

Abridged Environmental Statement 2007

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Foreword

With this abridged version, Fraport AG provides an update on the information contained in the Abridged Environmental Statement 2006 and shows the progress being achieved by its environmental key data, goals and measures.

Fraport AG is included in the most important sustainability indexes



FTSE4Good

Our company is committed to the objectives of sustained economic operations and efficient environment protection is a core element of our sustainability strategy. Our efforts in environment protection management are of worldwide significance as part of the sustainability assessments on the capital market. In the summer of 2006, Fraport AG was the only German company being included for the first time in the FTSE4Good-Index. Furthermore, its stock is listed in the Dow Jones Stoxx Sustainability Index (DJSI Stoxx) since September 2006. Being now listed in both indices also commits us to continue making the best efforts to protect our environment.

Concreteness of our environment protection policy by company-relevant principles.

In this year, two significant principles – climate protection and biodiversity – were added to the environment protection policy updated in 2005.

Fraport AG underscores its intention to limit emissions of climate-relevant gases to the absolute minimum possible. Examples are the continuous replacement of equipment and vehicles used for ground handling to operate state-of-the-art equipment/vehicles and the modernization of air conditioning plants in the terminal. A further significant measure to improve air quality is the implementation of emission-dependent airport charges effective 2008. This will be a further incentive for all airlines to use efficient aircraft with low emissions.

Fraport will intensely help to preserve the wide spectrum of species under the aspect of biodiversity. Further details are provided in:

<http://www.fraport.de/cms/umwelt/rubrik/2/2976.umweltmanagement@en.htm>

The next full-length edition of the Environmental Statement is due to be released in June, 2008. For the readers it will certainly contain interesting information.

Dr. Peter Marx, Vice President Environmental Management
Dr. Patrick Neumann-Opitz, Environmental Management System Coordinator

Environmental Indicators

Key figures [%]	2005	2006	Δ05/06	Remarks
Transportation figures				
Passengers (arriving + departing + transit)	52,230,323	52,821,778	+ 1.1 %	
Air cargo (arriving + departing + transit) [tons]	1,892,100	2,057,175	+ 8.7 %	
Airmail (arriving + departing + transit) [tons]	99,437	96,889	- 2.6 %	The number of night airmail operation flights of 992 in 2006 was reduced by 32 % in comparison to 2005.
Traffic units excluding through passengers in transit*	71,492,479	73,756,590	+ 3.2 %	
Aircraft movements incl. military flights (arriving + departing)	495,626	489,406	- 1.3 %	There have been no military flights in 2006.
Aircraft movements w/o military flights (arriving + departing)	490,147	489,406	- 0.2 %	
Night aircraft movements incl. military flights	53,463	50,448	- 5.6 %	Decline due to closure of the US Air Base on December 31, 2005.
Aircraft Noise				
The equivalent continuous sound level [Leq(4) in dB(A)] based on German Aircraft Noise Act according to DIN 45643				
Approach: Monitoring point 01 Offenbach-Lauterborn	62	62	± 0 dB(A)	The sound level based on the Aircraft Noise Act is illustrated in round off form.
Approach: Monitoring point 06 Raunheim	63	61	- 1 dB(A)*	Modifications at the measuring points for approach and departure routes of the parallel runway system are partially based on fluctuations of the operating direction distribution (east/west) from year to year due to varying weather conditions and wind directions.
Departure: Monitoring point 12 Bad Weilbach	59	59	± 0 dB(A)	
Departure: Monitoring point 51 Worfelden	60	59	- 1 dB A)	
Ground noise: Monitoring point 03 Zeppelinheim	53	51	- 2 dB(A)	
Ground noise: Monitoring point 08 Kelsterbach	55	55	± 0 dB(A)	
West operation share (of parallel runway system departure in west direction, approach from east) in %	68	71		*Modifications from one year to the following year which can not be explained mathematically are based on the round off of the annual continuous sound level.
East operation share (of parallel runway system departure in east direction, approach from west) in %	32	29		
Air				
Annual aircraft emissions measured up to an altitude of 300 m (idle, take-off, climb-out, approach incl. roll-out, engine ignition, auxiliary power units) [tons]				
NOx	2,865	2,587	- 9.7 %	The preliminary data for the year 2005 in the 2006 abridged version of the environmental statement were substituted based on current expert reports.
HC	607	635	+ 4.6 %	
PM10	12.6	11.2	- 11.1 %	
CO ₂	720,654	678,932	- 5.8 %	
Relative aircraft emissions measured up to an altitude of 300 m (idle, take-off, climb-out, approach incl. roll-out, engine ignition, auxiliary power units) [grams per traffic unit*]				
NOx	40.07	35.07	- 12.5 %	
HC	8.49	8.60	+ 1.3 %	
PM10	0.18	0.15	- 16.7 %	
CO ₂	10.080	9.205	- 8.7 %	

* A "traffic unit" is equivalent to one passenger with luggage (excluding transit passengers in direct transit, according to ADV and ACI) or 100 kg of cargo or mail. Transit passengers are those who do not leave the aircraft (1% of passengers). ADV = German Airports Association, ACI = Airports Council International.

Key figures	2005	2006	Δ05/06	Remarks
Transportation				
Share of passengers using public transportation [%]	36	33	- 3 % points	The specific shares shuttle service, bus and ICE high-speed trains in the characteristic number (amount) pertaining to the use of public transportation have declined by each 1 percentage point. The decrease of the number of passengers using ICE trains to come to FRA to board intercontinental flights is obviously due to the competition by other airline alliances and the decentralization of offered flights in German air travel. Intercontinental traffic in FRA fell by 0.9 % in 2006 compared to 2005.
Share of passengers using high-speed trains [%]	16	15	- 1 % point	
Share of employees using public transportation [%]	38,6	38,6 ¹⁾		¹⁾ No significant changes are expected during the year. Consequently, the count for 2005 was also used for 2006.
Energy				
Total energy consumption [million kWh]	1084.4	1072.8	- 1.1 %	All energy sources combined.
Relative total energy consumption [kWh/traffic unit*]	15.2	14.5	- 4.6 %	
Electricity [million kWh]	580	575	- 0.9 %	Data includes former US Air Base.
Heating [million kWh]	399	379	- 5.0 %	District heating plus self-generated thermo-heating from local heating, gas and heating oil sources.
Cooling [million kWh]	125	119	- 4.8 %	Cooling solely from external district cooling source.
Potable and non-potable water				
Potable water [million m³]	1.611	1.579	- 2.0 %	The increase in non-potable water consumption reduced, among other things, the absolute potable water consumption.
Relative potable water consumption [liter/traffic unit*]	22.5	21.4	- 4.9 %	
Non-potable water [million m³]	0.140	0.150	+ 7.1 %	
Share of non-potable water in total water consumption [%]	8.0	9.5	+ 1.5 %-points	
Waste water				
Sewage [million m³]	1,576	1,626	+ 3,17 %	Compared to increased number of passengers there is an proportional growth of the absolute consumption. The relative sewage remained static.
Relative sewage [liter/traffic unit *]	22.05	22.05	0 %	
Groundwater				
Nitrate content at measuring station 45 [mg/l]	122	96	- 21,31 %	Impact of extensive nitrate clean- up efforts led to healthy reduction in percentage of concentration.

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Key figures	2005	2006	Δ05/06	Remarks
Hazardous materials				
Hazardous materials delivered to Fraport and consumed (w/o fuel) [tons]	974	215	- 77.9 %	Count including propane gas consumption for operation of fire extinguishing training grounds. In 2006, no additional ground de-icing was required due to the mild weather. The share of 757 tons de-icing agents in 2005 is very high. Furthermore, the fire department training center (FTC) used less propane gas for the fire-extinguishing training courses.
Waste				
Recycling per year (w/o soil and construction debris) [tons]	18,867	19,936	+ 5.7 %	Increase due to non-recycle refuse (refer to disposal of listed fractions per year).
Disposal per year (w/o soil and construction debris) [tons]	2,570	3,568	+ 38.8 %	Amount fluctuations from year to year partially due to non-cyclical amounts. In 2006, there were considerable refuse amounts that could not be recycled. Increased disposal amount is based on the following: <ul style="list-style-type: none"> - almost double amount of runway-abrasion materials that had to be disposed of - higher amounts of demarcation sludge - high amounts of kerosene separation contents - higher amounts of oil-contaminated binding agents / oil filters - new type of refuse in the form of hygiene articles (checks in critical parts) - new type of refuse in the form of sewage sludge from the Rhein Main Air Base sewage plant (now our responsibility) which adds up to approx. 670 tons.
Recycling rate [%]	88	85	- 3 %-points	
Excavated soil/construction debris [tons]	2,459	2,042	- 17.0 %	Due to irregular construction activities, amounts posted may fluctuate considerably from year to year.

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Environmental Goals and Measures

Sphere of activity	Goal	Measure	Deadline	Goal achievement	Status of measures (May 2007)
Noise	Mitigate noise levels for residents by ensuring that a maximum of 52dB(A) is not regularly exceeded for people sleeping in bedrooms with closed windows.	Implement a static noise-abatement program for residents within the defined protection zone.	Applications by residents completed by deadline 26 APR 2006.	Goal achieved up to now by 83 % (completion of cost refunding agreements).	Up to now, over 5,400 requests filed. Agreements for cost refunding inked for approximately 4,500 petitions, accounting for more than 11,100 housing units (as one application may consist of several single housing units). 900 requests are in process. Reimbursements also awarded to 4 schools, 7 old age care centers and 15 kindergartens.
	Enhance the transparency of the aircraft noise issue.	Inspection of the newly-installed aircraft noise monitoring system by an independent expert.	Mid-2006	Still valid	The review will be done in the second half of 2007.
		Adjustment of reporting on aircraft noise according to the new aircraft noise protection laws.	End 2007	New goal in 2007	The adjustment in assessment according to energy-equivalent permanent noise level Leq(3) will be implemented.
		Improve web site with regard to aircraft noise.	Mid-2006	Still valid	The aircraft noise data from the sectors operating direction distribution, route frequency and aircraft noise measurement will be recorded and presented monthly. Timely and extensive information on current topics of interest such as runway shutdowns, aircraft flights to take measurements or new approach or departure routes will be placed in the Internet. The entire Internet feature concerning aircraft noise was reviewed and changed due to information gained from a user study. At the moment extensive systems to improve user-friendliness via dynamic interactive maps are being developed and tested. The reports on mobile aircraft noise measurements are also going to be put in the Internet. This building block is currently being prepared and should be installed by the end of 2007.
Air Pollution	Improve air quality at the airport and surrounding areas as measured on a per traffic unit* basis.	Replace the current stock of vehicles on the apron (mobile work machines) by purchasing up-to-date models that comply with Directive 2004/26/EG.	Ongoing	Still valid	Inventory of the mobile work machines is currently 894 units. In accordance with the Directive 2004/26/EG or, respectively, up-to-date exhaust standards, 104 mobile work machines were purchased in 2006. A further 180 mobile work machines will be replaced in 2007.
		Supply three aircraft positions with 400 hertz ground power.	By the 4th quarter 2006	Still valid	After remodeling work for the Airbus A 380, the aircraft positions B 26 and B 46 are supplied once again with stationary 400 Hz ground power. During the remodeling work these positions were supplied by mobile diesel-operated ground power units. Three positions in the cargo area will not start operations until August 2007 due to delays during the project.
		Develop and update departure management to reduce waiting times on the taxiways.	4th quarter 2006	Still valid	DMAN-FRA started operation successfully on April 24, 2007. The new procedures are applied by pilots, airlines, air traffic controllers and ground handlers. The departures are planned anticipatory and in time in the planning procedure. The determined and resulting target times are provided to the involved airlines, handling agents, air traffic controllers and apron controllers in the tower.
		Optimize ground handling processes to avoid empty runs by developing and implementing new software (Plandis).	By the end of 2007	Still valid	The software instrument "Plandis" was implemented in January 2007. A prototype of the first package "baggage transportation" was already delivered. Commissioning for "baggage" is to be in May 2008. Commissioning of five more packages is listed in the column deadlines.
		Utilize fuel cell-powered cars within framework of European Union's project "Zero Regio".	From the end of 2006, will take approx. 3 years	Still valid	Two vehicles in the project "Zero Regio" have started operations as planned.

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Sphere of activity	Goal	Measure	Deadline	Goal achievement	Status of measures (May 2007)
Transportation	Increase the share of passengers using public transportation to 37.5% (ongoing goal from 1999).	Support Lufthansa and German Railway in efforts to improve the chain of services in the transportation chain (flight check-in at railway stations, transportation of air passenger-luggage on ICE trains, integrated ticketing, establishment of a 45-minute minimum connection time between trains and flights).	End of 2005	Goal was achieved to 88 %. The objective is to reach 100%.	At the moment the public transportation share (long distance rail travel, short distance rail travel, bus) of passengers is at 33 %. The share of passengers using the high-speed long distance train (ICE) has dropped by one percentage point in comparison to 2005 and is now at 15 percentage points. The reason is the decentralization of intercontinental traffic in Germany. The decline of ICE traffic was during the first half of 2006. In the second half of the year 2006 traffic was again at the same level as in 2005 due to Lufthansa sales activities in the European traffic sector. In 2006, a total of approximately 7.11 million passengers were counted at both train stations. Approximately 4.26 million long distance travelers used the long distance railway station. At both train stations this is a plus of 4.44 % in comparison to the previous year. The improvement of the intermodal traffic was maintained during the past year with services being offered by 165 long distance trains per day. Together with the 41 long-distance trains in the underground station a total of 206 long-distance trains serve FRA each day. There are a total of 171 regional trains stopping at FRA every day. Consequently, a total of 377 trains serve Frankfurt Airport daily.
	Reduce the number of employees traveling to work with their own vehicles.	Creation and testing of a new traffic concept (Carpool Club) for employees at Frankfurt Airport.	From 2006 on	Still valid	Programming of the software for the access to "dynamic car pools" has been completed. Further implementation steps are planned at Frankfurt Airport. The system will probably start operations at the end of 2007.
Energy	Improve the efficiency of energy use*.	Begin planning process to optimize the technological control center in Terminal 1.	2005 to 2007	Still valid	As part of the project "remodeling the technological control center" a pilot project was conducted to show the potentials of measures to save energy. During the first project stage the planned implementation in the entire Terminal 1 is being checked and listed in a general catalogue of measures. Implementation will start after the final decisions have been made. The results of project stage 1 should be available by the end of the third quarter 2007.
		Remodel the technological control center in Terminal 1	Implementation from 2007 on	Still valid	As part of the remodeling measures the work measures for the air ventilation center 4 have already started.
Water	Further reduce the consumption of potable water in Terminal 1 by 15 % until 2008.	Expand the use of non-potable water in Terminal 1 within the framework of upgrading the restrooms.	End of 2007	Still valid	Of the approx. 300 WC units in Terminal 1 about 50 are to be supplied with non-potable water by December 2007. A separate pipe system for the non-potable water has already been installed. The planning is currently being done for 54 additional WC units. Furthermore, it is planned to use non-potable water for fire extinguishing water.

*The goal will be quantified during the project.

Operational Data

Employees of Fraport at Frankfurt Airport	17,528
Total count of employees (at airport)	70,000
No. of companies and government agencies (at airport)	>580
Airlines (scheduled flights – summer 2007)	129
Destinations (scheduled flights - summer 2007)	307

Validation

Hereby we declare that Fraport's environmental management system, comprising environmental policy, related goals and programs, as well as the audit scheme and the company's environmental statement, is in full compliance with the (EC) No. 761/2001 directive (this refers to the German publication).

All data contained in this environmental statement provide an appropriate and correct picture of the environmental activities carried out by the aforementioned entity at its property.

Frankfurt, June 25, 2007

The official German version of the Abridged Environmental Statement 2007 has been validated by:
Dr. Burkhard Kühnemann
Certified Environmental Expert D-V-0103

Expert Evaluation

The environmental consultancy agency of Dr. Kühnemann and Partner has been retained as independent experts.

Business address: Prinzenstraße 10 a, 30159 Hannover

Certification number: D-V-0133

Dateline

The next comprehensive environmental statement, scheduled for June 2008, will be subject to validation by an environmental expert before being released for publication.