opex: In connection with the disposal of the Security Business (EUR +2.8 mn 9M effect)

### 3Q 2023

#### **International Activities / Fraport USA**

EUR +11.0 mn Other Income: Pittsburgh Compensation

### 4Q 2023

#### **Aviation**

EUR -15.1mn Other Income: In connection with the disposal of the Security Business

EUR -2.8mn Other Opex: In connection with the disposal of the Security Business

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

EUR +18.6 mn Other Income: Rebalance Economic Equilibrium

### 1Q 2024

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

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

# APPENDIX

## BRICK-AND-MORTAR CAPEX

### Historic Investment & 2024 Outlook

€mn	2018	2019	2020	2021	2022	2023	2024e
Terminal 3	155	369	536	603	542	593	~600
Lima	48	94	101	197	329	460	up to ~450
Greece	78	191	97	27	9	14	n.a.
Brasil	164	240	44	27	12	20	n.a.
Other	316	387	326	267	187	330	n.a.
t/o FRA	298	363	303	246	176	295	up to ~350
t/o RoW	18	24	23	21	11	35	n.a.

### Comments

- T3: **Reduction post 2024**
- Lima: **Reduction post 2024**
- Greece, Brasil, and RoW jointly to be **below 100mn in 2024**
- Frankfurt 2024 maintenance: **"up to" ~350mn**

# APPENDICES

## D&A & INTEREST EXPENSES

EUR mn	23FY	22FY	21FY	20FY	19FY
<b>Depreciation &amp; Amortization</b>	<b>501</b>	<b>465</b>	<b>443</b>	<b>458</b>	<b>475</b>
of which IFRS16 related <sup>1</sup>	37	41	38	45	45
of which IFRIC12 related <sup>2</sup>	134	116	106	94	84
of which other D&A	330	308	299	319	346
<b>Interest Expenses</b>	<b>318</b>	<b>314</b>	<b>269</b>	<b>193</b>	<b>197</b>
of which IFRS16 related <sup>1</sup>	7	9	9	11	12
of which IFRIC12 related <sup>2</sup>	69	86	75	55	55
of which other Interest Expenses	313	263	226	163	175
of which capitalized borrowing cost	-71	-44	-41	-36	-46

	1Q24	4Q23	3Q23	2Q23	1Q23	4Q22	3Q22	2Q22	1Q22
<b>Depreciation &amp; Amortization</b>	<b>130</b>	<b>143</b>	<b>123</b>	<b>119</b>	<b>116</b>	<b>115</b>	<b>124</b>	<b>114</b>	<b>112</b>
of which IFRS16 related <sup>1</sup>	9	9	9	9	10	11	11	10	10
of which IFRIC12 related <sup>2</sup>	36	37	34	33	29	30	30	29	27
of which other D&A	85	97	80	77	77	74	83	75	75
<b>Interest Expenses</b>	<b>90</b>	<b>85</b>	<b>73</b>	<b>81</b>	<b>78</b>	<b>63</b>	<b>67</b>	<b>108</b>	<b>75</b>
of which IFRS16 related <sup>1</sup>	2	2	2	2	2	2	2	2	2
of which IFRIC12 related <sup>2</sup>	20	16	13	18	21	15	18	31	23
of which other Interest Expenses	93	87	78	75	72	58	57	86	61
of which capitalized borrowing cost	-24	-20	-20	-14	-17	-12	-10	-11	-11

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

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

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

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

# APPENDICES

## AVIATION SEGMENT

	4Q24	3Q24	2Q24	1Q24	4Q23	3Q23	2Q23	1Q23	4Q22	3Q22	2Q22	1Q22	4Q19	3Q19	2Q19	1Q19
PAX mn				12.5	14.8	17.7	15.5	11.3	13.0	15.1	13.5	7.3	16.4	20.5	18.8	14.8
MOV				95k	110k	120k	112k	89k	97k	105k	106k	74k	121k	140k	136k	117k
MTOW mn				6.1	6.9	7.5	6.9	5.7	6.2	6.7	6.4	4.9	7.6	8.7	8.3	7.3

EUR mn	4Q24	3Q24	2Q24	1Q24	4Q23	3Q23	2Q23	1Q23	4Q22	3Q22	2Q22	1Q22	4Q19	3Q19	2Q19	1Q19
<b>Revenue</b>				<b>266</b>	<b>278</b>	<b>313</b>	<b>288</b>	<b>220</b>	<b>216</b>	<b>244</b>	<b>224</b>	<b>145</b>	<b>244</b>	<b>288</b>	<b>270</b>	<b>225</b>
Charges				195	206	236	212	161	165	185	168	101	193	234	215	175
Security				59	59	65	66	49	41	48	47	37	39	42	42	39
Other Income				12	-9	7	12	30	8	6	6	8	8	10	8	7
Staff Cost				65	60	59	62	63	74	86	84	82	92	94	98	90
Other <sup>1</sup>				156	148	140	153	147	108	85	77	85	112	101	96	104
<b>EBITDA</b>				<b>57</b>	<b>61</b>	<b>121</b>	<b>85</b>	<b>40</b>	<b>42</b>	<b>79</b>	<b>69</b>	<b>-14</b>	<b>48</b>	<b>103</b>	<b>84</b>	<b>38</b>

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

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

# APPENDICES

## RETAIL & REAL ESTATE SEGMENT

	4Q24	3Q24	2Q24	1Q24	4Q23	3Q23	2Q23	1Q23	4Q21	3Q21	2Q21	1Q21	4Q19	3Q19	2Q19	1Q19
PAX mn				12.5	14.8	17.7	15.5	11.3	9.0	9.3	4.0	2.5	16.4	20.5	18.8	14.8
MOV				95k	110k	120k	112k	89k	87k	85k	52k	38k	121k	140k	136k	117k
MTOW mn				6.1	6.9	7.5	6.9	5.7	5.5	5.2	3.8	3.1	7.6	8.7	8.3	7.3

EUR mn	4Q24	3Q24	2Q24	1Q24	4Q23	3Q23	2Q23	1Q23	4Q21	3Q21	2Q21	1Q21	4Q19	3Q19	2Q19	1Q19
<b>Revenue</b>				<b>119</b>	<b>133</b>	<b>130</b>	<b>127</b>	<b>108</b>	<b>87</b>	<b>93</b>	<b>76</b>	<b>63</b>	<b>136</b>	<b>131</b>	<b>125</b>	<b>116</b>
Real Estate				49	44	49	51	46	42	44	42	41	43	44	42	41
Retail				40	58	49	44	35	20	27	15	10	59	58	56	49
Parking				24	25	27	27	23	15	17	11	9	23	27	25	25
Other Income				4	3	3	4	7	-	5	15	4	2	6	3	15
Staff Cost				13	14	13	14	14	12	10	11	11	14	14	15	15
Other <sup>1</sup>				27	31	21	17	22	15	14	12	7	30	16	17	15
<b>EBITDA</b>				<b>83</b>	<b>91</b>	<b>99</b>	<b>100</b>	<b>79</b>	<b>60</b>	<b>74</b>	<b>68</b>	<b>49</b>	<b>94</b>	<b>107</b>	<b>96</b>	<b>101</b>

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

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



# APPENDICES

## GROUND HANDLING SEGMENT

	4Q24	3Q24	2Q24	1Q24	4Q23	3Q23	2Q23	1Q23	4Q22	3Q22	2Q22	1Q22	4Q19	3Q19	2Q19	1Q19
PAX mn				12.5	14.8	17.7	15.5	11.3	13.0	15.1	13.5	7.3	16.4	20.5	18.8	14.8
MOV				95k	110k	120k	112k	89k	97k	105k	106k	74k	121k	140k	136k	117k
MTOW mn				6.1	6.9	7.5	6.9	5.7	6.2	6.7	6.4	4.9	7.6	8.7	8.3	7.3

EUR mn	4Q24	3Q24	2Q24	1Q24	4Q23	3Q23	2Q23	1Q23	4Q22	3Q22	2Q22	1Q22	4Q19	3Q19	2Q19	1Q19
<b>Revenue</b>				<b>160</b>	<b>175</b>	<b>188</b>	<b>173</b>	<b>141</b>	<b>144</b>	<b>153</b>	<b>147</b>	<b>106</b>	<b>170</b>	<b>192</b>	<b>184</b>	<b>161</b>
G. Services				80	89	96	86	71	76	78	79	58	86	99	93	81
Central Infra				75	80	88	82	64	63	70	63	43	77	87	85	72
Other Income				3	2	3	2	2	2	2	3	2	2	3	2	2
Staff Cost				115	113	111	122	106	100	103	93	86	114	118	122	115
Other <sup>1</sup>				68	74	67	66	61	92	62	56	41	47	51	46	43
<b>EBITDA</b>				<b>-20</b>	<b>-10</b>	<b>13</b>	<b>-13</b>	<b>-24</b>	<b>-46</b>	<b>-10</b>	<b>1</b>	<b>-19</b>	<b>11</b>	<b>26</b>	<b>18</b>	<b>5</b>

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

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

# APPENDICES

## MAJOR INTERNATIONAL HOLDINGS

### Fully consolidated Group companies

€ million	Share in %	Revenue <sup>1)</sup>			EBITDA			EBIT			Result		
		Q124	Q123	Δ %	Q124	Q123	Δ %	Q124	Q123	Δ %	Q124	Q123	Δ %
Fraport USA	100	41.0	28.0	+46.4	13.4	14.5	- 7.6	4.9	5.7	- 14.0	2.8	3.4	- 17.6
Fraport Slovenija	100	9.7	8.6	+12.8	1.6	1.1	+45.5	- 0.9	- 1.5	-	- 0.7	- 1.2	-
Fortaleza + Porto Alegre <sup>2)</sup>	100	26.0	24.5	+6.1	12.6	13.5	- 6.7	3.9	5.1	- 23.5	- 2.6	- 3.4	-
Lima	80.01	206.6	181.9	+13.6	30.2	26.5	+14.0	19.3	22.6	- 14.6	6.1	10.9	- 44.0
Fraport Greece <sup>3)</sup>	65	39.9	32.2	+23.9	27.5	0.7	>100	11.7	- 15.0	-	- 7.8	- 33.0	-
Twin Star	60	4.1	4.9	- 16.3	- 2.0	- 0.7	-	- 4.4	- 3.1	-	- 5.4	- 4.3	-

### Group companies accounted for using the equity method

€ million	Share in %	Revenue <sup>1)</sup>			EBITDA			EBIT			Result		
		Q124	Q123	Δ %	Q124	Q123	Δ %	Q124	Q123	Δ %	Q124	Q123	Δ %
Antalya	51/50 <sup>4)</sup>	37.1	31.1	+19.3	18.7	14.2	+31.7	- 11.5	- 14.9	-	- 9.3	- 22.8	-
Antalya II	49/50 <sup>5)</sup>	-	-	-	-	-	-	-	-	-	- 5.2	- 8.5	-

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

1) Revenue adjusted by IFRIC 12: Lima Q1 2024: €86.0 million (Q1 2023: €74.3 million); Fraport Greece Q1 2024: €35.4 million (Q1 2023: €29.9 million); Fortaleza + Porto Alegre Q1 2024: €24.4 million (Q1 2023: €22.9 million)

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

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

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

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

# APPENDICES

## MAJOR AIRPORT HOLDINGS

Greece €mn			
Revenue		99	80
<b>Revenue w/o IFRIC 12</b>		<b>88</b>	<b>49</b>
- Airport Charges		56	34
- Retail		25	10
- Other		7	5
<b>Total Revenue</b>		<b>99</b>	<b>80</b>
Opex (ex. IFRIC 12)		58	31
<b>EBITDA</b>		<b>30</b>	<b>18</b>

4Q24	4Q23	4Q19
	99	80
	<b>88</b>	<b>49</b>
	56	34
	25	10
	7	5
	<b>99</b>	<b>80</b>
	58	31
	<b>30</b>	<b>18</b>

3Q24	3Q23	3Q19
	255	177
	<b>252</b>	<b>144</b>
	208	127
	31	7
	13	10
	<b>255</b>	<b>177</b>
	102	38
	<b>150</b>	<b>106</b>

2Q24	2Q23	2Q19
	159	128
	<b>138</b>	<b>81</b>
	112	69
	17	5
	9	7
	<b>159</b>	<b>128</b>
	47	34
	<b>91</b>	<b>47</b>

1Q24	1Q23	1Q19
40	32	78
<b>35</b>	<b>30</b>	<b>23</b>
25	21	15
4	3	4
6	6	4
<b>68</b>	<b>32</b>	<b>79</b>
35	29	23
<b>28</b>	<b>1</b>	<b>0</b>

Antalya €mn			
Revenue		99	80
<b>Revenue w/o IFRIC 12</b>		<b>95</b>	<b>80</b>
- Airport Charges		59	48
- Retail		32	29
- Other		4	3
<b>Total Revenue</b>		<b>99</b>	<b>80</b>
Opex (ex. IFRIC 12)		21	18
<b>EBITDA</b>		<b>74</b>	<b>62</b>

4Q24	4Q23	4Q19
	99	80
	<b>95</b>	<b>80</b>
	59	48
	32	29
	4	3
	<b>99</b>	<b>80</b>
	21	18
	<b>74</b>	<b>62</b>

3Q24	3Q23	3Q19
	216	183
	<b>216</b>	<b>183</b>
	140	125
	71	54
	5	4
	<b>216</b>	<b>184</b>
	32	21
	<b>184</b>	<b>163</b>

2Q24	2Q23	2Q19
	121	112
	<b>121</b>	<b>112</b>
	74	76
	42	33
	5	3
	<b>121</b>	<b>112</b>
	21	15
	<b>100</b>	<b>98</b>

1Q24	1Q23	1Q19
37	31	26
<b>37</b>	<b>31</b>	<b>24</b>
21	16	12
13	12	9
3	3	3
<b>38</b>	<b>33</b>	<b>26</b>
18	19	9
<b>19</b>	<b>14</b>	<b>15</b>

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

# APPENDICES

## MAJOR AIRPORT HOLDINGS

### Lima €mn

	4Q24	4Q23	4Q19
Revenue		195	112
<b>Revenue w/o IFRIC 12</b>		<b>90</b>	<b>92</b>
- Airport Charges		50	52
- Retail		17	17
- Other		23	23
<b>Total Revenue</b>		<b>195</b>	<b>112</b>
Opex (ex. IFRIC 12)		63	58
<b>EBITDA</b>		<b>27</b>	<b>34</b>

### 3Q24 3Q23 3Q19

	3Q24	3Q23	3Q19
Revenue		217	108
<b>Revenue w/o IFRIC 12</b>		<b>86</b>	<b>86</b>
- Airport Charges		50	46
- Retail		14	18
- Other		22	22
<b>Total Revenue</b>		<b>217</b>	<b>108</b>
Opex (ex. IFRIC 12)		56	54
<b>EBITDA</b>		<b>31</b>	<b>32</b>

### 2Q24 2Q23 2Q19

	2Q24	2Q23	2Q19
Revenue		198	127
<b>Revenue w/o IFRIC 12</b>		<b>76</b>	<b>87</b>
- Airport Charges		44	49
- Retail		11	17
- Other		21	21
<b>Total Revenue</b>		<b>198</b>	<b>127</b>
Opex (ex. IFRIC 12)		51	53
<b>EBITDA</b>		<b>25</b>	<b>34</b>

### 1Q24 1Q23 1Q19

	1Q24	1Q23	1Q19
Revenue		207	182
<b>Revenue w/o IFRIC 12</b>		<b>86</b>	<b>74</b>
- Airport Charges		49	43
- Retail		14	11
- Other		23	20
<b>Total Revenue</b>		<b>207</b>	<b>182</b>
Opex (ex. IFRIC 12)		56	47
<b>EBITDA</b>		<b>30</b>	<b>32</b>

### Lima USDmn

	4Q24	4Q23	4Q19
Revenue		210	124
<b>Revenue w/o IFRIC 12</b>		<b>97</b>	<b>102</b>
- Airport Charges		54	57
- Retail		18	19
- Other		25	26
<b>Total Revenue</b>		<b>210</b>	<b>124</b>
Opex (ex. IFRIC 12)		68	64
<b>EBITDA</b>		<b>29</b>	<b>38</b>

### 3Q24 3Q23 3Q19

	3Q24	3Q23	3Q19
Revenue		236	120
<b>Revenue w/o IFRIC 12</b>		<b>94</b>	<b>96</b>
- Airport Charges		54	51
- Retail		15	19
- Other		25	26
<b>Total Revenue</b>		<b>236</b>	<b>120</b>
Opex (ex. IFRIC 12)		61	61
<b>EBITDA</b>		<b>33</b>	<b>35</b>

### 2Q24 2Q23 2Q19

	2Q24	2Q23	2Q19
Revenue		216	143
<b>Revenue w/o IFRIC 12</b>		<b>83</b>	<b>98</b>
- Airport Charges		48	55
- Retail		12	19
- Other		23	24
<b>Total Revenue</b>		<b>216</b>	<b>143</b>
Opex (ex. IFRIC 12)		56	60
<b>EBITDA</b>		<b>27</b>	<b>38</b>

### 1Q24 1Q23 1Q19

	1Q24	1Q23	1Q19
Revenue		224	195
<b>Revenue w/o IFRIC 12</b>		<b>93</b>	<b>80</b>
- Airport Charges		53	46
- Retail		16	12
- Other		24	22
<b>Total Revenue</b>		<b>224</b>	<b>195</b>
Opex (ex. IFRIC 12)		60	51
<b>EBITDA</b>		<b>33</b>	<b>36</b>

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

# APPENDICES

## MAJOR AIRPORT HOLDINGS

### Brasil €mn

	4Q24	4Q23	4Q19
Revenue		33	55
<b>Revenue w/o IFRIC 12</b>		<b>26</b>	<b>26</b>
- Airport Charges		14	15
- Retail		5	4
- Other		7	7
<b>Total Revenue</b>		<b>52</b>	<b>56</b>
Opex (ex. IFRIC 12)		16	16
<b>EBITDA</b>		<b>29</b>	<b>10</b>

	3Q24	3Q23	3Q19
Revenue		27	65
<b>Revenue w/o IFRIC 12</b>		<b>25</b>	<b>24</b>
- Airport Charges		14	15
- Retail		4	4
- Other		7	5
<b>Total Revenue</b>		<b>28</b>	<b>66</b>
Opex (ex. IFRIC 12)		12	13
<b>EBITDA</b>		<b>13</b>	<b>11</b>

	2Q24	2Q23	2Q19
Revenue		23	77
<b>Revenue w/o IFRIC 12</b>		<b>22</b>	<b>21</b>
- Airport Charges		13	13
- Retail		4	3
- Other		5	5
<b>Total Revenue</b>		<b>24</b>	<b>78</b>
Opex (ex. IFRIC 12)		12	13
<b>EBITDA</b>		<b>11</b>	<b>9</b>

	1Q24	1Q23	1Q19
Revenue	26	25	86
<b>Revenue w/o IFRIC 12</b>	<b>24</b>	<b>23</b>	<b>23</b>
- Airport Charges	13	13	15
- Retail	5	4	4
- Other	6	6	4
<b>Total Revenue</b>	<b>26</b>	<b>25</b>	<b>87</b>
Opex (ex. IFRIC 12)	12	9	15
<b>EBITDA</b>	<b>13</b>	<b>14</b>	<b>9</b>

### Brasil BRLmn

	4Q24	4Q23	4Q19
Revenue		177	254
<b>Revenue w/o IFRIC 12</b>		<b>137</b>	<b>116</b>
- Airport Charges		76	69
- Retail		25	18
- Other		36	29
<b>Total Revenue</b>		<b>281</b>	<b>259</b>
Opex (ex. IFRIC 12)		83	74
<b>EBITDA</b>		<b>158</b>	<b>47</b>

	3Q24	3Q23	3Q19
Revenue		146	289
<b>Revenue w/o IFRIC 12</b>		<b>131</b>	<b>105</b>
- Airport Charges		76	68
- Retail		24	16
- Other		31	21
<b>Total Revenue</b>		<b>148</b>	<b>292</b>
Opex (ex. IFRIC 12)		66	58
<b>EBITDA</b>		<b>67</b>	<b>50</b>

	2Q24	2Q23	2Q19
Revenue		126	339
<b>Revenue w/o IFRIC 12</b>		<b>120</b>	<b>90</b>
- Airport Charges		68	57
- Retail		21	14
- Other		31	19
<b>Total Revenue</b>		<b>128</b>	<b>342</b>
Opex (ex. IFRIC 12)		66	55
<b>EBITDA</b>		<b>56</b>	<b>38</b>

	1Q24	1Q23	1Q19
Revenue	140	137	368
<b>Revenue w/o IFRIC 12</b>	<b>131</b>	<b>128</b>	<b>99</b>
- Airport Charges	72	70	64
- Retail	25	22	15
- Other	34	36	20
<b>Total Revenue</b>	<b>142</b>	<b>139</b>	<b>371</b>
Opex (ex. IFRIC 12)	65	55	62
<b>EBITDA</b>	<b>68</b>	<b>75</b>	<b>40</b>

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

# APPENDICES

## MAJOR AIRPORT HOLDINGS

### Twin Star €mn

	4Q24	4Q23	4Q19
Revenue		6	5
<b>Revenue w/o IFRIC 12</b>		<b>6</b>	<b>5</b>
- Airport Charges		3	2
- Retail		1	1
- Other		2	2
<b>Total Revenue</b>		<b>6</b>	<b>5</b>
Opex (ex. IFRIC 12)		8	6
<b>EBITDA</b>		<b>-2</b>	<b>-1</b>

4Q24	4Q23	4Q19
	6	5
	<b>6</b>	<b>5</b>
	3	2
	1	1
	2	2
	<b>6</b>	<b>5</b>
	8	6
	<b>-2</b>	<b>-1</b>

3Q24	3Q23	3Q19
	29	41
	<b>29</b>	<b>41</b>
	18	27
	5	5
	6	9
	<b>30</b>	<b>41</b>
	11	14
	<b>19</b>	<b>27</b>

2Q24	2Q23	2Q19
	11	15
	<b>11</b>	<b>15</b>
	6	9
	2	2
	3	4
	<b>11</b>	<b>15</b>
	6	6
	<b>5</b>	<b>9</b>

1Q24	1Q23	1Q19
4	5	3
<b>4</b>	<b>5</b>	<b>3</b>
2	3	2
1	1	0
1	1	1
<b>4</b>	<b>5</b>	<b>3</b>
6	6	4
<b>-2</b>	<b>-1</b>	<b>-1</b>

### Ljubljana €mn

	4Q24	4Q23	4Q19
Revenue		11	9
<b>Revenue w/o IFRIC 12</b>		<b>11</b>	<b>9</b>
- Airport Charges		5	4
- Retail		1	1
- Other		5	4
<b>Total Revenue</b>		<b>11</b>	<b>11</b>
Opex (ex. IFRIC 12)		9	9
<b>EBITDA</b>		<b>2</b>	<b>2</b>

4Q24	4Q23	4Q19
	11	9
	<b>11</b>	<b>9</b>
	5	4
	1	1
	5	4
	<b>11</b>	<b>11</b>
	9	9
	<b>2</b>	<b>2</b>

3Q24	3Q23	3Q19
	13	14
	<b>13</b>	<b>14</b>
	7	7
	1	1
	5	6
	<b>13</b>	<b>14</b>
	7	8
	<b>6</b>	<b>6</b>

2Q24	2Q23	2Q19
	11	13
	<b>11</b>	<b>13</b>
	5	6
	1	1
	5	6
	<b>12</b>	<b>13</b>
	8	8
	<b>4</b>	<b>5</b>

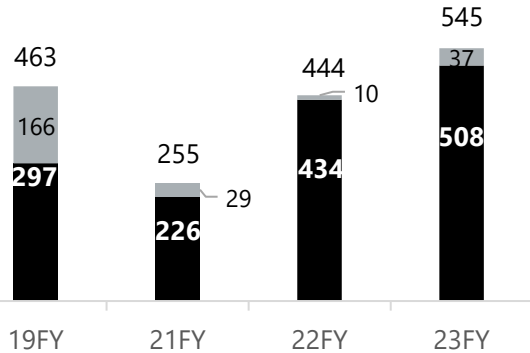
1Q24	1Q23	1Q19
10	9	10
<b>10</b>	<b>9</b>	<b>10</b>
4	3	4
1	0	1
5	6	5
<b>10</b>	<b>9</b>	<b>10</b>
8	8	6
<b>2</b>	<b>1</b>	<b>4</b>

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

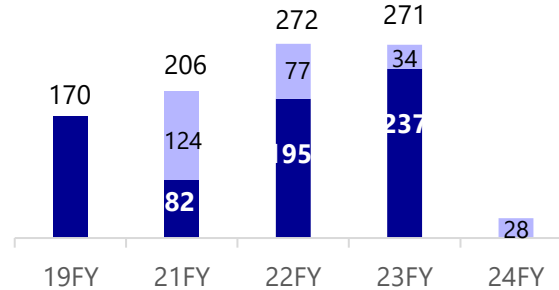
# APPENDICES

## GREECE FINANCIALS

**Revenue**  
EUR mn



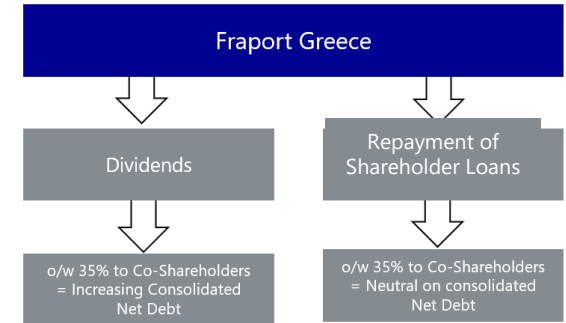
**EBITDA**  
EUR mn



**Underlying**  
IFRIC 12

**EBITDA ex. State Compensation Effects**  
State Compensation Effects (saving on fixed and variable concession payments or other)

**Greece**  
Cash Return Structure

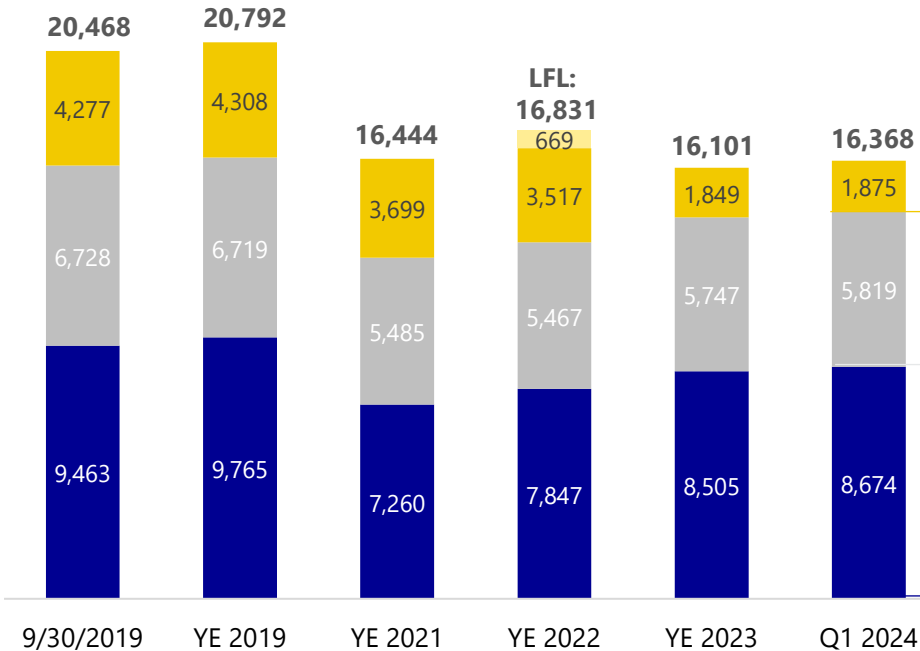


# APPENDICES

## FRANKFURT STAFFING

■ Ground Handling ■ Other FRA Positions ■ FraSec

Number of Employees (as per Reporting Date)



**Frankfurt Consolidated Staff Number  
as of Mar. 31, 2024: 16,368  
down by c.4.4k vs. YE'19**

- **Slight increase** in FraSec Security Business staff number
- Dip in 23FY due to shift in consolidation of passenger screening subsidiary, affecting c.2.4k employees

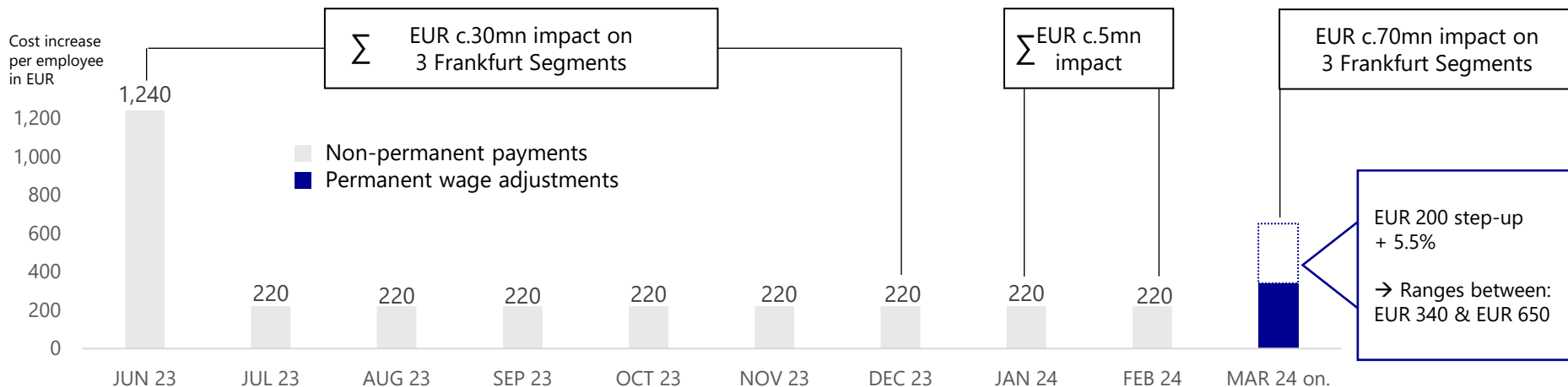
- Slight increase vs. YE 23 mainly in **Cleaning and Facility Mgmt. Subsidiaries**

- **c.1.4k Employees "net" recruited since start of 22FY**
- Employee Number about 92% of Peak Summer Level (3Q19)
- Including for Temporary Workers; **c.99% of Peak Summer Level employed**



# APPENDICES

## GERMAN PUBLIC SECTOR BARGAINING AGREEMENT



Main Building Blocks For 3 Frankfurt Segments Staff Costs	23FY	24FY
Security Adjustment	-110	
Non-Permanent Payments	c.30	-30mn drop out, +5mn new
Permanent Adjustments (23FY from annualizing 2022 Effects)	c.35	c.70
Other: Mainly Staff Volume Effects	c.30	Tbd

# APPENDICES

## DATES

### 2024 Financial Calendar

Mar 19, 2024



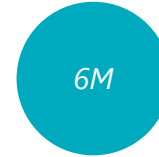
May 14, 2024



May 28, 2024



Aug 6, 2024



Nov 5, 2024



### 2024 Traffic Calendar

Apr 12, 2024



May 15, 2024



Jun 13, 2024



Jul 11, 2024



Aug 13, 2024



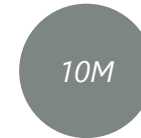
Sep 12, 2024



Oct 14, 2024



Nov 13, 2024



Dec 12, 2024



Jan 16, 2025





***Fraport***