Abridged Environmental Statement 2006

With this abridged version, Fraport AG provides an update on the information contained in the Environmental Statement 2005 and shows the progress being achieved by its environmental goals and measures. The next full-length edition of the Environmental Statement is due to be released in 2008.

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Fraport’s environmental strategy is trailblazing for the environmental management

**Dr. Peter Marx, Vice President Environmental Management (VAU)**

We are aware of our special responsibility for the environment as airport operators. Environmental protection is an established corporate principle and is part of our code of conduct. Consequently, the Executive Board passed a trailblazing environmental strategy on which environmental management at Fraport AG is systematically built. We generally try to avoid negative impact on the environment instead of dealing with the results of negative impact. Based on this philosophy we are certified according to ISO 14001 and also validated according to EMAS. ACI (Airports Council International) has confirmed our high standard of environmental protection. In June 2005, Fraport AG received the first ACI Europe Best Airport Award for its absolutely outstanding approach to environmental management. Fraport AG will further enhance its focus and commitment to the protection of our environment. For us, sustainability is one way we measure success. It is also a necessary part of airport development.

Fraport receives German Environment Reporting Award 2005

On March 23, 2006, Fraport AG received the German Environment Reporting Award from the C.P.A. Chamber in Berlin. Dieter Ulrich, President of the C.P.A. Chamber, honored Fraport AG for its Environment Statement 2005 as the best environment report in Germany. The Fraport report is a mirror of the effort to ensure transparency and willingness to enter into a dialogue in the eyes of the jury.

The C.P.A. Chamber is a corporation under public law under government supervision and thus the organization of all auditors, certified public accountants and auditing companies in Germany. The organization promotes the dialogue between companies and investors, shareholders and other interested groups with focus on uniform evaluation criteria, review and auditing of environment and sustainability reports.
Dr. Peter Marx, Vice President Environmental Management (VAU), at Fraport AG, accepted the award.

Picture (from left):
Dieter Ulrich, President of the C.P.A. Chamber
Dr. Peter Marx, Manager of Environment Management (VAU)
Kurt Stephan, Member of the Jury

The environment report of Fraport AG can be obtained by contacting: Fraport AG, UKM-IK, 60547 Frankfurt am Main, Germany, or in the Internet at www.fraport.com.
## Environmental Indicators

### Key figures

<table>
<thead>
<tr>
<th>Transportation figures</th>
<th>2004</th>
<th>2005</th>
<th>Δ04/05</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers (arriving + departing + transit)</td>
<td>51,106,647</td>
<td>52,230,323</td>
<td>+ 2.2 %</td>
<td></td>
</tr>
<tr>
<td>Air cargo (arriving + departing + transit) [tons]</td>
<td>1,750,996</td>
<td>1,892,100</td>
<td>+ 8.1 %</td>
<td></td>
</tr>
<tr>
<td>Airmail (arriving + departing + transit) [tons]</td>
<td>117,825</td>
<td>99,437</td>
<td>- 15.6 %</td>
<td>The night airmail aircraft movements were drastically reduced (4 movements per night in 2005).</td>
</tr>
<tr>
<td>Traffic units excluding through passengers in transit*</td>
<td>69,166,965</td>
<td>71,492,479</td>
<td>+ 3.4 %</td>
<td></td>
</tr>
<tr>
<td>Aircraft movements incl. military flights (arriving + departing)</td>
<td>487,810</td>
<td>495,626</td>
<td>+ 1.6 %</td>
<td></td>
</tr>
<tr>
<td>Aircraft movements w/o military flights (arriving + departing)</td>
<td>477,475</td>
<td>490,147</td>
<td>+ 2.7 %</td>
<td></td>
</tr>
<tr>
<td>Night aircraft movements incl. military flights</td>
<td>50,530</td>
<td>53,463</td>
<td>+ 5.8 %</td>
<td>Due to capacity bottlenecks more flights had to be transferred to night hours.</td>
</tr>
</tbody>
</table>

### Aircraft Noise

The equivalent continuous sound level \[\text{Leq}(4) \text{ in dB(A)}\] based on German Aircraft Noise Act according to DIN 45643.

| Approach: Monitoring point 01 Offenbach-Lauterborn | 61 | 62 | ± 0 dB(A)* | The sound level based on Aircraft Noise Act is illustrated in round of form. |
| Approach: Monitoring point 06 Raunheim | 61 | 63 | + 2 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 | 59 | 60 | ± 0 dB(A)* | |
| Ground noise: Monitoring point 03 Zeppelinheim | 51 | 53 | + 3 dB(A)* | Part of the increase is due to the calculation base of \[\text{Leq}(4)\] requiring that night flights between 22.00 and 06.00 hours must be weighted 5 times. Detailed information can be found in the semi-annual aircraft noise reports. |
| 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 % | 77 | 68 | |
| East operation share (of parallel runway system departure in east direction, approach from west) in % | 23 | 32 | *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. |

### 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 | 2,486 | 2,725 | + 9.6 % | Emission data for 2005 are preliminary. |
| HC | 653.6 | 686 | + 5.0 % | The emissions have increased due to an increased number of takeoffs and landings and change of aircraft mix. The airlines determine what aircraft will be used. |
| PM10 | 11.4 | 12.3 | + 7.9 % | |
| CO₂ | 672,023 | 725,493 | + 8.0 % | |
### Key figures

<table>
<thead>
<tr>
<th></th>
<th>2004</th>
<th>2005</th>
<th>Δ04/05</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Air</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>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*]</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NOx</td>
<td>35.84</td>
<td>38.12</td>
<td>+ 6.4 %</td>
<td>Specific emission data for 2005 are preliminary.</td>
</tr>
<tr>
<td>HC</td>
<td>9.45</td>
<td>9.60</td>
<td>+ 1.6  %</td>
<td>The emissions have increased due to change of aircraft mix. The airlines determine what aircraft will be used.</td>
</tr>
<tr>
<td>PM10</td>
<td>0.16</td>
<td>0.17</td>
<td>+ 6.3 %</td>
<td></td>
</tr>
<tr>
<td>CO₂</td>
<td>9,716</td>
<td>10,148</td>
<td>+ 4.5 %</td>
<td></td>
</tr>
<tr>
<td><strong>Transportation</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Share of passengers using public transportation [%] | 35   | 36   | +1 % point | Due to the good connection of the high-speed train routes, the share of ICE high-speed train traffic has stabilized at 16 %.
| Share of passengers using high-speed trains [%] | 16   | 16   | ± 0 % points | The share at 13 % for using the local rapid-transit railway (S-Bahn) and further long distance trains remains stable (direct connection of the high-speed train routes to airport – to an extent it is not necessary to switch trains at the Frankfurt central station to take local rapid-transit railway to and from the airport.) |
| Share of employees using public transportation [%] | 35.4 | 38.6 | + 3.2 % points | An increasing amount of airport employees take the high speed ICE train to and from Limburg/Montabaur as well as local rapid-transit railway and buses. |
| **Energy**           |      |      |        |         |
| Total energy consumption [million kWh] | 1088.1 | 1084.4 | - 0.3 % | All energy sources combined. Data w/o former US-Air Base. |
| Relative total energy consumption [kWh/traffic unit*] | 15.7 | 15.2 | - 3.2 % | Data w/o former US-Air Base. |
| Electricity [million kWh] | 579 | 580 | + 0.2 % | Data includes former US Air Base. |
| Heating [million kWh] | 415 | 399 | - 3.9 % | District heating plus self generated thermo heating from local heating, gas and heating oil sources. Data w/o former US-Air Base. |
| Cooling [million kWh] | 118 | 125 | + 5.9 % | Cooling solely from external district cooling source. Data w/o former US-Air Base. Increase in consumption was result of last year’s enduring summer heat. |
| **Potable and non-potable water** |      |      |        |         |
| Potable water [million m³] | 1.511 | 1.611 | + 6.6 % | Data w/o former US-Air Base. Part of increase in potable water consumption is due to more aircraft requiring potable water. However, main increase was due to construction measures and watering due to weather conditions. |
| Relative potable water consumption [liter/traffic unit*] | 21.8 | 22.5 | + 3.2 % | Data w/o former US-Air Base. The increase of consumption is mainly due to construction measures and watering due to weather conditions. |
| Non-potable water [million m³] | 0.131 | 0.140 | + 6.9 % | Data w/o former US-Air Base. |
| Share of non-potable water in total water consumption [%] | 7.9 | 8.0 | + 1.3 % | Data w/o former US-Air Base. |

* A “traffic unit” is equivalent to one passenger with luggage (excluding through 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

<table>
<thead>
<tr>
<th></th>
<th>2004</th>
<th>2005</th>
<th>Δ04/05</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Waste water</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sewage [million m³]</td>
<td>1.547</td>
<td>1.576</td>
<td>+ 1.87 %</td>
<td>Data includes former US Air Base.</td>
</tr>
<tr>
<td>Relative sewage [liter/traffic unit *]</td>
<td>22.4</td>
<td>22.05</td>
<td>- 1.56 %</td>
<td>Compared to increased number of passengers there is an under-proportional growth of the absolute consumption.</td>
</tr>
<tr>
<td><strong>Groundwater</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nitrate content at measuring station 45 [mg/l]</td>
<td>145</td>
<td>122</td>
<td>- 15.86 %</td>
<td>Impact of extensive nitrate clean-up efforts led to healthy reduction in percentage of concentration.</td>
</tr>
<tr>
<td><strong>Hazardous materials</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hazardous materials delivered to Fraport and consumed (w/o fuel) [tons]</td>
<td>754</td>
<td>974</td>
<td>+ 29 %</td>
<td>Count including propane gas consumption for operation of fire extinguishing training grounds. The propane gas consumption is up 24 tons in 2006 in comparison to 2004. This is due to more training sessions having been conducted for external fire departments at FRA location’s fire extinguishing training grounds (FTC). The strong increase is mainly due to increased procurement and consumption of de-icing agents for ground de-icing because there was more snow during the winter 2005 than 2004/2005.</td>
</tr>
<tr>
<td><strong>Waste</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recycling per year (w/o soil and construction debris) [tons]</td>
<td>19,426</td>
<td>18,867</td>
<td>- 2.9 %</td>
<td>The rate changes due to a higher disposal amount.</td>
</tr>
<tr>
<td>Disposal per year (w/o soil and construction debris) [tons]</td>
<td>2,157</td>
<td>2,570</td>
<td>+ 19.2 %</td>
<td>A higher amount of sludge from inlet shafts, oil and water separators specifically increase the share to be disposed in comparison to previous year.</td>
</tr>
<tr>
<td>Recycling rate [%]</td>
<td>90</td>
<td>88</td>
<td>- 2 % points</td>
<td>Due to irregular construction activities, amounts posted may fluctuate considerably from year to year.</td>
</tr>
<tr>
<td>Excavated soil/construction debris [tons]</td>
<td>2,848</td>
<td>2,459</td>
<td>- 13.7 %</td>
<td>Due to irregular construction activities, amounts posted may fluctuate considerably from year to year.</td>
</tr>
</tbody>
</table>

*A “traffic unit” is equivalent to one passenger with luggage (excluding through 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.*

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### Significant changes at FRA location

**Return of areas belonging to the former US-Air Base.**

Effective January 1, 2006, the area used by the US Air Force on the south side of the airport was returned to Fraport AG. Now the area shown in the environmental statement 2005 on page 40 and marked as “responsibility of the US-Air Base” is now part of Frankfurt Airport (FRA).

The former US-Air Base was in operation for 60 years. The US Air Force left behind approximately 120 objects – such as aircraft hangars, office buildings and technical facilities – on the area covering 134 hectares. Some of the buildings and parts of the apron will be utilized for civilian use. Most buildings, however, will be torn down to make room for the construction of a third terminal.

Necessary measures and examinations will be conducted with the responsible government agencies in the areas where one may expect ground contamination.

In addition to ground contamination aspects, we will check the buildings/facilities in regard to sewage treatment to protect groundwater. This includes waste water and storm water systems as well as the sewage plant which was taken over by Fraport AG. The departments in charge of maintenance and the commissioner of groundwater protection at Fraport AG will check these facilities and include the competent government agencies in any planning work.
<table>
<thead>
<tr>
<th>Sphere of activity</th>
<th>Goal</th>
<th>Measure</th>
<th>Deadline</th>
<th>Goal achievement</th>
<th>Status of measures (March 2006)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Noise</strong></td>
<td>Mitigate noise levels for residents by ensuring that a maximum of 52dBA is not regularly exceeded for people sleeping in bedrooms with closed windows.</td>
<td>Implement a static noise-abatement program for residents within the defined protection zone.</td>
<td>Residents can make requests up to 26 April, 2006.</td>
<td>Goal achieved (filing of application), objective still valid (processing of cost reimbursement agreements)</td>
<td>Up to now, over 4,275 requests filed. Agreements for cost refunding inked for approximately 1,600 petitions, accounting for more than 7,791 housing units (as one application may consist of several single housing units). € 27.7 million were spent for this. Reimbursements also awarded to 1 school, 5 aged care centers and 8 kindergartens (status April 2006).</td>
</tr>
<tr>
<td></td>
<td>Enhance the transparency of the aircraft noise issue.</td>
<td>Inspection of the newly-installed aircraft noise monitoring system by an independent expert.</td>
<td>Mid-2006</td>
<td>Still valid</td>
<td>The review will be done in 2006 as planned.</td>
</tr>
<tr>
<td></td>
<td>Improve the transparency of the aircraft noise issue.</td>
<td>Improve web site with regard to aircraft noise.</td>
<td>Mid-2006</td>
<td>Still valid</td>
<td>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. The reports on mobile aircraft noise measurements will be put in the Internet in the future. This new information module is being prepared at the moment and should be available by mid-2006.</td>
</tr>
<tr>
<td><strong>Air Pollution</strong></td>
<td>Improve air quality at the airport and surrounding areas as measured on a per traffic unit* basis.</td>
<td>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.</td>
<td>Ongoing</td>
<td>Still valid</td>
<td>Inventory of the mobile work machines is currently 965 units. In 2005, actually 97 mobile work machines were purchased that comply with Directive 2004/26/EG or up-to-date exhaust standards. The replacement of 96 mobile work machines in 2006 has already started. The planning phase has already started for further 96 mobile work machines. The replacement will be above 10% already in 2006 and possibly even up to 20% after the planning procedure has ended.</td>
</tr>
<tr>
<td></td>
<td>Supply three aircraft positions with 400 hertz ground power.</td>
<td></td>
<td>By the 4th quarter 2006</td>
<td>Still valid</td>
<td>The remodeling of the positions is being done currently. The measure is being implemented as planned.</td>
</tr>
<tr>
<td></td>
<td>Develop and update departure management to reduce waiting times on the taxiways.</td>
<td></td>
<td>4th quarter 2006</td>
<td>Still valid</td>
<td>The procedures and requirements have been determined. At the moment the technical implementation is being done in the specific systems. Training of the users has started. Communication measures have started to explain the procedures.</td>
</tr>
<tr>
<td></td>
<td>Optimize ground handling processes to avoid empty runs by developing and implementing new software (Plandis).</td>
<td></td>
<td>by the end of 2007</td>
<td>Still valid</td>
<td>The realization phase of the software tool “Plandis” will be during the second half of 2006.</td>
</tr>
<tr>
<td></td>
<td>Utilize fuel cell-powered cars within framework of European Union’s project “Zero Regio”.</td>
<td></td>
<td>From the end of 2006, will take approx. 3 years</td>
<td>Still valid</td>
<td>The project is running according to plan. The fuelling station (hydrogen) and vehicles will be available in November 2006. At the moment coordination is being done with DaimlerChrysler about task range of the vehicles.</td>
</tr>
</tbody>
</table>

* A “traffic unit” is equivalent to one passenger with luggage (excluding through 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.
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<th>Goal achievement</th>
<th>Status of measures (March 2006)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>Increase the share of passengers using public transportation to 37.5% (ongoing goal from 1999).</td>
<td>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).</td>
<td>End of 2005</td>
<td>Goal was achieved to 96%. The objective is to reach 100%.</td>
<td>At the moment the public transportation share (long distance rail travel, short distance rail travel, bus) of passengers is at 36%. The share of passengers using the high-speed long distance train (ICE) is stable at 16% points. In 2005, a total of approximately 6.8 million passengers were counted at both train stations. Approximately 4.3 million long distance travelers used the long distance railway station – a plus of almost 2% in comparison to the previous year. More than 1.6 million passengers traveled with &quot;Rail&amp;Fly&quot; arrangements or with code-sharing tickets from airlines or tour organizers. The number of long distance trains will increase by 7.9% to 164 trains daily in 2006. This will enhance the intermodal traffic concept. Together with the 41 long distance trains in the lower railway station there will now be a total of 205 long distance trains stopping at the railway stations at Frankfurt Airport every day. A total of 171 local rapid-transit railway trains stop every day, too. Thus the total count of trains at Frankfurt Airport’s railway stations is 376 every day.</td>
</tr>
<tr>
<td></td>
<td>Reduce the number of employees traveling to work with their own vehicles.</td>
<td>Creation and testing of a new traffic concept (Carpool Club) for employees at Frankfurt Airport.</td>
<td>From 2006</td>
<td>Still valid</td>
<td>Programming of the software for the access to &quot;dynamic car pools&quot; has been completed.</td>
</tr>
<tr>
<td></td>
<td>Improve the efficiency of energy use*.</td>
<td>Begin planning process to optimize the technological control center in Terminal 1.</td>
<td>2005 to 2007</td>
<td>Still valid</td>
<td>As part of the project “remodeling the technological control centers” a pilot project was conducted to find the potentials of measures to save energy. During the first project phase the implementation plan for the entire Terminal 1 is being reviewed and included in a total measure catalogue which will be implemented after Fraport makes the final decision.</td>
</tr>
<tr>
<td></td>
<td>Further reduce the consumption of potable water.*</td>
<td>Expand the use of non-potable water in Terminal 1 within the framework of upgrading the restrooms.</td>
<td>End of 2007</td>
<td>Still valid</td>
<td>Terminal 1 has over 300 toilets which are being upgraded step by step as part of the general remodeling plan. In additional to pipes for potable water, separate pipes for non-potable water are being installed as riser pipes and in the pipe shaft basement. Up to 2004, approximately 25 toilets in Terminal 1 could be operated with non-potable water. In 2005, a further 5 toilets started operating with non-potable water. In 2006, six new toilets are being constructed to operate with non-potable water.</td>
</tr>
</tbody>
</table>

*The goal will be quantified during the project.

Operational Data

<table>
<thead>
<tr>
<th>Employees of Fraport AG*</th>
<th>12,170*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total count of employees (at airport)</td>
<td>&gt;68,000</td>
</tr>
<tr>
<td>No. of companies and government agencies (at airport)</td>
<td>&gt;500</td>
</tr>
<tr>
<td>Airlines (scheduled flights - summer 2006)</td>
<td>129</td>
</tr>
<tr>
<td>Destinations (scheduled flights - summer 2006)</td>
<td>304</td>
</tr>
</tbody>
</table>

*excluding trainees
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 12, 2006

The official German version of the Abridged Environmental Statement 2006 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 Abridged Environmental Statement is due to be released in June 2007. The next comprehensive environmental statement, scheduled for June 2008, will be subject to validation by an environmental expert before being released for publication.