

Visual Fact Book

Full Year 2008



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Disclaimer

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This Visual Fact Book contains forward-looking statements that are based on current estimates and assumptions made by the management of Fraport to the best of its knowledge. Such forward-looking statements are subject to risks and uncertainties, the non-occurrence or occurrence of which could cause the actual results – including the financial condition and profitability of Fraport – to differ materially from or be more negative than those expressed or implied by such forward-looking statements. This also applies to the forward-looking estimates and forecasts derived from third-party studies. Consequently, neither the Company nor its management can give any assurance regarding the future accuracy of the opinions set forth in this document or the actual occurrence of the predicted developments.

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***Fraport at a Glance/
FRA at a Glance***

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Fraport at a Glance/FRA at a Glance History of Fraport AG

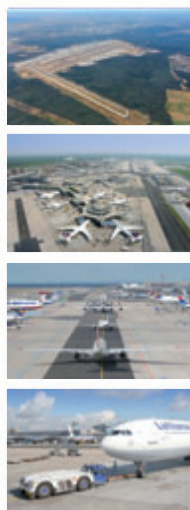
1924	Opening of the airfield at the Rebstock site, Frankfurt, operated by the Südwestdeutsche Luftverkehrs AG	
1936	Start-up of flight operations at the site of today's FRA – beginning of airship traffic	
1939–1945	World War II: Construction of first runway	
1945	End of World War II: 77% of the airport destroyed, US troops took over control	
1949	Second runway (south) constructed in less than a year during the Berlin airlift	
1954–1955	Foundation of Flughafen Frankfurt/Main AG – resumption of civil aviation services	
1972	Inauguration of Terminal 1	
1984	Third runway (west) goes into service	
1994	Inauguration of Terminal 2	
2001	Initial Public Offering; new company name "Fraport AG"	
1997–2008	Focus on international activities: Acquisition of Frankfurt-Hahn, Antalya, Lima, Varna & Burgas, Xi'an; Management contracts with Riyadh & Jeddah, Cairo, Dakar	
2008–2009	Portfolio optimization: Sale of ICTS Europe and Frankfurt-Hahn	

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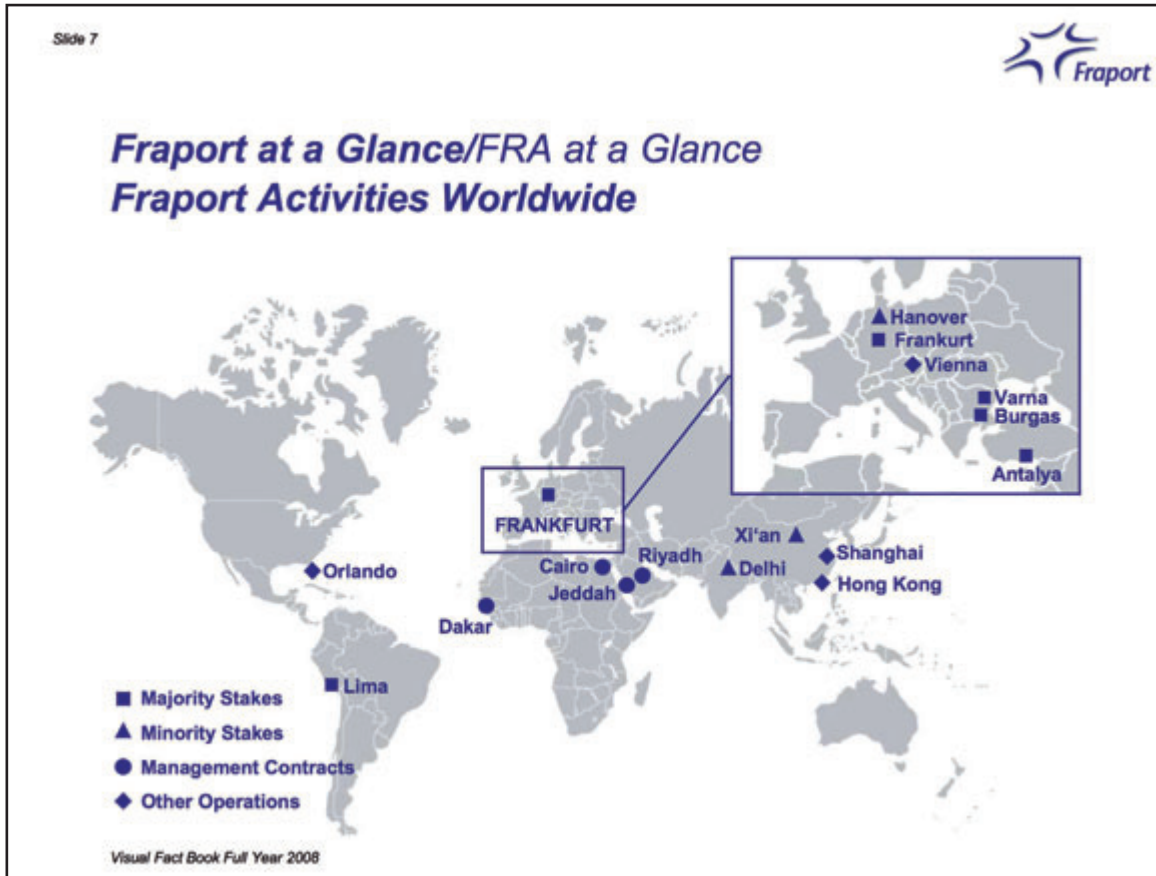
Fraport at a Glance/FRA at a Glance Features of Fraport Group




- Fraport AG – Frankfurt Airport Services Worldwide – based in Frankfurt/Main, Germany
- Founded in 1924
- Owns and operates Frankfurt Airport, Germany's biggest hub airport as well as other airports around the world
- IPO in June 2001
- 133.3 million passengers at all Fraport airports in 2008
 - 78.1 million passengers at majority holdings
 - 55.2 million passengers at minority holdings and airports under management contract
- The Fraport Group employs 20,196* people, thereof 16,910* at Frankfurt Airport.
- Fraport generated revenues of € 2.1 bn. in 2008

*) As of December 31, 2008 (employees on temporary leave and trainees not included)


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Fraport at a Glance/FRA at a Glance Portfolio¹

	Revenue	€ 2,101.6 mil.	Net Income	€ 180.2 mil.
	EBITDA	€ 600.7 mil.	EPS	€ 1.89
	EBIT	€ 360.7 mil.	Employees ²	20,196

Aviation	Retail & Properties	Ground Handling	External Activities
<ul style="list-style-type: none"> Runway and terminal operations Expansion Security 	<ul style="list-style-type: none"> Retail management Property management Car parking Other services (IT, facility management) 	<ul style="list-style-type: none"> Ramp services Passenger services Baggage handling Cargo services 	<ul style="list-style-type: none"> Investments in other airports Management contracts with airports Airport-related businesses
Revenue € 698.4 mil. EBITDA € 124.9 mil. EBIT € 58.0 mil. Employees ² 6,639	Revenue € 433.5 mil. EBITDA € 367.9 mil. EBIT € 285.9 mil. Employees ² 2,749	Revenue € 642.7 mil. EBITDA € 52.0 mil. EBIT € 19.0 mil. Employees ² 8,333	Revenue € 327.0 mil. EBITDA € 55.9 mil. EBIT € -2.2 mil. Employees ² 2,475

¹) Figures after special/one off effects/consolidation effects
²) As of December 31, 2008 (employees on temporary leave and trainees not included)

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Fraport at a Glance/FRA at a Glance Financial Performance¹

€ mil.



EPS €2.16 €1.28 €-1.34 €1.28 €1.51 €1.78 €2.51 €2.28 €1.89

■ Revenue ◆ EBITDA ● Net Profit before minorities

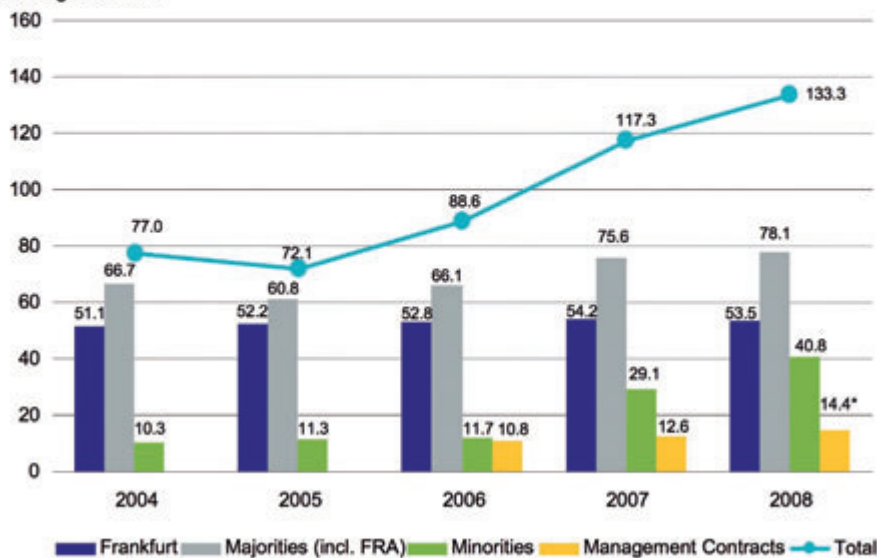
1) Figures after special/one off effects/consolidation effects
 2) Special effect: exceptional write-down for Manila reduced EBITDA by € 241.7 mil. and net profit by € 227.5 mil.
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Fraport at a Glance/FRA at a Glance Traffic Figures of the Fraport Group

Passengers in mil.



* Riyadh and Jeddah not included
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Fraport at a Glance/FRA at a Glance Group Traffic Figures FY 2008

in '000	Fraport Share	Passengers	Change in %	Cargo	Change in %	Movements	Change in %
Frankfurt	100.00%	53,467	-1.3	2,111	-2.7	486	-1.4
Antalya ¹	51.00%	9,071	8.5	n. a.	n. a.	67	15.3
Lima	70.01%	8,289	10.4	239	6.1	99	6.3
Frankfurt-Hahn	65.00%	3,939	-1.9	124	10.9	41	-1.0
Burgas	60.00%	1,937	-0.6	1	-28.6	17	5.2
Varna	60.00%	1,450	-2.9	n. a.	n. a.	15	1.1
Delhi	10.00%	23,247	-0.4	437	1.1	238	5.4
Xi'an	24.50%	11,922	4.8	118	5.3	121	2.7
Hanover	30.00%	5,638	-0.1	17	6.7	87	-1.8
Cairo ²⁾		14,360	14.2	279	1.2	137	12.7
Group total		133,320	2.2	3,326	-0.5	1,307	3.0

1) Terminal 1 + Domestic-Terminal Basis 2007 adjusted

2) Management contract

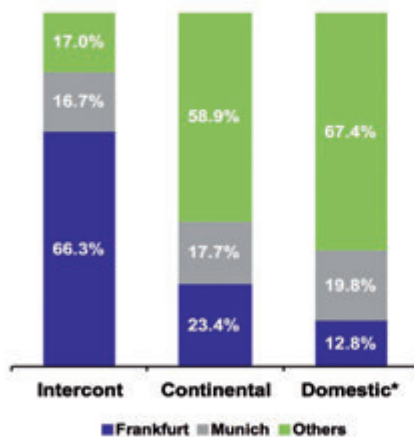
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Fraport at a Glance/FRA at a Glance Intercontinental Traffic is Concentrated in Frankfurt

Passenger Share of German Airports 2008



* Domestic traffic is diverted on high speed trains; figures are rounded; source: Statistisches Bundesamt (Federal Statistical Office)

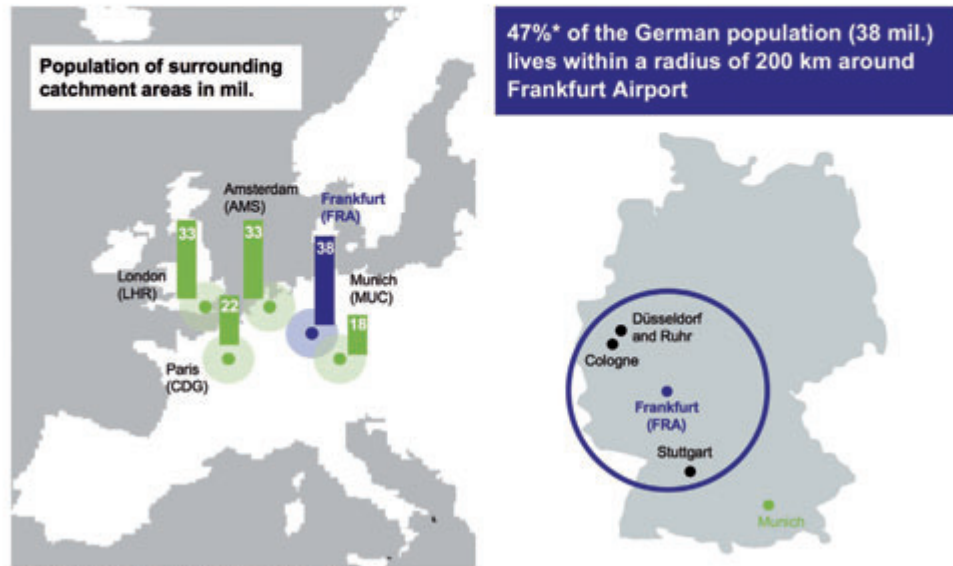
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- Frankfurt is No. 1 airport in Europe in terms of
 - Catchment area
 - Intermodality
- Frankfurt is No.1 airport in Germany
- Frankfurt is the dominant airport in intercontinental traffic due to hub and spoke operations in Germany
- Wide body share underlines Frankfurt's dominant position
 - Frankfurt: 25.5%
 - Munich: 6.1%
 - Düsseldorf: 3.9%
 - Hamburg: 2.9%
- Frankfurt airport is No. 1 Star Alliance hub in Europe

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Fraport at a Glance/FRA at a Glance Biggest Catchment Area of All European Hubs




47%* of the German population (38 mil.) lives within a radius of 200 km around Frankfurt Airport




* Source: SVP Deutschland AG, Consulting&Research, 2005

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Corporate Strategy

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Corporate Strategy



Strategic Goals

- Value Creation
- Performance
- Sustainability

The three Pillars of Fraport's Strategy

- Consolidation at FRA
- Growth & Expansion at FRA
- External growth

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Corporate Strategy

Strategic Goals

Value creation	<p>We strive consistently to increase our company's value in all fields of business. We achieve above-average returns in our segments, ranking among the industry's best in each of them</p> <p>We are committed to strengthening our long-term ability to finance projects and service our debts</p>
Performance	<p>With our integrated business model, we achieve outstanding results through reliable, efficient, high-quality processes</p> <p>Our outstanding performance is reflected by both a substantial market share and satisfied customers. We are committed to improving both even further</p>
Sustainability	<p>As an employer and economic player, we are acutely aware of our responsibilities toward our staff, society and the environment</p> <p>We focus on sustainability and base our business activities on sound economic, environmental and social principles</p>

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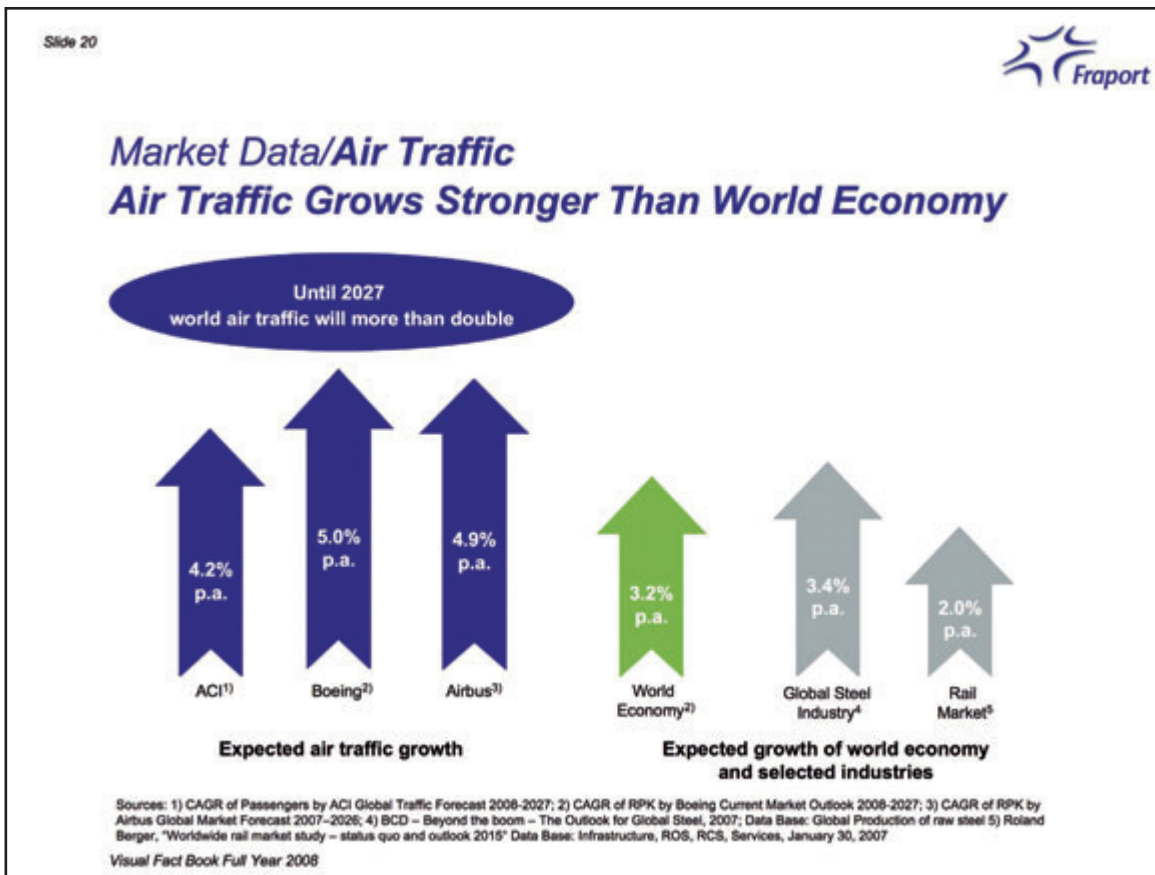
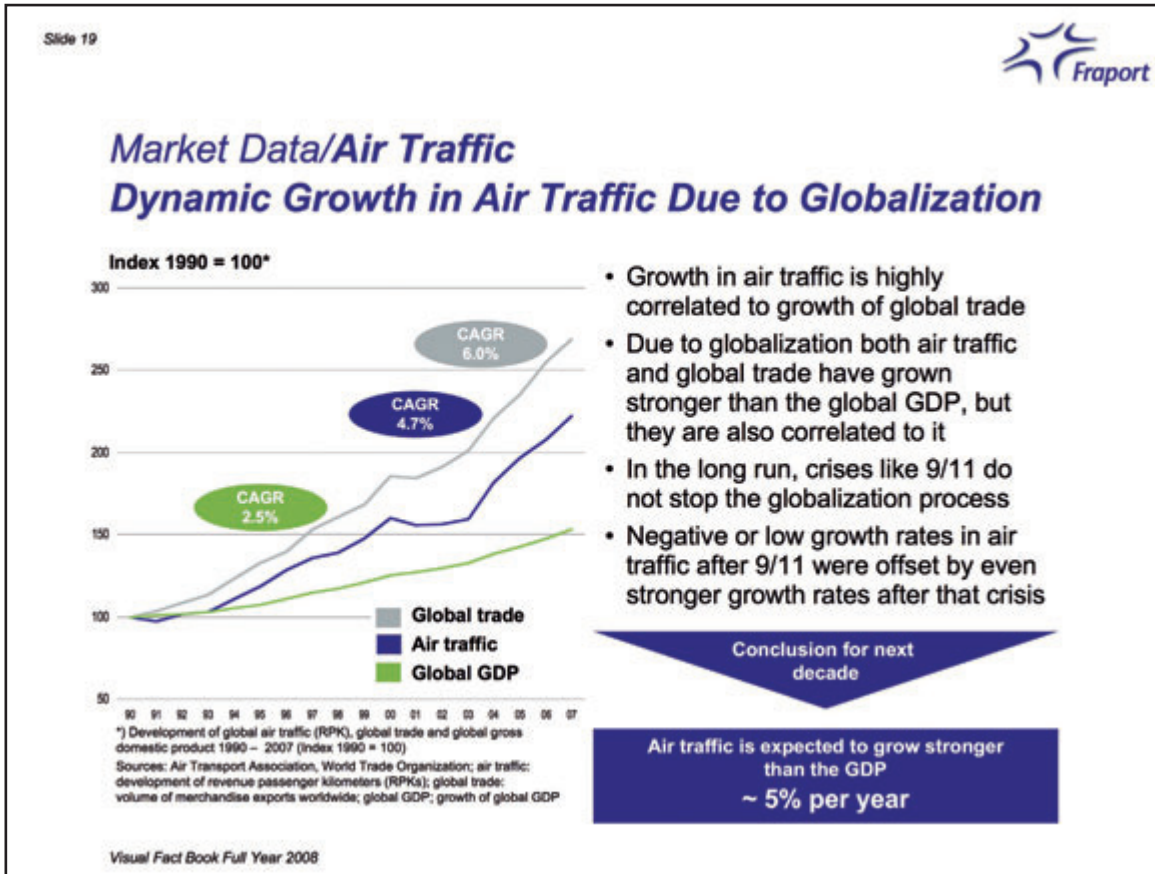
Corporate Strategy

The Three Pillars of Fraport's Strategy

Consolidation at FRA	Growth & Expansion at FRA	External Growth
<ul style="list-style-type: none"> • Taking advantage of our strong position in the aviation and ground-handling segments • Tightening relationships with our key customers • Optimizing productivity and efficiency 	<ul style="list-style-type: none"> • Increasing capacity to ensure medium-term growth and strengthen our competitive position • Expanding and modernizing terminals and retail areas • Upgrading the real estate location 'Frankfurt Airport' to 'Frankfurt Airport City' 	<ul style="list-style-type: none"> • Using Fraport's expertise at locations other than Frankfurt • Acquisition and operation of airports and passenger terminals • Winning airport management and service contracts

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Market Data/Air Traffic

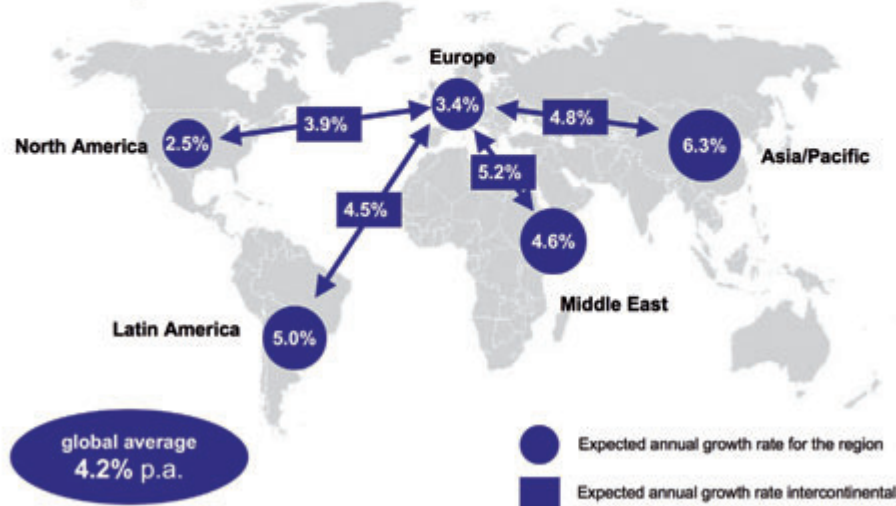


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Market Data/Air Traffic Focus on Intercontinental Routes in Europe

Air traffic growth 2008–2027^{*)}



^{*)} Source: CAGR of Passengers by ACI Global Traffic Forecast 2008–2027

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Market Data/ Segment & Competition

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Market Data/Segment & Competition Aviation: Slot Capacity of European Hub Airports

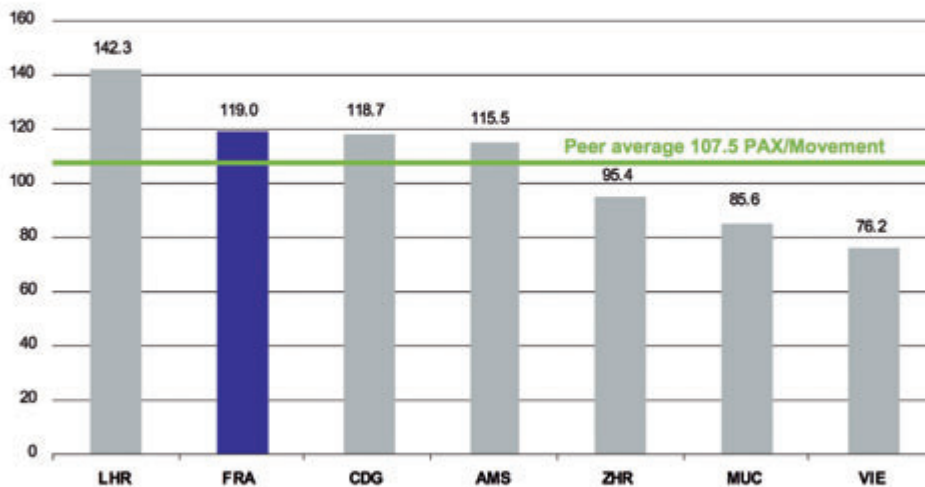
Airport	Existing runways	Slot capacity	Planned runways	Target Capacity
London-Heathrow	2 not independently usable	79 mov/h	1 possibly by 2020	120 mov/h
Paris-Ch. d. Gaulle	4 not independently usable	110 mov/h	0	120 mov/h
Frankfurt	3 not independently usable	83 mov/h	1 by 2011	126 mov/h
Madrid	4 independently usable	90 mov/h	0	120 mov/h
Amsterdam	6 not independently usable	108 mov/h	1	125 mov/h
Munich	2 independently usable	90 mov/h	1 possibly by 2011	120 mov/h
Vienna	2 not independently usable	72 mov/h	1	95 mov/h
Zurich	3 not independently usable	66 mov/h	0*	n.a.

*) Optimization of existing runways
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Market Data/Segment & Competition Aviation: Passengers per Passenger Flight*



*) Passenger flights: considering only passenger flights – pure cargo flights and non-commercial flights not included
Source: Fraport, company information

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Market Data/Segment & Competition Aviation: Traffic Focussing on Mega Hubs in Europe

Only three Airbus A380 bases in Europe

Intercontinental traffic in Europe 2008

A380s
in Europe



Airline	A380 ¹	Airport	PAX Airport ²
British Airways	12 (+7)	LHR	67.1
Virgin Atlantic	6	LHR	67.1
Air France	12 (+2)	CDG	60.9
Lufthansa	15 (+5)	FRA	53.5

1) Number of orders (+ number of options); Source: Fraport, airlines
2) ACI Rapid Data Exchange, 12/2008, commercial pax

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Sky Team
Air France
KLM
etc.

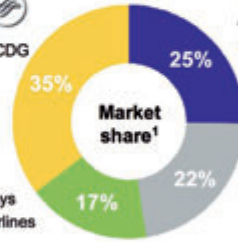
Major Hub: CDG

One World
British Airways
American Airlines
etc.

Major Hub: LHR

Star Alliance
Lufthansa
United Airlines
etc.

Major Hub: FRA



Three strong alliances dominate
78% of market

1) Reference parameter: intercontinental seats ex Europe database = TOP 25 intercontinental airlines, July 2008

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Market Data/Segment & Competition Expansion: Major New and Recent Airport Projects

Selected European Projects > €1.0 bn



Source: Mombberger Airport Information, May 2008, original version in \$, foreign currency translation could lead to different data, \$/€ exchange rate 1.56

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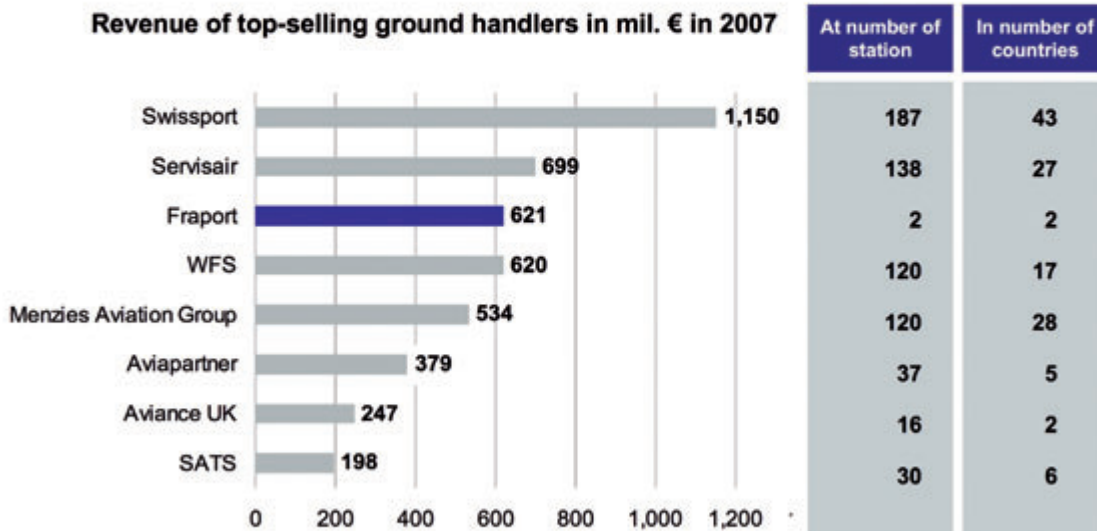
* Fraport data, 2007-2015

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Market Data/Segment & Competition Ground Handling: Fraport One of the Leading Handlers

Revenue of top-selling ground handlers in mil. € in 2007



Source: company data, Fraport

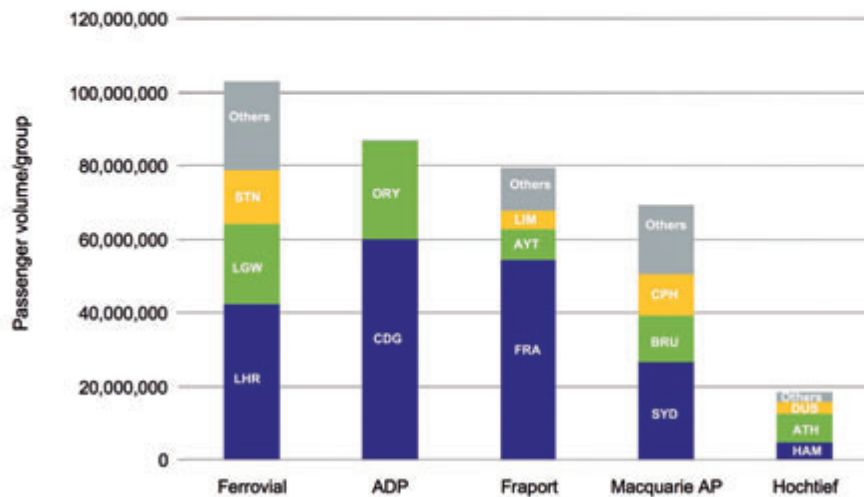
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Market Data/Segment & Competition External Activities: 5 Key Players in Airport Business

Passenger volume of airport groups (proportionate calculation)
Number of passengers in 2007, status of shareholdings as of December 2008



Source: Fraport and company data, management and consulting contracts not included

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Market Data/Segment & Competition Ext. Act.: Major Privatizations and Secondaries 2009



- 1) Parts of BAA
- 2) Corporation providing airport services
- 3) Government-owned airport operator

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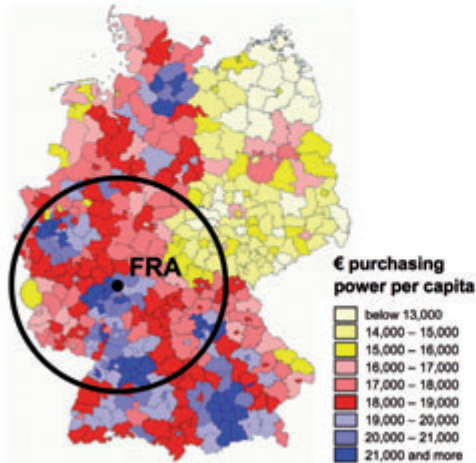
Market Data/Know how

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Market Data/Know how Retail: High Purchasing Power at FRA

Purchasing power in catchment area of FRA above average



Different kind of customers:

- **Employees**
 - Approx. 70,000 employees working at FRA
 - In 2015 approx. 100,000 employees
- **Passengers with high purchasing power**
 - 53.5 mil. PAX in 2008, thereof
 - 48% O&D passengers with purchasing power above German average
 - 52% transfer passengers with extremely high purchasing power, e.g. from the USA, China, Russia or the Middle East

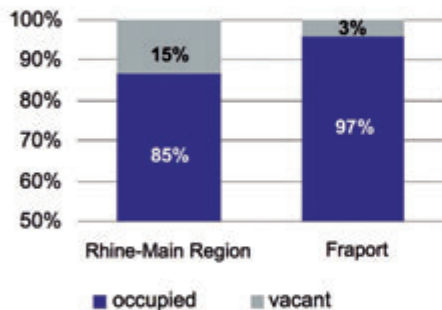
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Market Data/Know how Properties: High Demand at Frankfurt Airport

Vacancy rate extremely low at FRA¹



- Prime markets such as Munich, Frankfurt, Hamburg, Berlin will be able to keep prime rents steady²
- The Jones Lang LaSalle European office rental index dropped by 3.4% in the fourth quarter of 2008²
- Frankfurt's attractiveness as a business location is essentially due to its above-average transportation infrastructure³
- High demand for space located close to the terminals¹

Heterogeneous property market benefits Frankfurt Airport

1) Source: Fraport, Immobilienbericht 2008, Colliers, Frankfurter Immobilienreport 09/2008 (Real Estate Report 2008/Frankfurt Real Estate Report 09/2008)
2) Source: Jones Lang LaSalle 3) Press Release IHK Frankfurt, 26/01/2009

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Market Data/Know how Ground Handling: Heterogeneous Markets

Market volume (global): €31 bn.*

Europe

- Heterogeneous market situation: monopolies, duopolies and fully liberalized markets
- Airports, airlines, independent ground handlers
- Revision of EU directive

North America

- Fully liberalized market
- Self-handling by airlines at hubs
- Independent ground handlers
- Airport authorities do not offer any ground handling services

Asia

- Regulated market
- Self- and third-party handling by hub airlines
- Mostly one independent ground handler
- "Regulated duopolies"

*) In 2007 Source: Fraport and KPMG 2008
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Frankfurt Airport – FRA

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Frankfurt Airport – FRA Facts and Figures

Biggest passenger airport in Germany

- 53.5 mil. PAX in 2008
- 119 airlines fly to 304 destinations in 106 countries*

One of the leading cargo hub airports in Europe

- 2.1 mil. metric tons of freight and mail in 2008
- 30 cargo airlines flying to 79 destinations in 40 countries*

Train connections

- 167 ICE and long-distance trains per day
- 233 regional trains per day
- ~ 5 mil. transfer PAX per year using the long-distance trains to and from FRA

FRA is Lufthansa's home base and hub of the Star Alliance

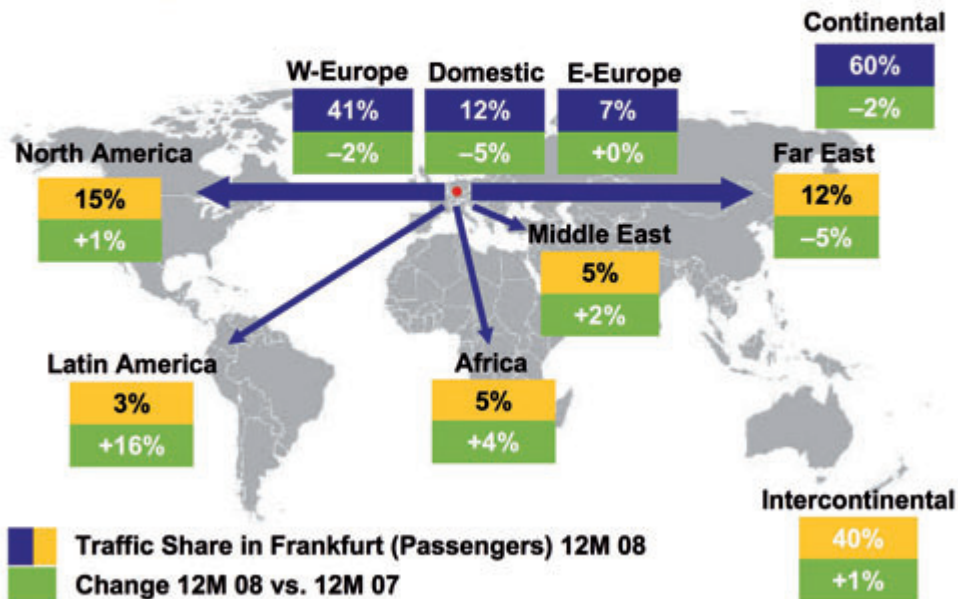
- Star Alliance accounts for 74% of PAX (Cargo: 63%) at FRA

*) Summer flight schedule 2009
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Frankfurt Airport – FRA Traffic Split and Growth 2008



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Frankfurt Airport – FRA Market Attractiveness of FRA

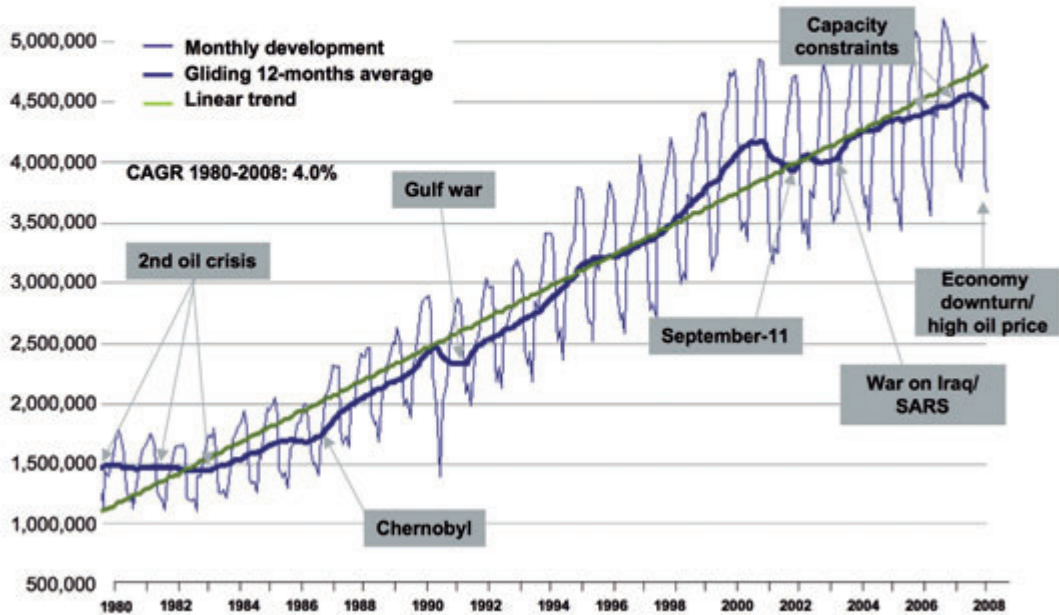
- Europe’s largest catchment area within a 200 km radius from FRA – 38 million people or about 50% of the German population covered
- Highest connectivity in Europe with more than 300 destinations
- Minimum connecting time is the shortest among major hubs in Europe
- Highest “intermodality” – access to German high speed railway – ~ 5 mil. passengers transferring from train to aircraft (and vice versa)
- Superior Ground Handling quality
- Leading cargo hub – enhances airline yields via belly freight
- Competitive fee level compared to other European hubs
- Slot availability limited – but capacity increase by more than 50% to 126 movements/hour by 2011 with inauguration of new runway

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Frankfurt Airport – FRA Pax Development Since 1980: CAGR +4.0%



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Frankfurt Airport – FRA Top 30 Pax Airports in the World

Passengers 2008*	mil.	Change %	Passengers 2008*	mil.	Change %
1. Atlanta	90.0	0.7	16. Houston	41.7	-3.0
2. Chicago	69.4	-8.9	17. Phoenix	39.9	-5.4
3. London-Heathrow	67.1	-1.5	18. Bangkok	38.6	-6.3
4. Tokyo-Haneda	66.7	0.0	19. Singapore	37.7	2.7
5. Paris-Ch. d. Gaulle	60.9	1.6	20. Dubai	37.4	9.0
6. Los Angeles	59.5	-4.8	21. San Francisco	37.4	4.5
7. Dallas-Ft Worth	57.1	-4.6	22. Orlando	35.6	-2.4
8. Beijing	55.7	3.9	23. Newark	35.3	-2.9
9. Frankfurt	53.5	-1.3	24. Detroit	35.1	-2.3
10. Denver	51.4	3.0	25. Rome	35.1	6.9
11. Madrid	50.8	-2.4	26. Charlotte	34.7	4.7
12. Hong Kong	47.9	1.8	27. Munich	34.5	1.7
13. New York JFK	47.8	0.2	28. London-Gatwick	34.2	-2.9
14. Amsterdam	47.4	-0.8	29. Miami	34.1	1.0
15. Las Vegas	44.1	-7.7	30. Minneapolis	34.0	-3.0

*) Preliminary ACI figures for 2008

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Frankfurt Airport – FRA Top 30 Cargo Airports in the World

Cargo 2008*	metric t 000	Change %	Cargo 2008*	metric t 000	Change %
1. Memphis	3,696	-3.8	16. London-Heathrow	1,486	6.5
2. Hong Kong	3,657	-3.1	17. New York JFK	1,446	-10.0
3. Shanghai	2,599	3.6	18. Chicag	1,325	-13.5
4. Seoul	2,424	-5.2	19. Beijing	1,303	9.3
5. Anchorage	2,361	-15.0	20. Bangkok	1,173	-3.8
6. Paris-Ch. d. Gaulle	2,280	-0.8	21. Indianapolis	1,026	-3.7
7. Frankfurt	2,111	-2.7	22. Newark	889	-7.8
8. Tokyo	2,099	-6.9	23. Tokyo	849	-0.3
9. Louisville	1,974	-5.0	24. Osaka	845	-0.1
10. Singapore	1,884	-1.8	25. Luxembourg	788	-8.0
11. Dubai	1,825	9.4	26. Guangzhou	686	-1.3
12. Miami	1,807	-6.0	27. Kuala Lumpur	661	1.4
13. Los Angeles	1,630	-11.8	28. Dallas-Ft Worth	660	-8.7
14. Amsterdam	1,602	-3.0	29. Atlanta	655	-9.0
15. Taipei	1,493	-7.0	30. Brussels	616	-17.6

*) Preliminary ACI figures for 2008

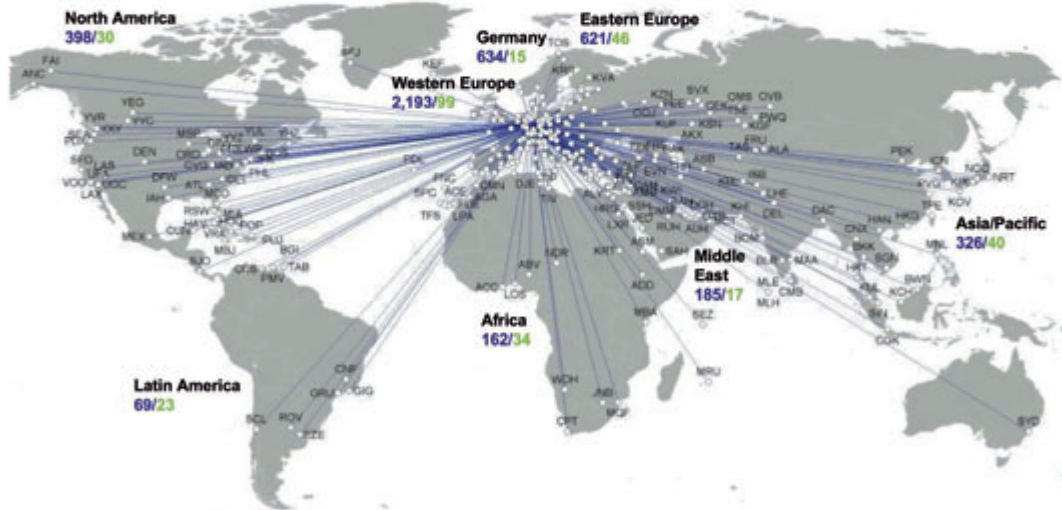
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Frankfurt Airport – FRA 119 Airlines Fly to 304 Destinations in 106 Countries

Summer Timetable 2009: weekly services/destinations from Frankfurt Airport

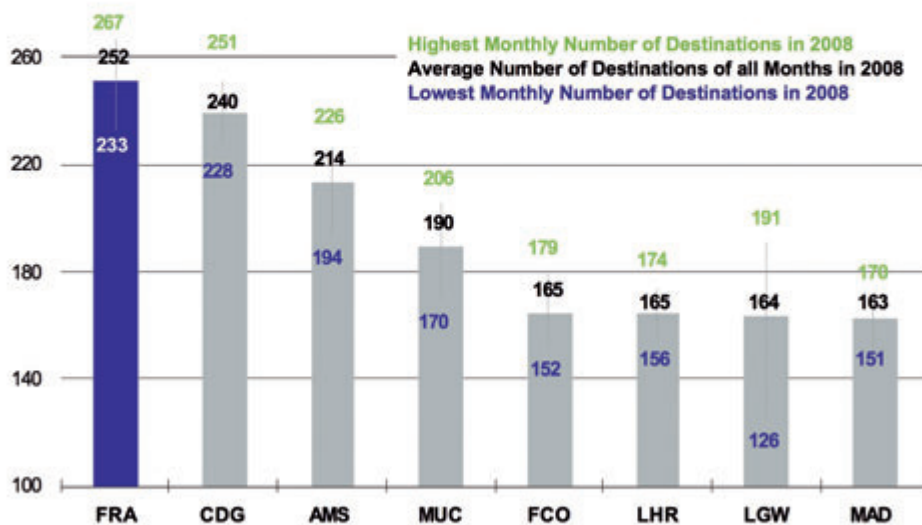


As of March 23, 2009 Source: Fraport
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Frankfurt Airport – FRA FRA Offers the Most Destinations in Europe

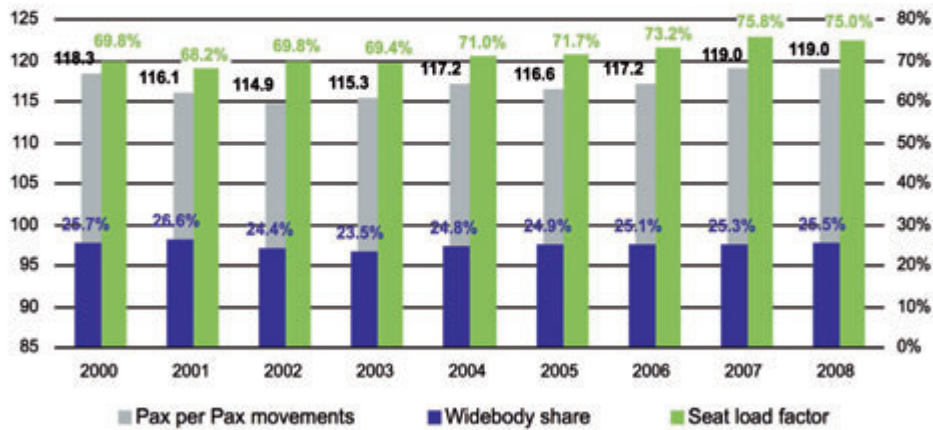


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Frankfurt Airport – FRA Growth Due to Efficient Use of Existing Infrastructure



*) Wide body share excluding DoD (flights for US military supply)
Source: Fraport 2009

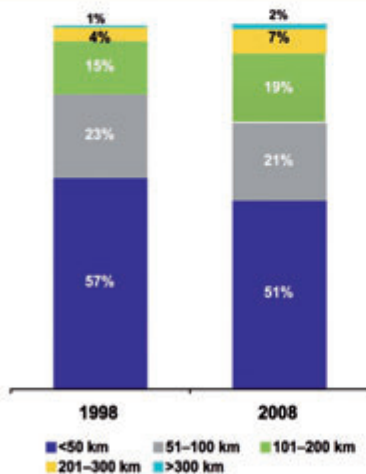
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Frankfurt Airport – FRA Originating Passenger Split

Share of Originating* Passengers at FRA 2008



- Large catchment area due to huge population around FRA as well as excellent autobahn and high-speed train connection
- FRA's catchment area encompasses important German agglomerations: Rhine-Ruhr, Rhine-Main, Rhine-Neckar, Stuttgart, where population grows above average and most German industry is situated
- 28% of the passengers traveling to the airport from a distance of more than 100 km (growth of 9 percentage points since 1998)

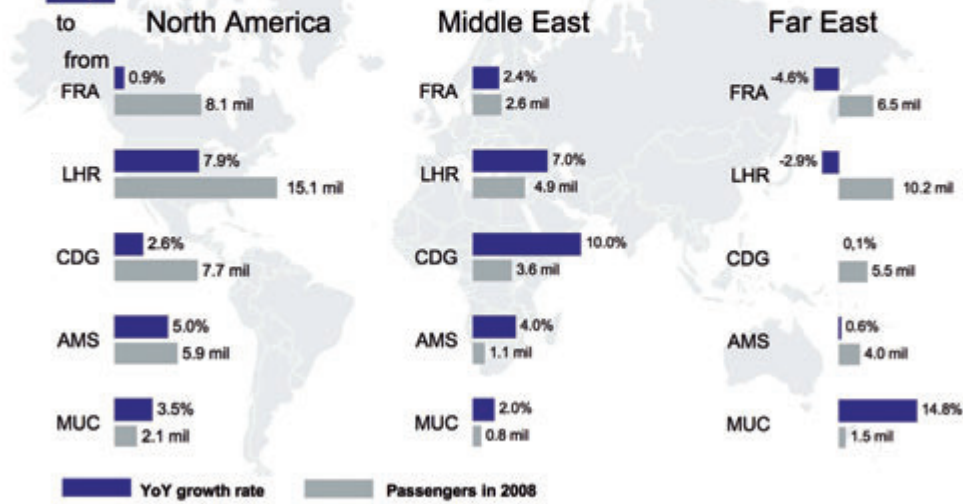
*) Originating passengers starting by car, bus, train, taxi, etc

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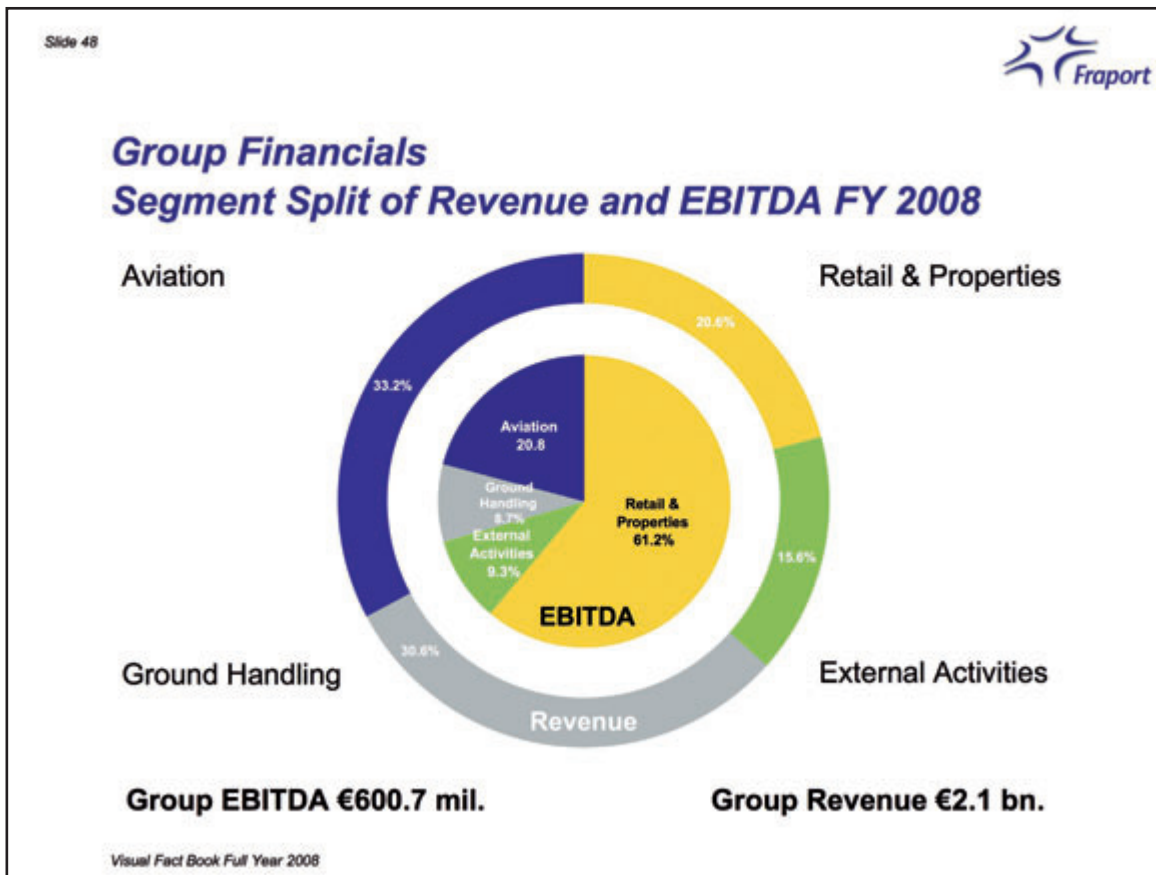
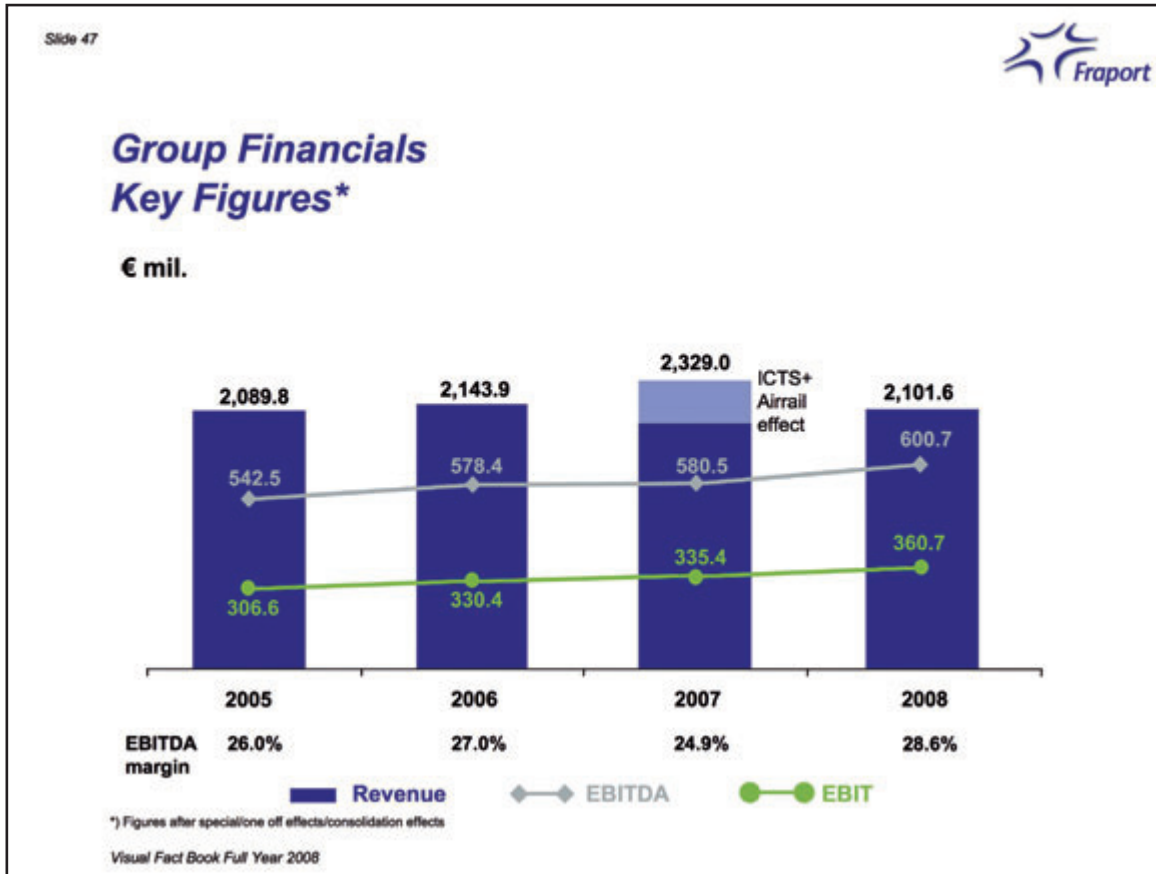
Frankfurt Airport – FRA With High Market Share on Profitable Routes Compared to European Hubs

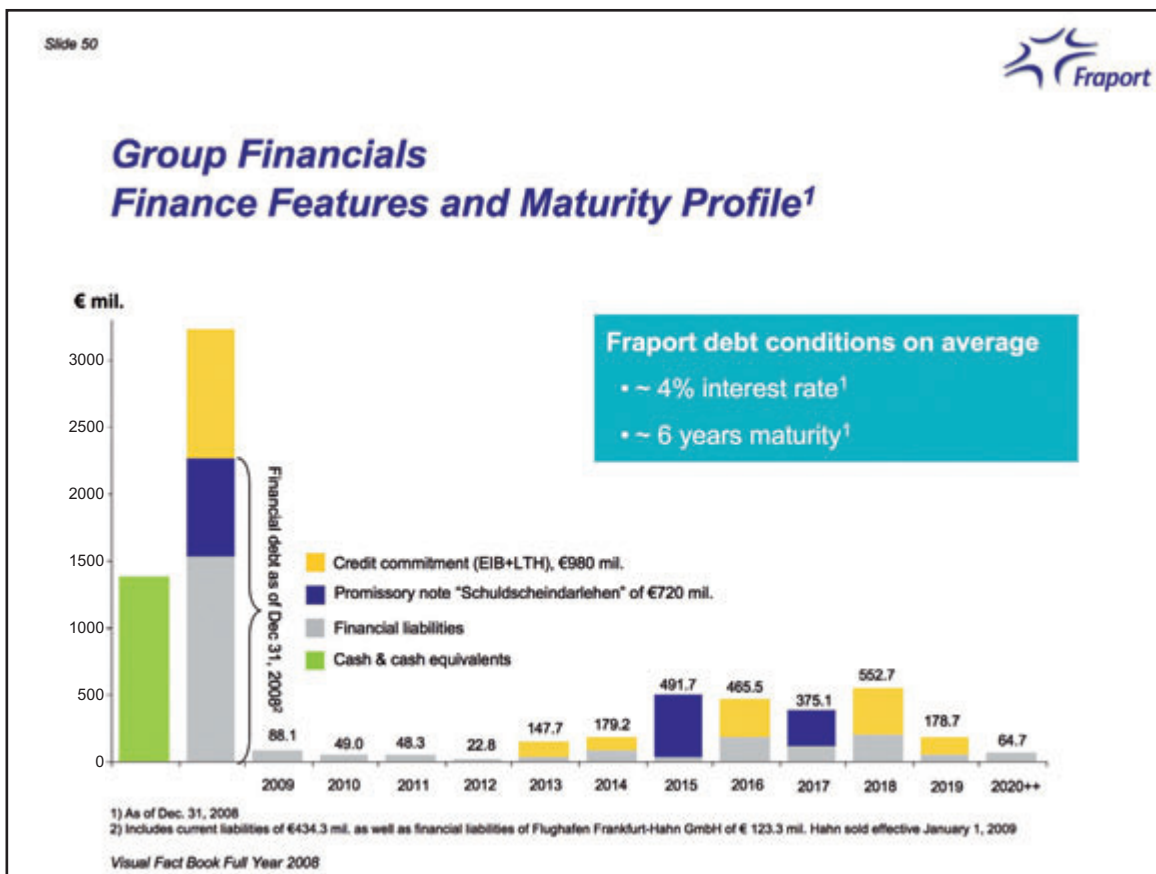
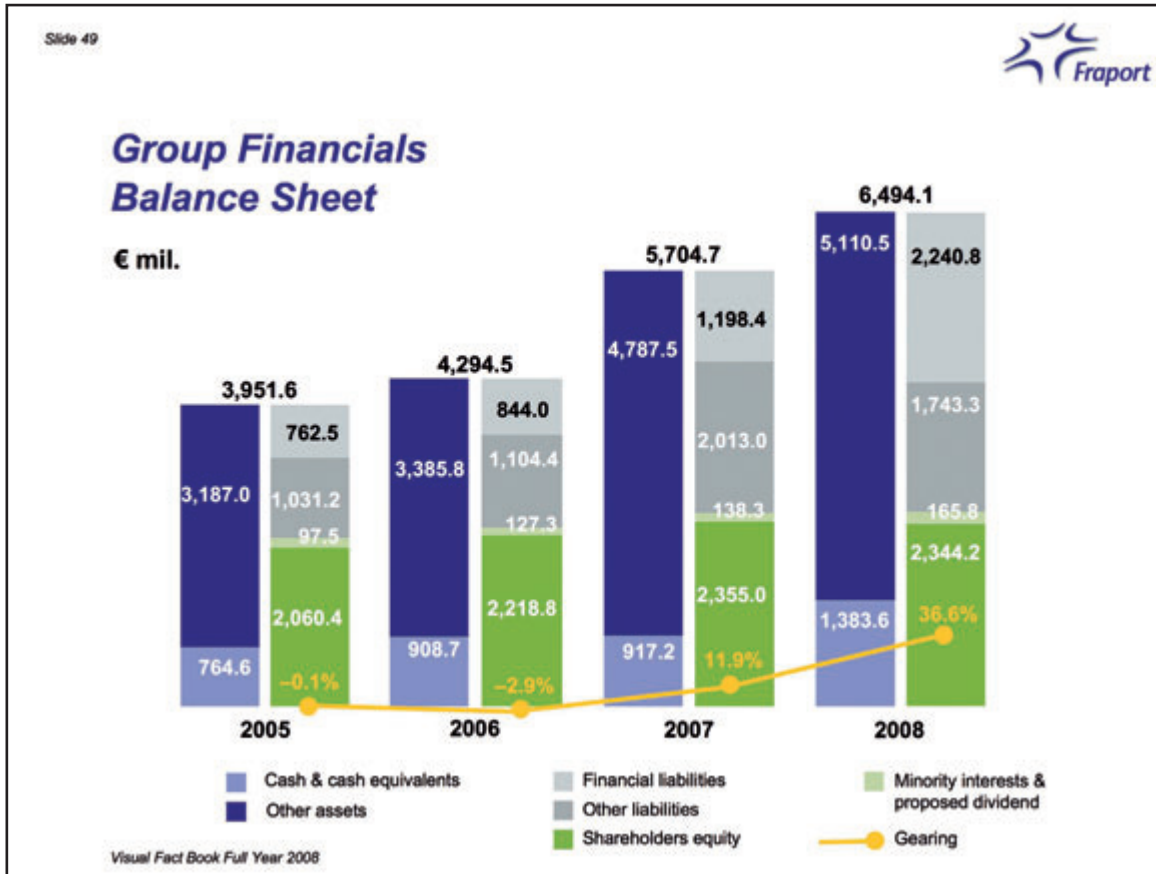


Source: Rapid Data Exchange

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Group Financials





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Group Financials Fraport Value Management

€ mil.	Fraport Group		Aviation		Retail & Properties		Ground Handling		External Activities*	
	2007	2008	2007	2008	2007	2008	2007	2008	2007	2008
EBIT	335.4	360.7	44.8	58.0	244.6	285.9	12.6	19.0	40.6	-17.2
Fraport assets	3,073.8	3,411.9	1,005.9	1,148.5	1,250.1	1,346.3	391.2	446.4	466.9	582.0
Costs of capital before tax	307.4	341.2	100.6	114.8	125.0	134.6	39.1	44.6	46.7	58.2
Fraport value Added before tax	28.0	19.5	-55.8	-56.8	119.6	151.3	-26.5	-25.6	-6.1	-75.4
ROFRA	10.9%	10.6%	4.5%	5.1%	19.6%	21.2%	3.2%	4.3%	8.7%	-3.0%

$$\text{ROFRA (Return on Fraport assets)} = \frac{\text{EBIT}}{\text{Fraport assets}}$$

*) External Activities: EBIT and Fraport assets are adjusted for investments accounted for using the equity method and financial investments with regard to not-integrated participations.

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Aviation/Regulation

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Aviation/Regulation Segment Structure*



*) New segment structure from 2009 onwards: The Retail & Properties segment will be adjusted and will be newly named as "Retail & Real Estate"; Internal service units Real Estate and Facility Management (IFM) and Information and Telecommunication (IUK), will be organized within the newly named segment "External Activities & Services". The profit center in which the cost-related user fees are pooled will be transferred to the Aviation segment.

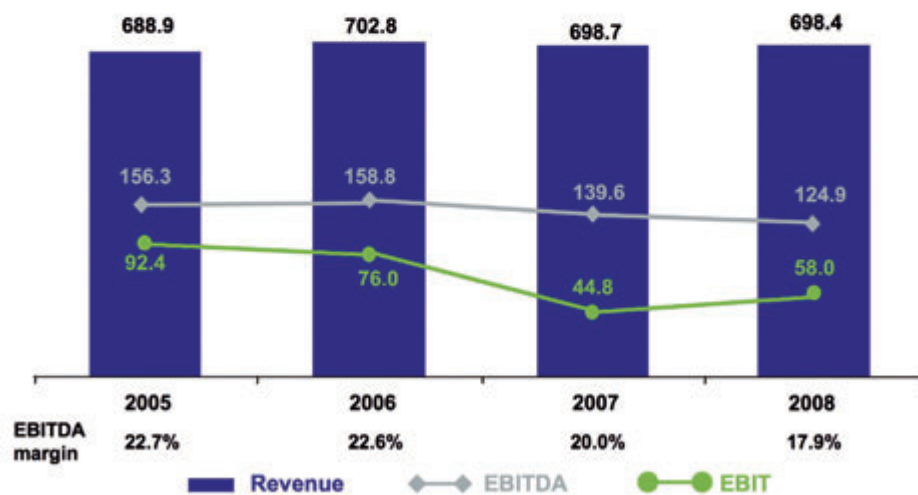
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Aviation/Regulation Key Figures*

€ mil.



*) Figures after special/one off effects/consolidation effects

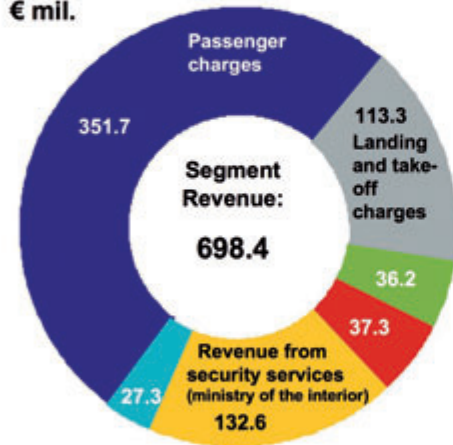
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Aviation/Regulation Segment Revenue Split 2008

€ mil.



- Security charges (airlines, etc.)
- Aircraft parking charges
- Others

Passenger charges
related to the number of passengers as well as their origin and destination

Landing and take-off charges
related to MTOW, number of passengers (take-off only), weight of freight/mail, noise and emission

Aircraft parking charges
related to time and position

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

Revenue from security services (ministry of interior)
costs of passenger security controls are charged to federal ministry of interior

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Aviation/Regulation Components of Regulated Airport Charges

Landing and take-off charges	Passenger charges	Security charges	Aircraft parking charges
<ul style="list-style-type: none"> • Weight-related, charges based on MTOW • Passenger (only take-off)/ freight/mail-related charges (variable charges) • Noise-related charges • Emission-related charges 	<p>Passenger-related charges (only take-off)</p> <ul style="list-style-type: none"> • Depending on destination (EU, Non-EU continental, or intercontinental) • Discount for transfer passengers • Defined Cap 	<ul style="list-style-type: none"> • Passenger-related charges (only take-off) • Charges related to freight or mail tonnage transported, per 100 kg or fraction thereof aboard the aircraft 	<ul style="list-style-type: none"> • All charges related to aircraft stand size and length of time parked (on block vs. off block) • Surcharges for pier stands • Rental contracts can be signed under defined conditions
approx. 1,600 €*	approx. 4,050 €*	approx. 350 €*	approx. 400 €*

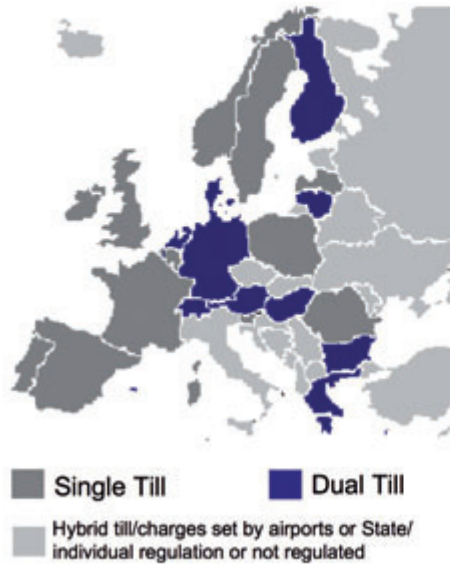
*Example airport charges for one take-off of B 747-400, calculation based on average MTOW and a seat load factor of 75%; transfer rate of 50%, 3 t freight, parking time 5 hours, total airport charges: approx. 6,400 €

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Aviation/Regulation Single and Dual Till/Regulation in EU



Source: ACI, Fraport Company Data
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- Dual till: Airport operator is not subsidizing aviation business with other parts of the business
- Features of asset base of aviation business: runway, apron, etc. (100%) + terminal (aviation part)

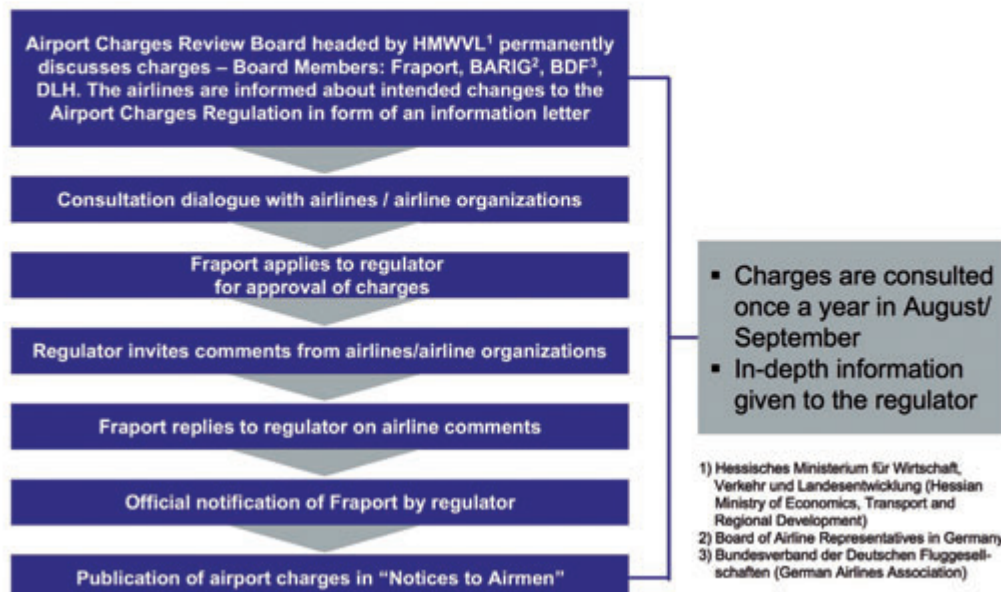
Regulation at Frankfurt Airport

- Calculation basis for charges: operating costs + costs of capital
- Regulator for Airport Charges: State of Hesse (Ministry of Economics & Transport)
- General procedure:
 - Discussion with airlines
 - Proposal to regulator
 - Approval by regulator
 - Public announcement by regulator

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Aviation/Regulation Consultation Process – All Airlines Involved



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1) Hessisches Ministerium für Wirtschaft, Verkehr und Landesentwicklung (Hessian Ministry of Economics, Transport and Regional Development)
2) Board of Airline Representatives in Germany
3) Bundesverband der Deutschen Fluggesellschaften (German Airlines Association)

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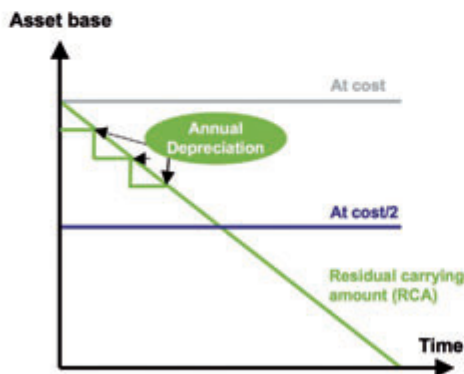
Aviation/Regulation Three Approaches for Regulated Asset Base (RAB)

Elements of RAB

- Runway
- Terminal
- Aprons
- Facilities (e.g. people mover)

• Company's interest bearing capital employed can be based on:

- Residual carrying amount (RCA)
- At cost (historical costs, no depreciation)
- At cost/2 (50% of historical costs, no depreciation)



- All 3 methods derive a different RAB
- In case of airports there are intensive investment cycles due to large scale projects (e.g. terminals and runways)
- Thus there are periods where investments vary a lot from depreciation
- Using the RCA approach value creation is also generated by depreciation

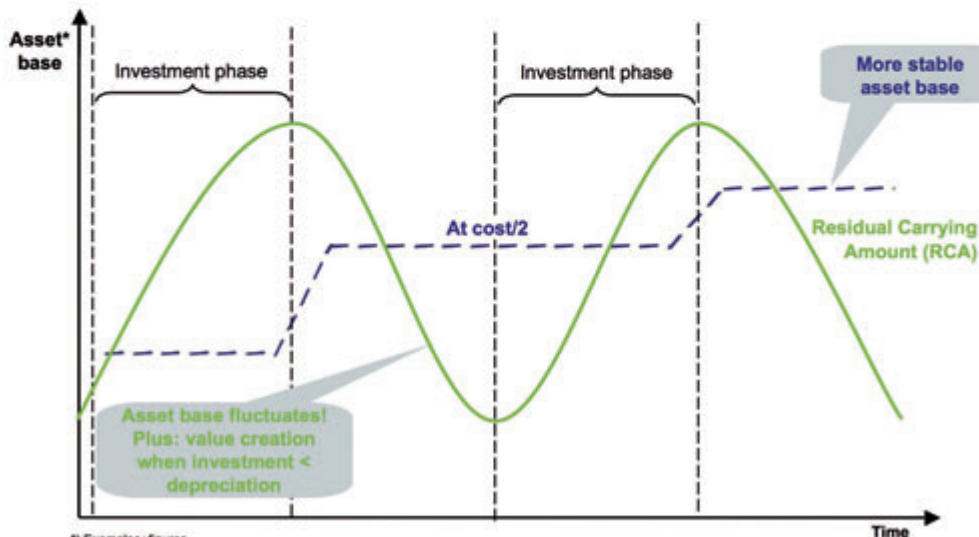
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Aviation/Regulation Comparison of Asset Base Curve

At cost/2 approach (50% of historical costs) leads to the same results as the Residual Carrying Amount approach (RCA) – in the long term!



*) Exemplary figures

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Aviation/Regulation Comparison of the 3 Different Approaches for RAB

	+	-
Residual Carrying Amount (RCA)	Very common approach, easy to understand	Value generation, if: depreciation > new investments Cyclic investments lead temporarily to this situation
At cost	Over proportional allocation of costs	Unrealistic & inappropriate to market consideration
At cost/2	<ul style="list-style-type: none"> • Balance of heavy investment cycles • Fair value generation (no depreciation) 	

Approach to calculate asset base for regulation at Frankfurt Airport

At cost/2

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Retail & Properties

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Retail & Properties Segment Structure*



*) New segment structure from 2009 onwards: The Retail & Properties segment will be adjusted and will be newly named as "Retail & Real Estate". Internal service units Real Estate and Facility Management (IFM) and Information and Telecommunication (IJK), will be organized within the newly named segment "External Activities & Services". The profit center in which the cost-related user fees are pooled will be transferred to the Aviation segment.

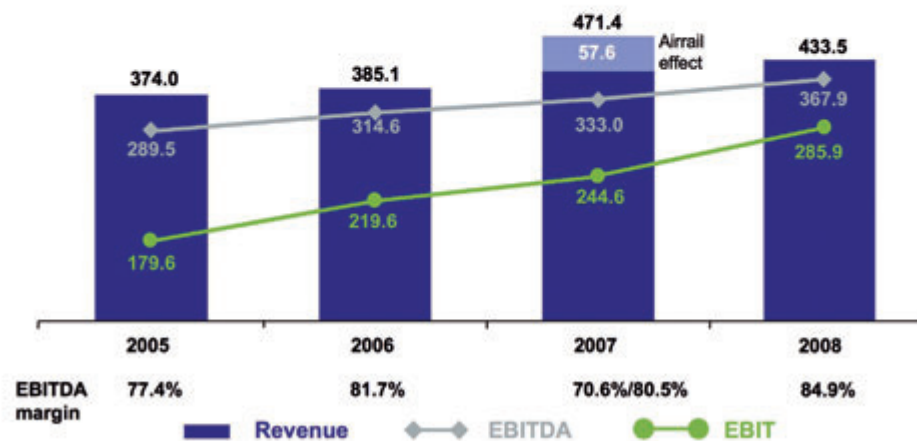
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Retail & Properties Key Figures*

€ mil.



*) Figures after special/one off effects/consolidation effects

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Retail & Properties Segment Revenue Split 2008

€ mil.



Real Estate

- Rents in terminals for offices, lounges, storages etc.
- Leasing rates for land where buildings of airlines and other companies are built
- Energy supply

Retail

- Concession fees for shops, restaurants etc. based on their revenue
- Rents for advertising space

Car Parking

- Parking charges

Other Revenue, e. g.

- Real estate and facility management, information and telecommunication services

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Retail & Properties/Retail Retail Revenue Split 2008

€ mil.



Retail segments

Outlets

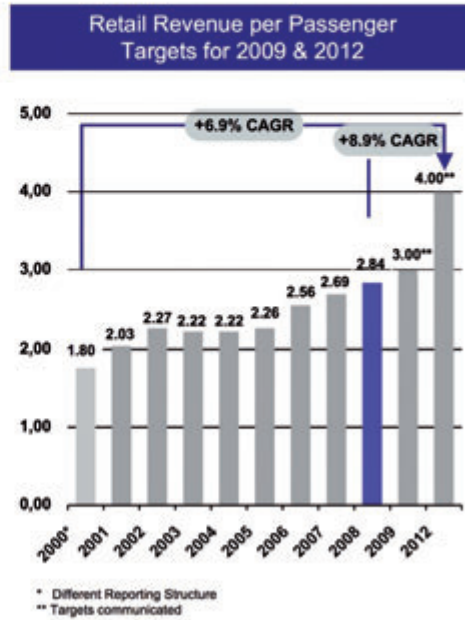
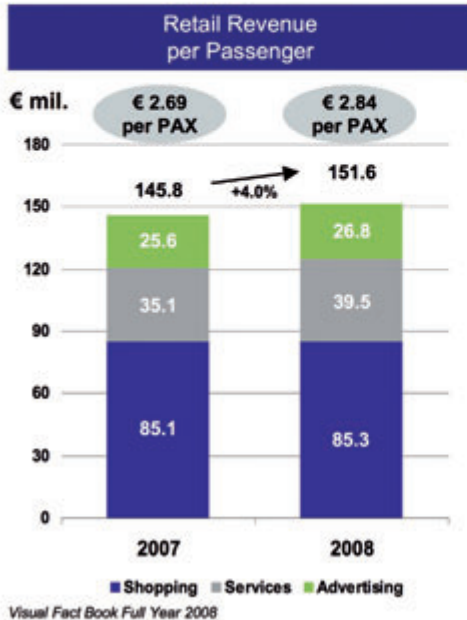
Duty Free & Travel Value	18
Specialty shops	82
Food & beverages	58
Other Services, e.g. car rental	53
Advertising	

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Retail & Properties/Retail Increasing Retail Revenue per PAX at FRA



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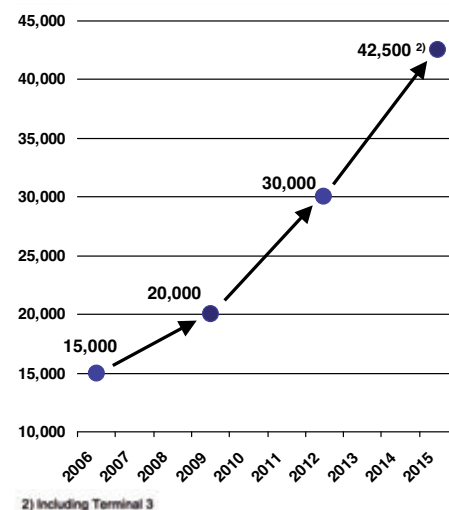
Retail & Properties/Retail Growing Retail Space at FRA

Future Retail Projects

Shopping space Frankfurt, Terminal 1, 2 & 3; sqm (exp.) = Duty Free & Travel Value + Specialty Shops

Important projects to enhance retail space¹ planned:

- Airport City Mall (1,700 sqm, opening in parts until 2010)
- Redesigning Terminal 2 landside (1,200 sqm, opening 2009)
- Pier-A-West, Terminal 1 (12,000 sqm, opening 2012)
- Terminal 3 (15,500 sqm, opening 2014)



1) Retail space includes shopping space, such as food & beverages and other services
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Retail & Properties/Retail Duty Free Revenues at Point of Sale 2008*

International passenger structure ensures high revenues



The passenger structure at Frankfurt Airport is unique with regard to the share of international passengers:

- 51% of all passengers are non-EU passengers with high spending power
- The heterogeneous passenger mix curbs negative effects from regional economic developments

* Revenues of all duty free shops at Frankfurt Airport

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Retail & Properties/Retail New Terminal Layout: A-West Pier



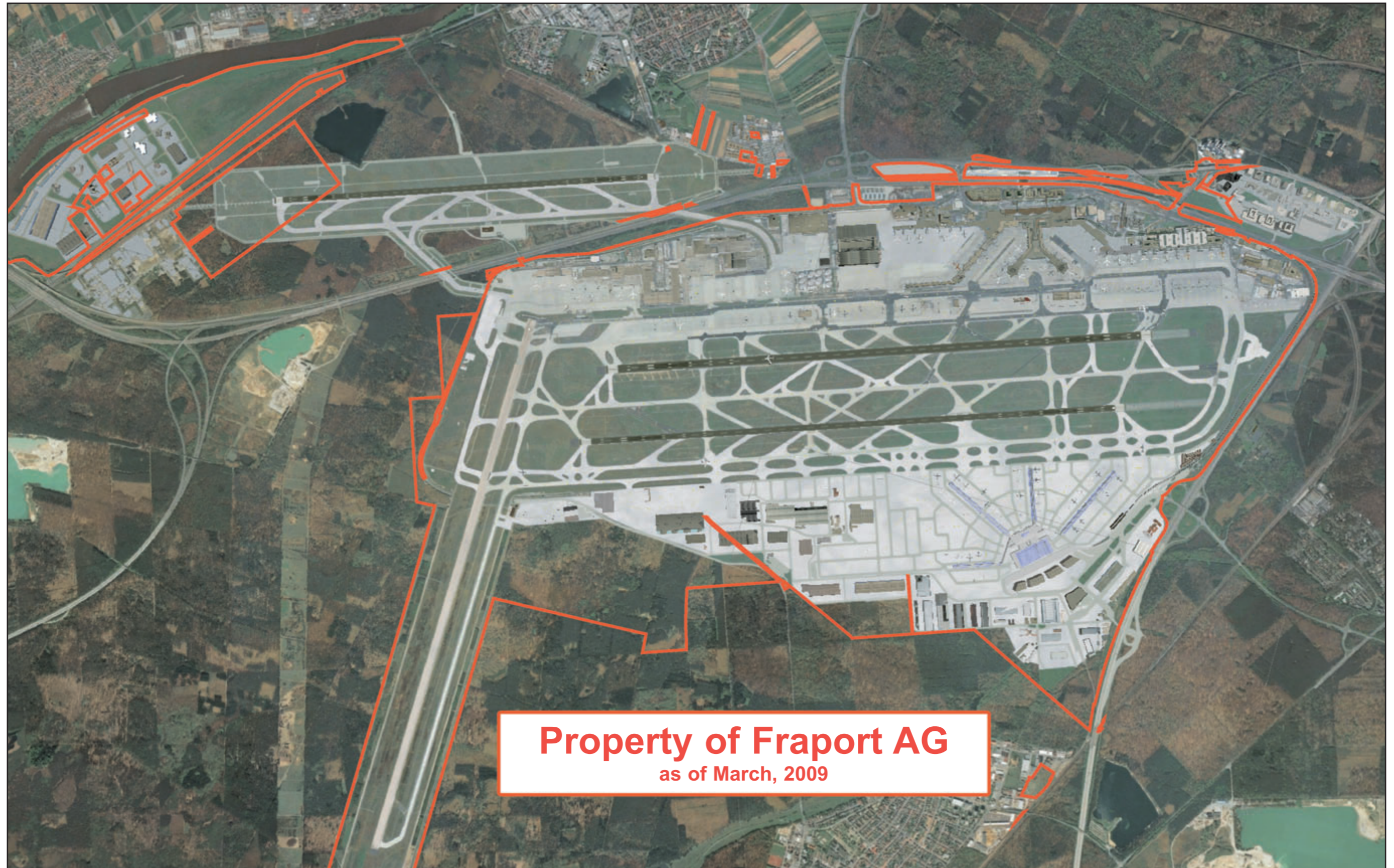
- For up to 6 million passengers
- 12,000 sqm new retail space
- New marketplaces with extensive retail offerings
- Focus on the Lufthansa A380
- 7 new widebody gates, 4 A380

Existing Finger A

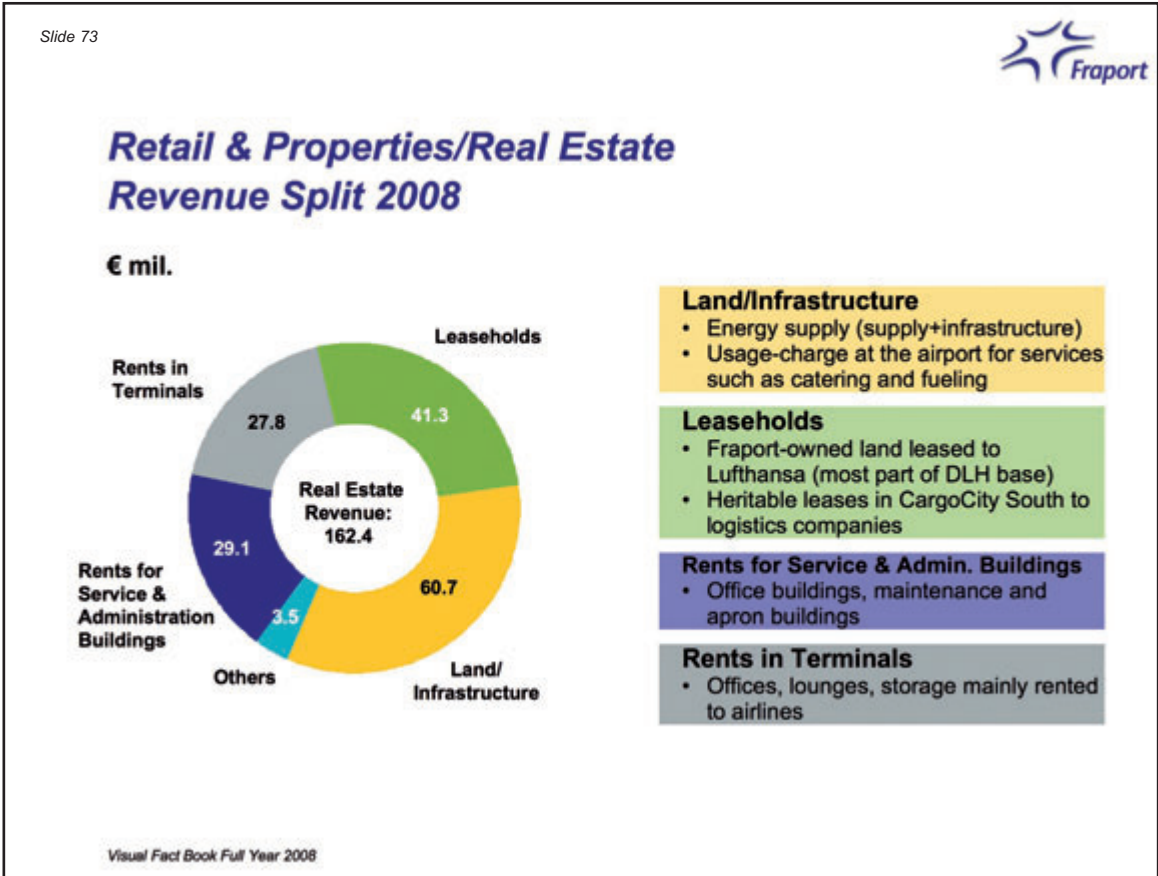


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Map of Frankfurt Airport/Property of Fraport AG incl. Terminal 3 and Northwest Runway (planned)



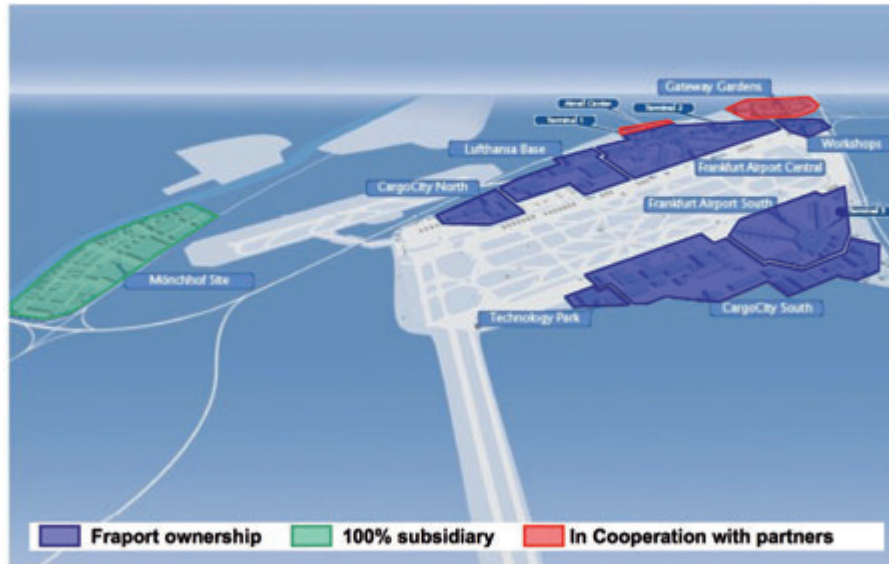
Retail & Properties/Real Estate



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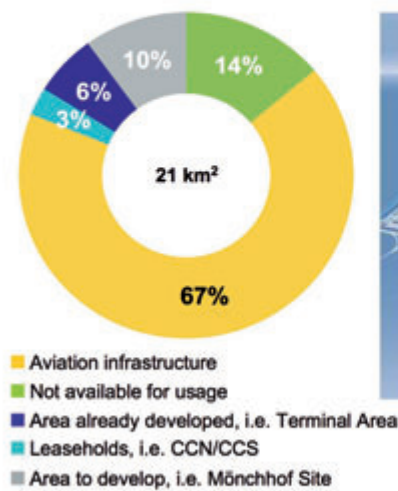
Retail & Properties/Real Estate Areas included in Frankfurt Airport City



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Retail & Properties/Real Estate Split of Space on Fraport Property 2008



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Retail & Properties/Real Estate Rentable Areas 2008

Property	Sqm ¹	Office space ²	Storage	Others	Average rents/ sqm/month ⁵
Rents in Terminals	228,500	103,000 ³	56,500	69,000	€30
Rents in Service & Admin. Buildings	543,000	151,500 ³	208,500	183,000	€15
DLH Base⁶	473,200	75,000	165,000	233,200⁴	

- 1) Gross floor space
 2) Office space incl. lounges
 3) Allocation of two buildings changed
 4) Incl. parking areas approx. 166,000 sqm
 5) Plus service charges and additional rents
 6) Estimated figures for DLH Base

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Retail & Properties/Real Estate Integrated Part of the Group's Growth Strategy

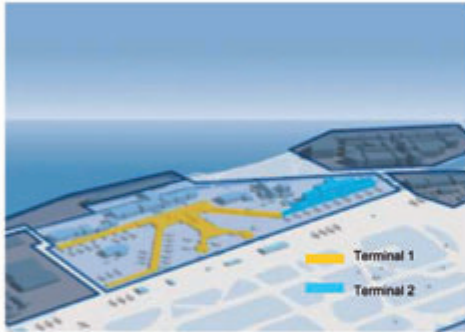
Further development of the integrated business model	Growth at Frankfurt Airport	External growth
<p>Leverage our strong position in aviation and ground handling</p> <p>Extend our hub competence to strengthen our business relationships with key clients</p> <p>Optimize productivity and efficiency</p> <p>→ Asset management</p>	<p>Extend capacities to secure medium-term growth and our competitive position</p> <p>Expand and modernize retail space</p> <p>Accelerate property development/expansion of the Airport City</p> <p>→ Site development</p>	<p>Utilize Fraport's expertise outside the Frankfurt site</p> <p>Acquire and operate airports and terminals</p> <p>Win airport management and service contracts</p> <p>→ Portfolio management</p>

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Retail & Properties/Real Estate Terminal Area



Size and Features 2008

Locations:

- Terminals: 228,500 sqm gross floor space
- Service & administration buildings: 262,000 sqm gross floor space

Utilization:

- 176,000 sqm offices/lounges
- 119,500 sqm storage
- 50,500 sqm operations
- 144,500 sqm other utilization

Ownership

- 100% Fraport

Clients

- Lufthansa
- Other airlines
- Fraport
- Government agencies

49.05 ha of total gross floor space

Mixed utilization

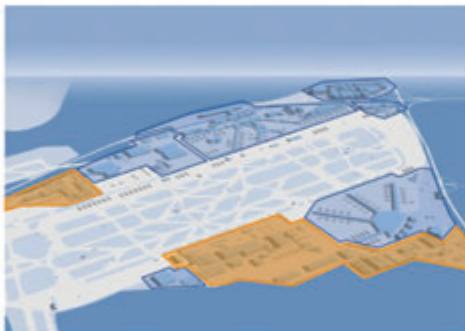
- Offices/Lounges
- Storage
- Operations

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Retail & Properties/Real Estate CargoCity North and South (CCN/CCS)



Size and Features 2008

- 149 ha
- A further 27 ha gross land for building of space will be developed in the CCS
- 11,600 employees

Ownership

100% Fraport

Clients

- 250 companies: airlines, forwarders, express services and other service providers
- Major logistics companies such as
 - Panalpina
 - Dachser
 - DHL Danzas
 - Yusen
 - LUG
 - Kühne & Nagel
 - Nippon Express
 - Swissport
 - WFS

149 ha existing area land plus 27 ha for further development

Logistics utilization

- Tailor-made facilities for major logistics companies
- Express services, forwarders

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Retail & Properties/Real Estate

Home Base of Deutsche Lufthansa (DLH)



96.5 ha of land area

- Partly rented
- Partly under ground lease developed

Mixed utilization

- Offices
- Operational area

Size and Features 2008

- 96.5 ha, partly rented and partly under ground lease developed

Ownership

- Fraport owns the entire ground within the airport parameter fence including the buildings, which are rented to DLH. This includes service and administration buildings, hangars, repair shops, storage space and aircraft parking space
- DLH only owns ground outside the parameter fence north of the airport ring road – 11.3 ha of land area. Lufthansa's training center and corporate headquarters are located in this area

Lufthansa Maintenance facilities in the South – 25 ha land area

The ground is owned by Fraport and rented to DLH; DLH owns the buildings

- A 380 maintenance base
- Lufthansa Technic Maintenance International base

Clients

- DLH

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Retail & Properties/Real Estate

Mönchhof Site



1,100,000 sqm of gross building land to sell and develop

Mixed utilization

- Logistics and distributions centers
- Large-scale commercial uses
- Airport-related operations
- Offices, hotels and restaurants

Size and Features 2008

- 1,100,000 sqm of gross building land to sell and develop
- In 2008 development plans for 840,000 sqm were approved; 11 sales contracts*, first building projects underway
- In 2009 plans for an additional 260,000 sqm are in the pipeline; laying of the foundation stone for Multiparc

Ownership

- Fraport Real Estate Mönchhof GmbH & Co. KG (100% subsidiary of Fraport AG)

Clients

- LogiCreal with leaser "Dress for less"
- Zoth
- Weichinger
- DoKaSch (maintenance for airfreight containers),
- Ontour/Ontour II (forwarder)
- Würth AG for training facility
- DHL/Harder Partner
- Multiparc/Multiparc II (Logistic and technology)
- Via Mat

*) As of March 2009

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Retail & Properties/Real Estate

Airrail Center Frankfurt



140,000 sqm of net floor space

Mixed utilization

- Offices
- Retail & restaurant area
- Hotels
- Parking

Size and Features 2008*

- 200,000 sqm of gross floor space
- Nine-story complex
- 660 meters long and 65 meters wide
- Start of construction 2007
- Completion in 2009

Ownership

- AIRRAIL CENTER FRANKFURT
Verwaltungsgesellschaft mbH und Co. Vermietungs KG
Joint project of IVG AG, represented by IVG
Development GmbH, and Fraport AG

Clients

- Contract with Hilton International for 34,500 sqm of space (582 rooms)
 - high-class hotel (249 rooms)
 - mid-market Hilton Garden Inn (334 rooms)
- Contract with KPMG for 36,000 sqm of office space
- Further clients: Metropolitan Medical Center, plug-and-work Business and Conference Center and many retail & gastronomy clients

* After construction in 2009

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Retail & Properties/Real Estate

Gateway Gardens



350,000 sqm of gross building land;
resp. 700,000 sqm gross floor space

Mixed utilization

- Offices
- Hotels
- Congress center, Trade center
- Research and Science

Size and Features 2008

- 350,000 sqm of gross building land
- Direct autobahn connections (A3, A5)
- Direct access to Frankfurt Airport's operational area
- Regional link via own "Gateway Gardens S-Bahn station" (planned) and bus lines
- Fully developed with binding land-use plan

Ownership

- Grundstücksgesellschaft Gateway Gardens GmbH; Fraport AG holds 25% shares of the development company

Clients

- LSG Sky Chefs use 55,000 sqm for Europe's most modern catering services
- Rezidor Hotel Group starts construction of a Park Inn Hotel
- Partnership between the State of Hesse, the City of Frankfurt, four universities and business representatives to construct a research and education institution for logistics and mobility

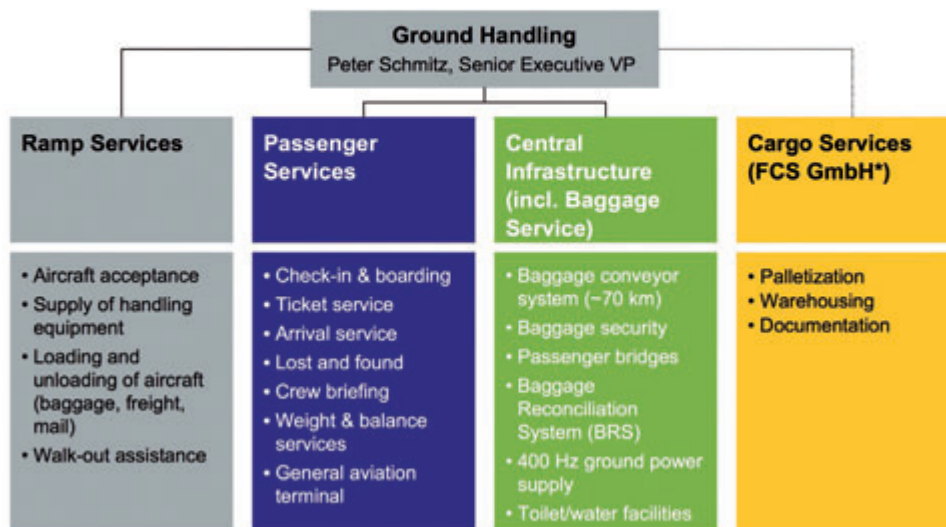
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Ground Handling

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Ground Handling Segment Structure



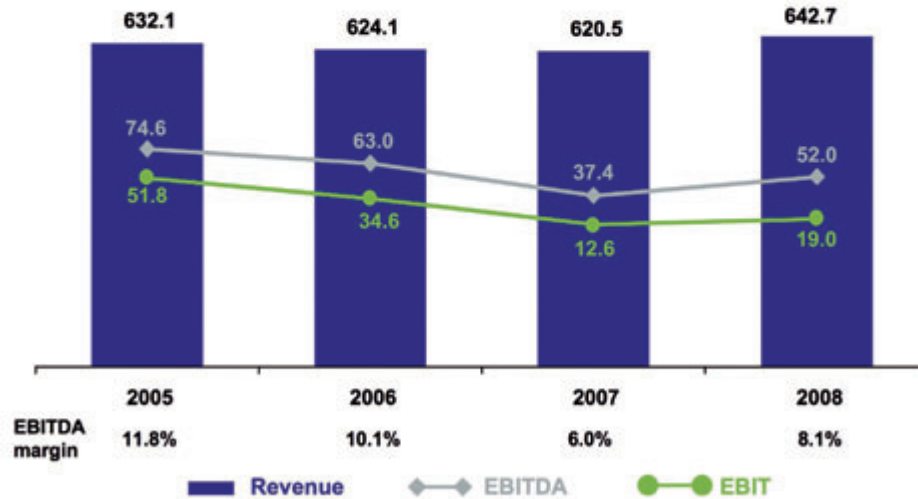
*) Fraport Cargo Services GmbH, 100% subsidiary of Fraport AG

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Ground Handling Segment Figures*

€ mil.



*) Figures after special/one off effects/consolidation effects

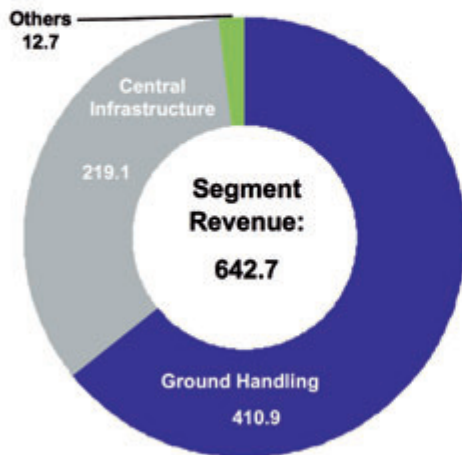
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Ground Handling Segment Revenue Split 2008

€ mil.



Ground Handling charges

For services provided to airlines including:

- Ramp services
- Passenger services
- Cargo services

Charges for Central Infrastructure

Charge 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

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Ground Handling Business Activities: Who Does What?

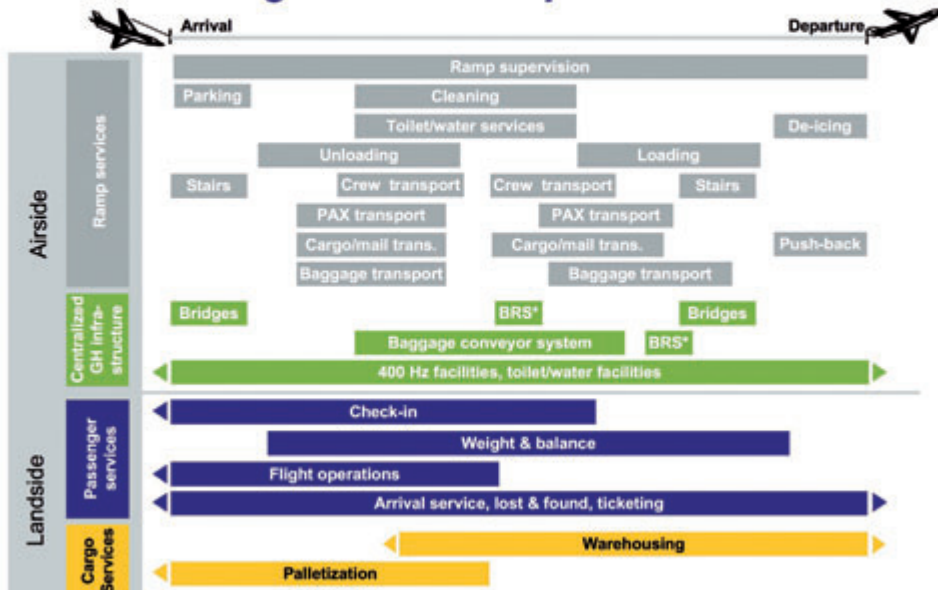


*) 52% subsidiary of Fraport
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Ground Handling On-time Management of Complex Processes



*) BRS = Baggage Reconciliation System

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Ground Handling Core Business Area: Ramp Services 2008

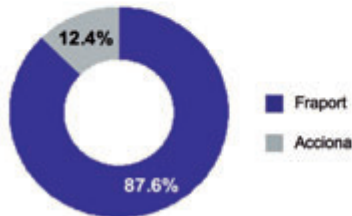
Ramp Services

- Regulated market: one third-party handler, Acciona
- Main customers of Fraport: Lufthansa and Star Alliance partners
- 203,438 aircraft handled in 2008
- ~ 24.9 mil. tons MTOW

Activities:

- Aircraft acceptance
- Supply of handling equipment
- Loading and unloading of aircraft
- Passenger and crew transport
- Baggage, cargo, mail transport
- Ramp supervision
- Moving of aircraft and walk-out assistance
- De-icing/anti-icing services and snow/ice removal
- Safety measures
- Fresh water supply/toilet services
- Cleaning

Market Share*



*) Base: MTOW 2008 Source: Fraport
Visual Fact Book Full Year 2008

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Ground Handling Core Business Area: Passenger Services 2008

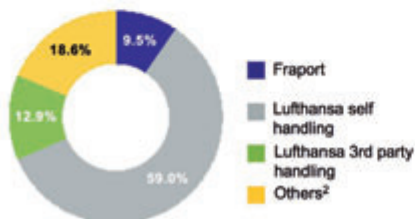
Passenger Services

- Open market: third-party handlers (e.g., Swissport, Acciona) and self-handling (e.g., Lufthansa)
- 19,692 aircraft handled in 2008

Activities:

- Station representation
- Check-in & boarding
- Ticket service
- Baggage tracing (lost&found)
- Arrival service
- Training
- Crew briefing
- Weight & balance services
- General aviation terminal

Market Share¹



⇒ Fraport handles approximately 23% of the „free market“ (excluding DLH self handling)

1) Base: Passengers 2008; Source: Fraport 2) Several handlers with up to 2% market share each

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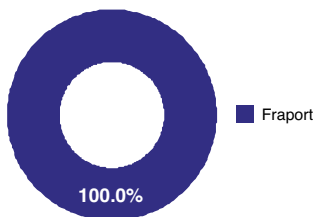


Ground Handling Core Business Area: Central Infrastructure 2008

Central Infrastructure

- Sole provider
- Provision of infrastructure, incl. Baggage conveyor system (73 km)
- Baggage performance in 2008: 1.2‰ misconnected baggage
- ~ 28.7 mil. pieces of baggage (2008)

Market Share



Source: Fraport

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Activities and Features:

- 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
- Fuelling and de-icing facilities

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Ground Handling Baggage Performance: Best Practice in FRA

Integrated process management paired with top notch infrastructure ensure excellent baggage performance in FRA on a best practice level compared to other European mega hubs.



*) Related to all checked and transferred baggage

Baggage facilities and conveyor system:

- More than 70 km long, the Frankfurt Airport's baggage conveyor system is one of the world's largest facilities of its kind
- Capacity: approx. 18,000 items per hour
- Record: 103,778 baggage items a day
- System reliability rate: 99.65%
- Guaranteed transfer time: 45 minutes
- Transport speed: 2.5 m/sec; max. speed 5 m/sec
- Only 1.2 misconnected baggage per 1,000 items* in FRA – top performance of our Fraport Ground Services

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Ground Handling Core Business Area: Cargo Services 2008

Cargo Services

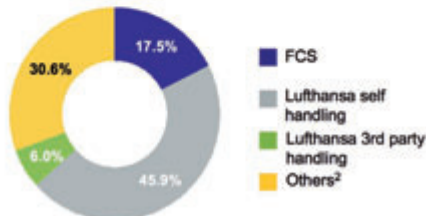
- Open market: third-party handlers (e.g., LUG, Aviapartner) and self-handlers (e.g., Lufthansa)
- Fraport Cargo Services (FCS), wholly owned subsidiary (100%)
- 358,357 metric tons of cargo handled in 2008

Activities:

- Handling and documentation of import, export and transfer freight
- Handling of special freight
- Commissioning and deconsolidation services
- Bonded warehouse
- Truck dispatching
- Last-minute and express services

⇒ FCS handles approximately 32% of the „free market“ (excluding Lufthansa self handling)

Market Share¹



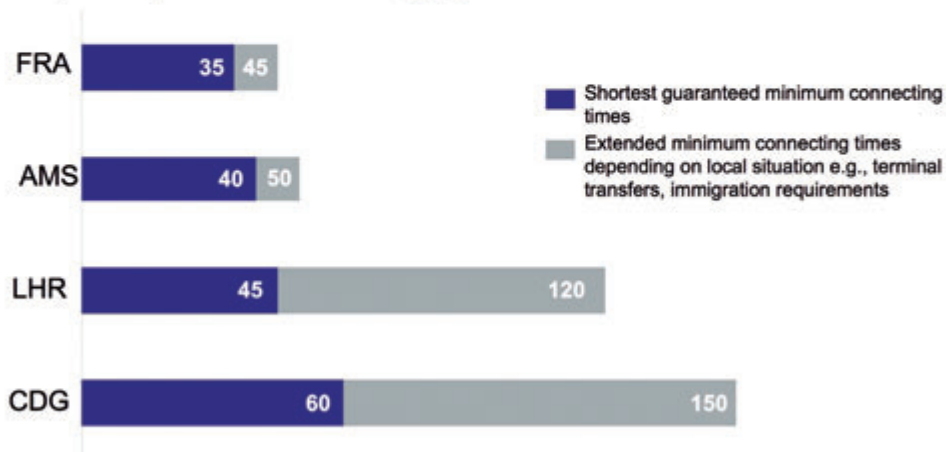
1) Basis: Cargo Tonnage 2008; source: FCS
2) Several handlers with 1-5% market share each
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Ground Handling – Short Connecting Times – Crucial Competitive Advantage for Mega Hubs

**Guaranteed Minimum Connecting Time* in min.
for passengers and checked baggage**



* Not including domestic-domestic-connections
Source: OAG Pocket Flight Guide, February 2009 and Fraport
Visual Fact Book Full Year 2008

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Ground Handling – Our Excellent Connectivity Results from Good Cooperation



Exemplary system partnership

Joint approach of Fraport's Ground Handling division and key customer Lufthansa, optimizing handling services and productivity



Logistics masterpiece behind the scenes

Optimized communication and logistics channels improve baggage and passenger flows as well as aircraft processes, thus maximizing connectivity



Close cooperation of logistic partners

Integrated controlling of all operative processes in FRA's Hub Control Center – 24 hours for up to 1,000 flights per day



Winners of the German Logistics Award 2008

for "Integrated Passenger and Baggage Logistics at the Frankfurt Aviation Hub" for this joint project of Fraport and Lufthansa

Source: Fraport, www.bvl.de
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External Activities

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External Activities Segment Structure*



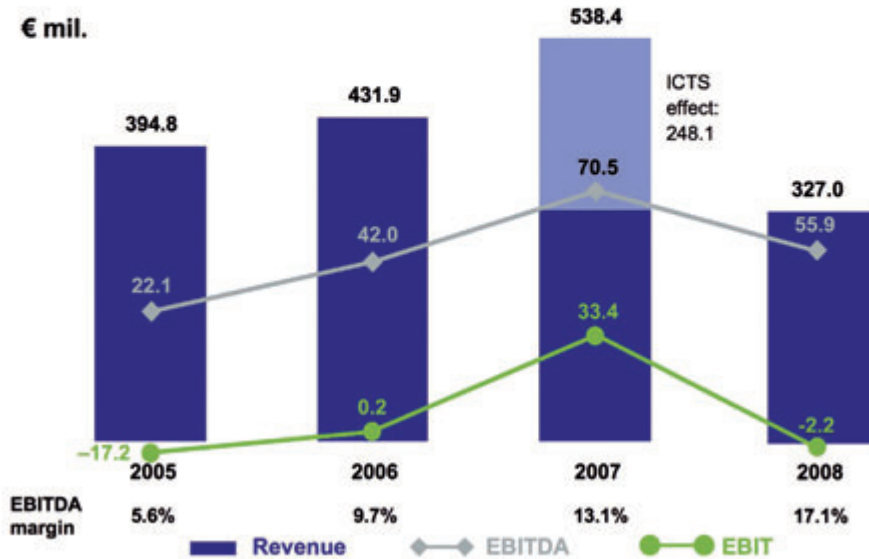
*) New segment structure from 2009 onwards: The Retail & Properties segment will be adjusted and will be newly named as "Retail & Real Estate"; Internal service units Real Estate and Facility Management (F&M) and Information and Telecommunication (I&T), will be organized within the newly named segment "External Activities & Services". The profit center in which the cost-related user fees are pooled will be transferred to the Aviation segment.

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External Activities Segment Figures*



*) Figures after special/one off effects/consolidation effects

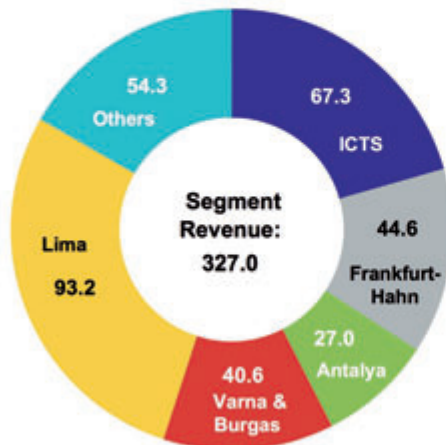
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External Activities Segment Revenue Split 2008

€ mil.*



*) Consolidated figures: ICTS included until April 1, 2008; Antalya consolidated by 34% (Terminal 1 + Domestic Terminal)

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- ICTS deconsolidated as of April 1, 2008

- Frankfurt-Hahn sold effective January 1, 2009

- Only 34%-Consolidation in Antalya in 2008; 50% as of January 5, 2009; concession will include the 2nd international Terminal by Sept 2009

- Fraport share since May 30, 2008: 70.01%

- Other revenues are generated by majority held subsidiaries/management contracts, such as:

- Ground Service Austria
- Air Transport IT, Orlando, USA
- Air IT Systems, Hanover
- Fraport Saudi Arabia, Riyadh
- Medical Airport Services, Kelsterbach

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External Activities Fraport Manages a Variety of Airports



Hubs	Regional Airports	Tourist Airports	Management Contracts
Frankfurt Main Share: 100% 53.5 mil. PAX	Xi'an Airport Share: 24.5% 11.9 mil. PAX	Antalya Airport Share: 51.0% ¹⁾ 9.1 mil. PAX	Cairo Airport Duration: 6Y 14.4 mil. PAX
Lima Airport Share: 70.01% 8.3 mil. PAX	Hanover Airport Share: 30.0% 5.6 mil. PAX	Burgas Airport Share: 60.0% 1.9 mil. PAX	Riyadh Duration: 6Y 11.4 ²⁾ mil. PAX
New Delhi Airport Share: 10.0% 23.2 mil. PAX		Varna Airport Share: 60.0% 1.5 mil. PAX	Jeddah Duration: 6Y 17.6 ²⁾ mil. PAX
			Dakar Airport Duration: 25Y Start in 2010

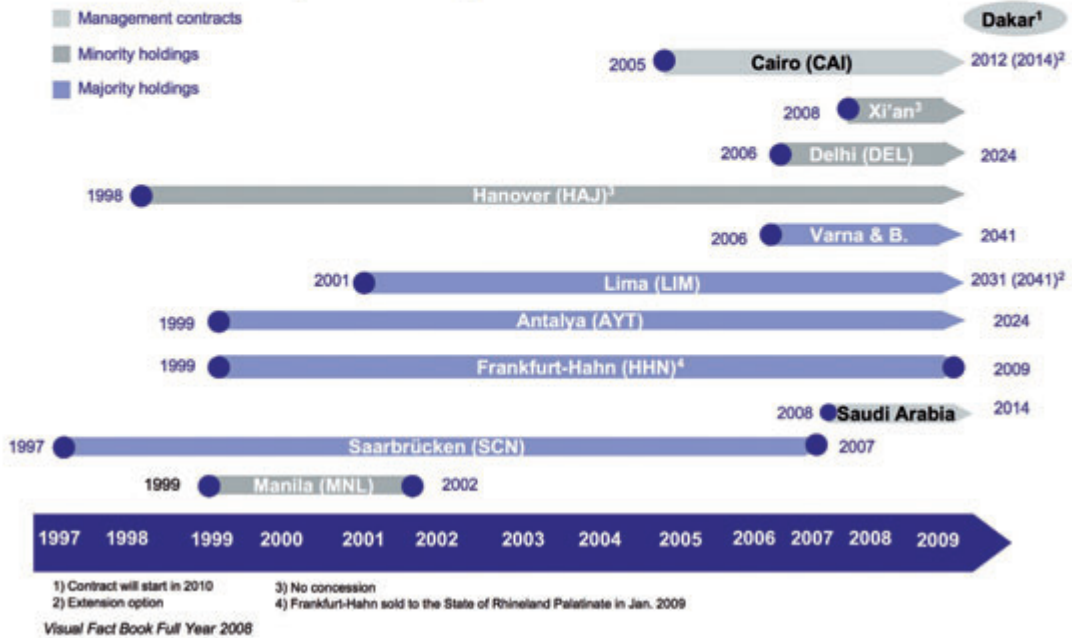
1) As of January 2009 dividend rights increase from 34% to 50%
2) 2007 figures; 2008 figures not available at time of publication

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External Activities History of Fraport's Airports



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External Activities Antalya Airport at a Glance



Profile

- 2nd largest airport in Turkey
- Tourist gateway to Turkish Riviera

Infrastructure

- 2 runways, capacity for 40 movements/hour
- 3 terminals, capacity for 30 mil. pax/year

Main Carrier

- SunExpress, Turkish Airlines, Sky Air

Further Carriers

- Onur Air, Air Berlin, Pegasus, TUIfly

Pax CAGR (1998–2008)

- 11.6%

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External Activities Antalya Airport Financials

€ mil.	2007	2008
Passengers <small>in mil.</small>	6.5 ¹ /17.8 ⁴	9.1/18.9 ⁴
Movements <small>in '000</small>	40.9 ¹	66.6
Revenue ²	64.8	79.3
EBITDA ²	26.1	57.9
EBIT ²	1.7	22.3
EBITDA margin ²	40.3%	73.0%
Employees	315	619
Fraport share	100% ³	51/34%
Consolidation	full ³	34%

1) Until Sep 13th 2007 only T1, from Sep. 14th 2007 incl. domestic terminal

2) Figures before consolidation

3) Change in consolidation: till Sept. 13, 2007 only Terminal 1 and 100% consolidation, thereafter domestic terminal included but only 34% consolidation

4) Total pax for Antalya Airport

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Fraport share: 51.00%

- 51% voting rights
- 50% dividend rights
- Dividend rights increased by 16% to 50% in Jan. 2009

Other shareholders:

- IC Ictas Insaat Sanayi ve Ticaret A.S. (48.99%)
- Fraport IC Ictas Havalimani Isletme Anonim Sirketi (0.01%)

Fraport history

- Fraport has held a majority interest (100%) in Terminal 1 (BOT) since '99
- New concession contract since Sep. 2007
- Since Sep. 2007 Fraport is operating T 1 + Domestic Terminal with its partners
- Sep, 2009–2024 Fraport will operate all 3 terminals together with Turkish IC Holding

Regulation

- Fixed passenger fee

Capex (Obligation)

- EPC contract € 99 mil. for modernization & expansion of airport

Slide 105



External Activities Lima Airport at a Glance



Profile

- Largest airport in Peru
- Mini Hub for LAN and Taca

Infrastructure

- 1 runway, capacity for about 180,000 movements/year
- 1 terminal, capacity for 10 mil. pax/year

Main Carrier

- LAN

Further Carriers

- Taca, AA, Continental, Air Canada, Gol, TAM, Aero Condor

Pax CAGR (1998–2008)

- 6.8%

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External Activities Lima Airport Financials

€ mil.	2007	2008
Passengers <small>in mil.</small>	7.5	8.3
Movements <small>in '000</small>	92.9	98.7
Revenue ¹	88.5	93.2
EBITDA ¹	23.2	24.3
EBIT ¹	16.3	18.2
EBITDA margin	26.2%	26.1%
Employees	414	468
Fraport share	100% ²	70.01% ³
Consolidation	full ²	full

- 1) Figures before consolidation
- 2) Fraport held 100% from Aug. 2007 until May 2008; previously only 42.75%
- 3) Fraport holds 70.01% since May 30, 2008

Fraport share: 70.01%

Other shareholders:

- International Finance Corporation (IFC) (19.99%)
- FONDO DE INVERSION EN INFRASTRUCTURA, SERVICIOS PUBLICOS Y RECURSOS NATURALES (Apoyo) (10.00%)

Fraport history

- 2001–2007 Fraport held 42.75%
- From August 2007 until May 2008 100%
- Since May 2008 70.01%
- 30-year BOT concession contract, with an extension option

Regulation

- Until the end of 2008 fixed tariffs according to concession agreement, since 2009 single till

Capex (Obligation)

- Fix until 2008: USD 256 mil.
- Variable 2009-30: 2nd terminal and runway

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External Activities Varna and Burgas at a Glance



Profile

- Tourist gateway to the Black Sea

Infrastructure Varna

- 1 runway, capacity for 130 movements/day
- 2 terminals, capacity for 17,000 pax/day

Infrastructure Burgas

- 1 runway, capacity for 170 movements/day
- 2 terminals, capacity for 24,000 pax/day

Main Carrier

- Bulgaria Air Charter

Further Carriers

- Bulgaria Air, Air Via, Balkan Holidays Air

Pax CAGR (1998–2008)

- 13.2%

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External Activities

Varna and Burgas Financials

Airports of Twin Star	2007	2008
Revenue in € mil.	41.3	40.6
EBITDA in € mil.	12.9	13.9
EBIT in € mil.	10.1	10.0
EBITDA margin	31.2%	34.2%
Employees	1,604	1,218
Fraport share	60%	60%
Consolidation	full*	full

Varna

Passengers in mil.	1.5	1.5
Movements in '000	15.0	15.1

Burgas

Passengers in mil.	1.9	1.9
Movements in '000	16.1	17.0

Fraport share: 60.00%

Other shareholders:

- BM Star Ltd. (40.00%)

Fraport history

- In Sep 2006 Fraport has been awarded the concession for modernizing, expanding and operating both airports
- BOT concession contract for 35 years
- Local partner with 40% stake: BM Star

Regulation

- Dual till

Capex (Obligation)

- € 54 mil. until 2010: 2 new terminals
- Further investments subject to traffic growth

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*) Full consolidation since November 2008

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External Activities

Minority: Hanover Airport



Fraport share: 30.00%

Other shareholders:

- City of Hanover (35.00%)
- State of Lower Saxony (35.00%)

Profile

- 24 hour operation
- 3rd highest runway capacity in Germany
- Homebase of TUfly

Infrastructure

- 2 runways, capacity for 60 movements/hour
- 3 terminals, capacity for 10 mil. pax/year

Main Carrier

- TUfly, Air Berlin

Further Carriers

- Aeroflot, Lufthansa, Turkish Airlines

Pax CAGR (1998–2008)

- 1.6%

Pax Total 2008

- 5.6 mil.

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External Activities Minority: Delhi, India



Fraport share: 10.00%

Other shareholders:

- GMR Infrastructure Ltd. (31.10%)
- Airports Authority of India (26.00%)
- GMR Energy Ltd. (10.00%)
- Malaysia Airports (Mauritius) Private Ltd. (10.00%)
- GVL Investments Private Ltd. (9.00%)
- India Development Fund (3.90%)

Profile

- 2nd largest airport in India
- One of the longest runways in Asia

Infrastructure

- 3 runways
- 6 terminals, capacity for 37 mil. pax/year

Main Carrier

- Air India, Jet Airways, IndiGo

Further Carriers

- Jet Lite, Emirates, Lufthansa

Pax CAGR (1998–2008)

- 11.8%

Pax Total 2008

- 24 mil.

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External Activities Minority: Xi'an, China



Fraport share: 24.5% Fraport Asia Ltd.

Other shareholders:

- 50.9% West Airport Group Company
- 24.5% China National Aviation Corporation Airport Investment Limited
- 0.1% CWAG Aviation Logistics (Xi'an) Co. Ltd.

Profile

- 9th biggest airport in China
- Center of the Chinese aerospace and aviation industry
- Known for its world-famous Terracotta Army

Infrastructure

- 1 runway
- 2 terminals, capacity for 11 mil. pax/year

Main Carrier

- Air China, China Eastern, China Southern

Pax CAGR (1998–2008)

- 14.7%

Pax Total 2008

- 11.9 mil.

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External Activities Management Contracts

Cairo, Egypt



Profile

- On the way of becoming the hub of MENA (Middle East North Africa)

Infrastructure

- 3 runways, capacity for 45 movements/hour
- 3 terminals, capacity for 21 mil. pax/year

Main Carrier

- Egypt Air

Further Carriers

- LH, Emirates, KLM, Air France

Pax CAGR (1998–2008)

- 7.3%

Pax Total 2008

- 14.4 mil.

Dakar, Senegal



Profile

- The new airport will be build by the end of 2010

Infrastructure

- 1 runway
- 1 terminal, capacity for 3 mil. pax/year

Riyadh & Jeddah, Saudi Arabia



Riyadh

Profile

- Capital airport

Infrastructure Riyadh

- 2 runways
- 4 terminals

Main Carrier

- Saudi Arabian Airlines

Further Carriers

- Air India, Pakistan International Airlines

Pax CAGR (1998–2007)*

- 4.3%

Pax Total 2007*

- 11.4 mil.



Jeddah

Profile

- Pilgrim airport, Red Sea

Infrastructure Jeddah

- 3 runways
- 3 terminals

Main Carrier

- Saudi Arabian Airlines

Further Carriers

- Egypt Air, Arabia, Air India, Austrian Airlines, LH

Pax CAGR (1998–2007)*

- 4.3%

Pax Total 2007*

- 17.6 mil.

* 2008 figures were not available at time of publication

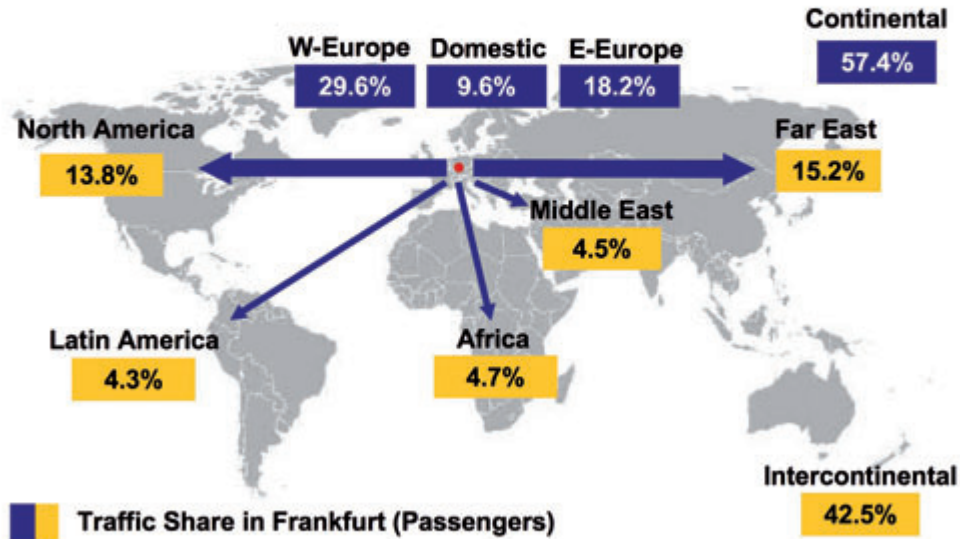
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Investments FRA: Expansion/FRA North

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Investments FRA: Expansion/FRA North FRA Traffic Split Forecast for 2020



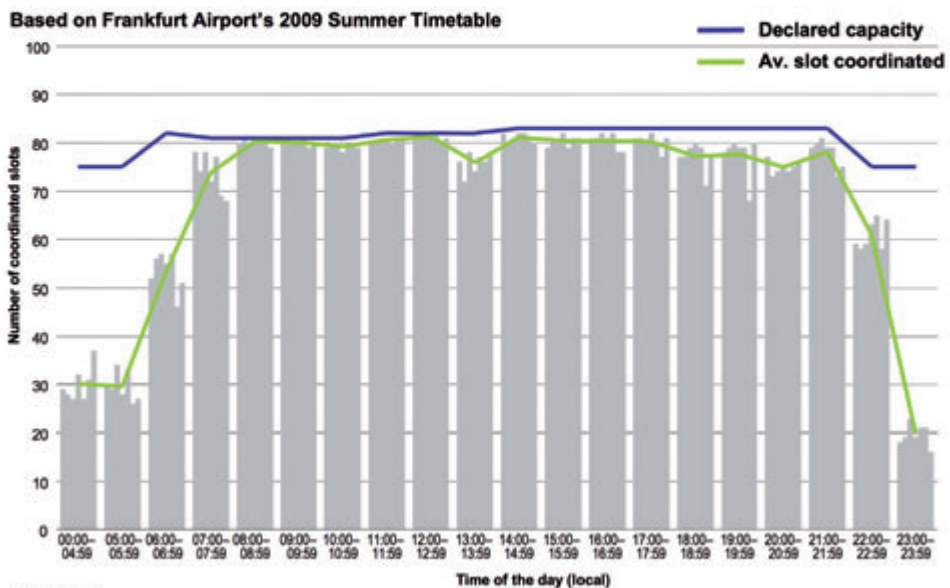
Source: IntraPlan, Air traffic forecast 2020 for Frankfurt, 12/09/2006, figures are rounded

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Investments FRA: Expansion/FRA North Constrained Movement Capacities



Source: Fraport

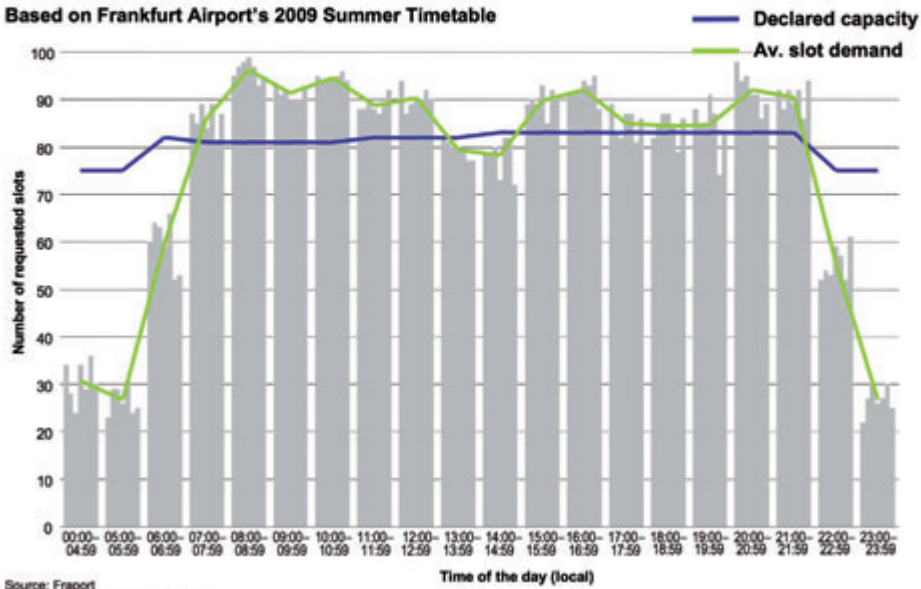
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Investments FRA: Expansion/FRA North Slot Demand Exceeds Capacity

Based on Frankfurt Airport's 2009 Summer Timetable



Source: Fraport
Visual Fact Book Full Year 2008

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Investments FRA: Expansion/FRA North Capex Range 2007–2015: ~ €7bn



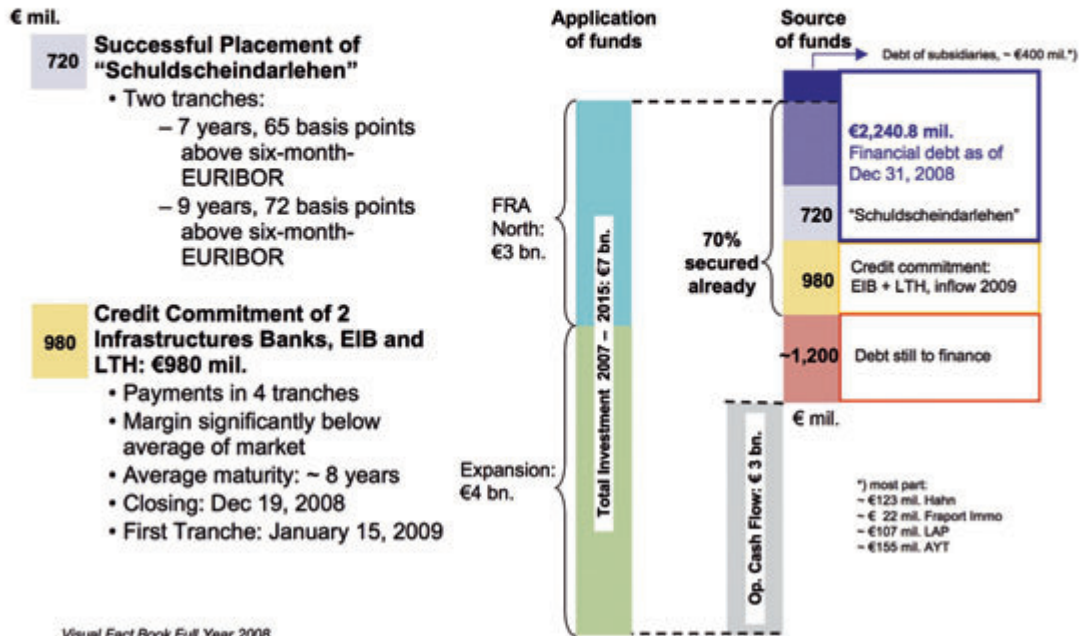
1) e.g. including new C-Pier, A-West, CD-Pier, Hall C, fire protection, etc.
2) e.g. technical equipment, IT

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Investments FRA: Expansion/FRA North Finance Sources and Milestones in 2008



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Investments FRA: Expansion/FRA North Process for NW-Runway and Terminal 3



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Investments FRA: Expansion/FRA North Five Challenges for Existing Terminals



Passenger Capacity	EU Security Regulation	Strict Fire Protection Regulations	New Aircraft Generation: A380	High Demand for Retail Space
Number of passengers will increase dramatically before the completion of the first construction phase of the new Terminal 3 in 2013	Separation of arriving passengers ("unclean" from non-Schengen) and departing ("clean") passengers required	Germany has the strictest fire protection regulations in the world, terminal buildings from 1972 requires substantial modification	A380 requires boarding on two levels via 3 passenger bridges and lounge capacity for up to 600 passengers	Retail business generates high margins; compared to other European hubs, Frankfurt Airport has a shortage of retail space, especially on airside

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Investments FRA: Expansion/FRA North Main Projects Deal With Five Challenges

Passenger Capacity	EU Security Regulation	Strict Fire Protection Regulations	New Aircraft Generation: A380	High Demand for Retail Space
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Pier A West Main drivers: • Passenger capacity, 6 mil. • Retail space	Concourse B, Gaps AB, BC Main driver: • Fire protection Terminal 1	Hall C, C/D-Pier Main drivers: • Passenger capacity, 4 mil. • A380	Terminal 2 Main drivers: • A380 • Retail space
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Fraport Share

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Fraport Share Share 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):	€916.1 million
Calculated par value per share:	€10.00
Number of floating shares ¹ on Dec. 31, 2008:	91,612,759
Listing:	Frankfurt Stock Exchange – official trading (Prime Standard)
IPO:	June 11, 2001
Placement price:	€35.00

¹) Total number of shares on the balance sheet date minus treasury shares

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Fraport Share Listings and Sustainability Listings

Share Indices

- Dow Jones STOXX 600

- FTSE World Europe

- MDAX

The MDAX is a stock index which lists German companies. The index is calculated by Deutsche Börse (German Stock Exchange). It includes the 50 Prime Standard shares from classic sectors that rank immediately below the companies included in the DAX index. The company size is based on terms of order book volume and market capitalization.

Sustainability Share Indices



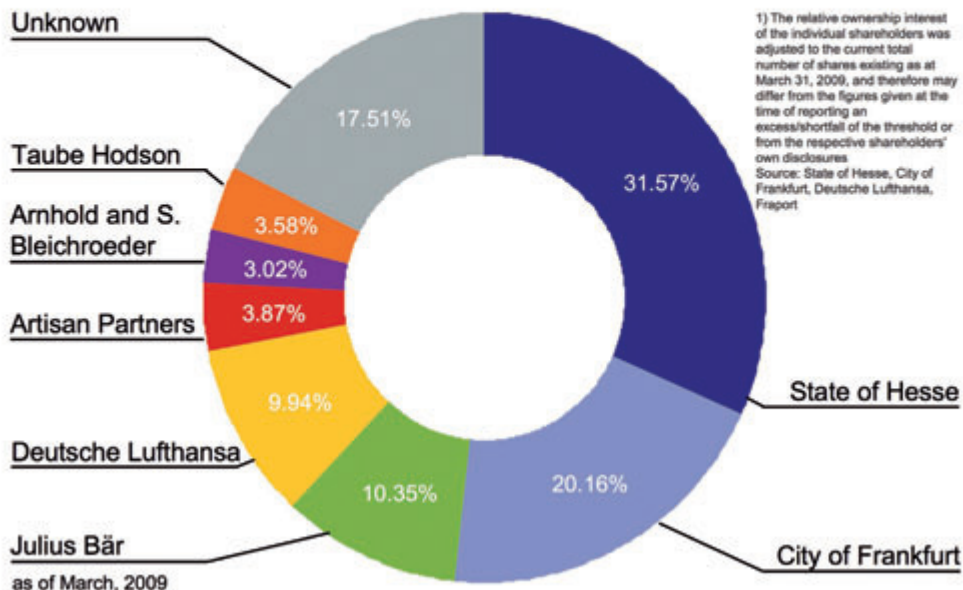
FTSE4Good

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Fraport Share Shareholder Structure



1) The relative ownership interest of the individual shareholders was adjusted to the current total number of shares existing as at March 31, 2009, and therefore may differ from the figures given at the time of reporting an excess/shortfall of the threshold or from the respective shareholders' own disclosures
Source: State of Hesse, City of Frankfurt, Deutsche Lufthansa, Fraport

as of March, 2009

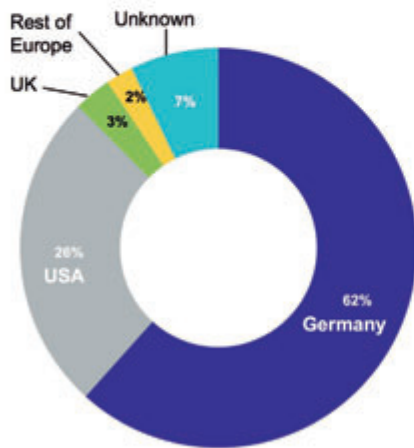
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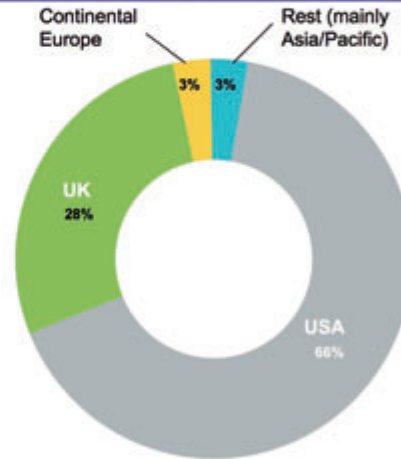


Fraport Share Geographical Split

Total Geographical Split of Share



Geographical Split of Free Float*



Source: Fraport, March 2009

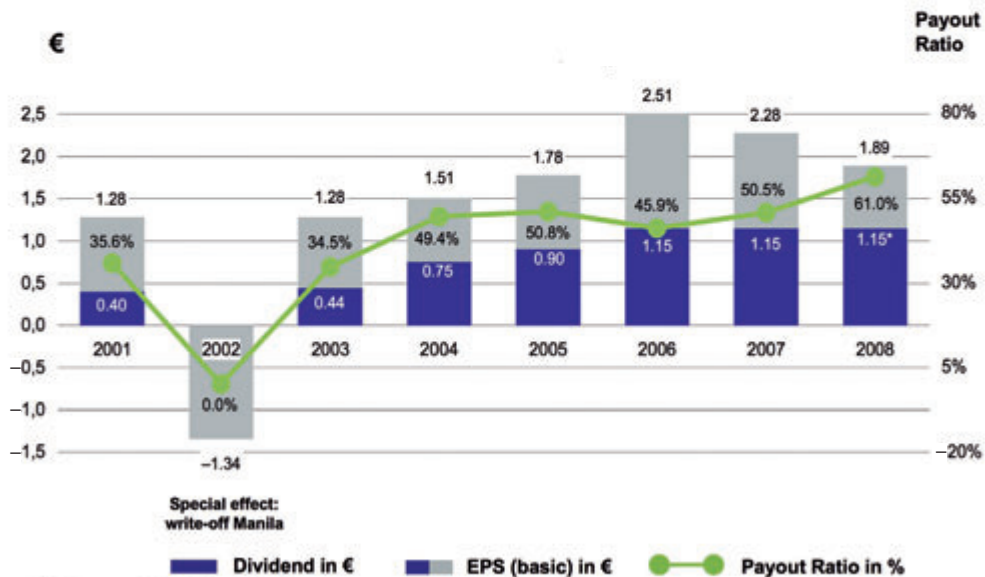
* Excluding Hesse, Frankfurt and Lufthansa, for unknown shareholding own estimates

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Fraport Share Share Performance: EPS, Dividend, Payout Ratio



* Dividend proposed to Annual General Meeting

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Fraport Share Key Figures Regarding the Fraport Share

		2004	2005	2006	2007	2008
Year-end price	€	31.39	44.9	54.02	53.87	30.91
Highest price	€	31.39	44.9	66.77	64.65	54.34
Lowest price	€	22.20	29.59	44.9	45.53	23.67
Annual performance	%	40.3	45.4	22.3	1.9	-40.4
Earnings per share (basic)	€	1.51	1.78	2.51	2.28	1.89
Dividend per share	€	0.75	0.90	1.15	1.15	1.15*
Dividend yield at Dec. 31	%	2.4	2.0	2.1	2.1	3.7
Payout ratio	%	49.4	50.8	45.9	50.5	61.0
Price-earnings ratio		20.8	25.2	21.5	23.6	16.4
Average trading volume per day	number	102,563	106,898	209,183	262,132	296,704
Market capitalization at Dec. 31	€ million	2,841	4,089	4,936	4,932	2,835
Total number of shares at Dec. 31	million	90.6	91.2	91.5	91.6	91.7
Number of floating shares at Dec. 31	million	90.5	91.1	91.4	91.5	91.6

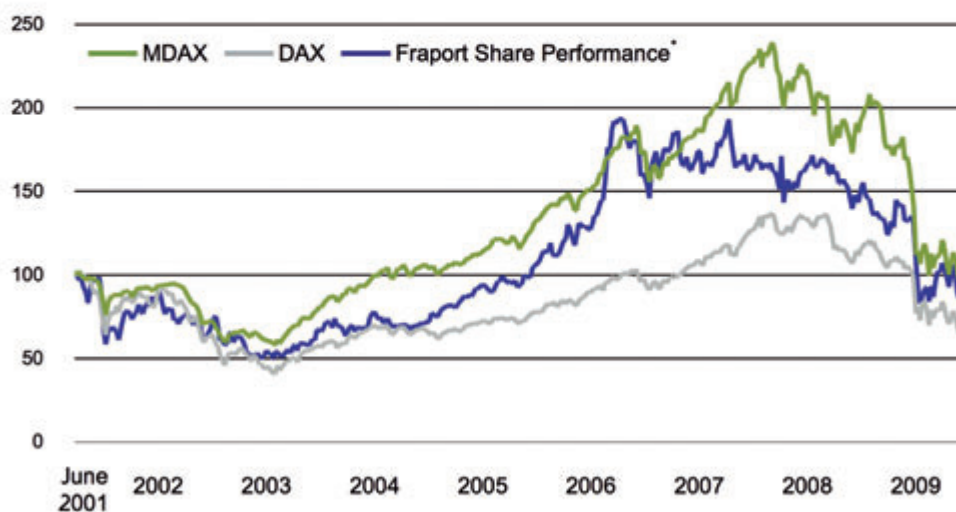
* Dividend proposed to Annual General Meeting

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Fraport Share Stock Performance Since IPO



*) For comparison reason the index of Fraport share performance was calculated by adding the dividend per share to the stock price

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Fraport Management

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Fraport Management **CEO: Prof. Dr. Wilhelm Bender**



Fraport AG's CEO since January 1993, thus the longest-serving chairman of all MDAX companies in Germany

Responsible for:

- Ground Services (Ground Handling)
- Corporate Strategy
- Internal Auditing
- Marketing, Sales Support, Boards and Committees
- Corporate Communications

Brief biography:

- 1990–1993: CEO of Schenker & Co GmbH; later CEO of Schenker Waggon- und Beteiligungs AG
- 1984–1990: Managing director of "Verkehrsforum Bahn" (the Rail Transport Forum industry association)
- 1974–1984: Various positions with Deutsche Bundesbahn AG
- Studied law and economic sciences

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Fraport Management

Vice Chairman and COO: Dr. Stefan Schulte



Fraport AG's Vice Chairman and COO since April 2007

Responsible for:

- Traffic and Terminal management, Airport Expansion, and Airport Security Management (Aviation)
- Real Estate and Facility Management
- Legal Affairs

Brief biography:

- 2003–April 2007: CFO of Fraport AG
- 2001–2003: Executive board member (CFO) of Deutz AG, responsible for finance and human resources
- CFO at Infostrada S.p.A., the Mannesmann/Vodafone group's former Italian fixed-network subsidiary
- Area director of controlling at Mannesmann Arcor
- Deutsche Bank's group development department
- 1991: Finished his doctorate degree

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Fraport Management

CFO: Dr. Matthias Zieschang



Fraport AG's CFO since April 2007

Responsible for:

- Controlling, Finance, Accounting
- Global Investments and Management (External Activities)
- Central Purchasing, Construction Contracts
- Information and Telecommunication
- Investor Relations
- Investment Management

Brief biography:

- 2001–2007: CFO of Deutsche Bahn Netz AG
- 1999–2001: CFO of Scandlines AG (shipping line)
- 1997–1999: Head of project and investment financing at Deutsche Bahn AG
- 1994–1997: Head of financial strategy and planning at Deutsche Bahn AG
- 1990–1994: Specialist for capital market financing at BASF AG
- Assistant lecturer at the Technical University of Darmstadt
- Studied national economics and business administration

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Fraport Management

Executive Director Labor Relations: Herbert Mai



Fraport AG's Executive Director Labor Relations since 2001

Responsible for:

- Retail and Properties
- Human Resources
- Data Protection
- Management Systems
- Confidential Affairs
- Environmental Management

Brief biography:

- 1995–2001: National chairman of the ÖTV union (public service and transport workers union)
- 1982–1992: Regional chairman of ÖTV Hesse
- Wide range of responsibilities at ÖTV Hesse
- Attended the Higher Technical College for Social Services
- Administrative inspector with the Düsseldorf administrative district board
- Training in higher public administrative service

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Glossary I

ACI

Acronym for Airports Council International, the international association representing the world's airports

AEA

Acronym for Association of European Airlines, the European association representing European airlines

Aviation

One of the Fraport Group's business segments. The Aviation segment is responsible for air traffic and terminal management as well as airport and aviation security

BOT

Acronym for Build Operate Transfer

CAGR

Acronym for Compound Annual Growth Rate

CUTE

Common Use Terminal Equipment

DLH

Acronym for Deutsche Lufthansa

EPS

Acronym for Earnings per Share

EIB

Acronym for European Investment Bank

External Activities

One of the Fraport Group's business segments. The External Activities segment encompasses all holdings and activities not located at Frankfurt

FRA

Acronym for Frankfurt Airport

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Glossary II

Ground Handling

One of the Fraport Group's business segments. The Ground Handling segment encompasses the services required for servicing an aircraft on the ground

Hub

An airport that coordinates direct long-haul services with a system network of feeder services

IATA

Acronym for International Air Transport Association, the international umbrella organization of the airlines; headquartered in Montreal

ICE

Acronym for Inter City Express, German high speed train

IR

Acronym for Investor Relations

ISIN

Acronym International Securities Identification Number is a 12-character alpha-numerical code that uniquely identifies a security, e.g. a share

MTOW

Acronym for maximum takeoff weight, the maximum weight for which an aircraft is certified. The MTOW is the decisive parameter for determining takeoff and landing charges

O & D

Origin and Destination

PAX, or pax

Abbreviation for passenger(s)

RAB

Acronym for Regulated Asset Base: Asset base used for calculating costs of capital as part of regulated charges

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Glossary III

Retail & Properties

One of the Fraport Group's business segments. The Retail & Properties segment encompasses the letting of shops and offices, the management of parking facilities and real estate marketing

ROFRA

Abbreviation for Return on Fraport Assets = EBIT divided by Fraport assets

RPK

Acronym for Revenue Passenger Kilometers: number of paying passengers multiplied with number of kilometers they traveled

Star Alliance

The world's largest strategic alliance of airlines, which also includes Lufthansa German Airlines

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Investor Relations IR Service – meet IR

Financial Calendar 2009

3-month interim report 2009	Tuesday, May 12
Annual General Meeting	Wednesday, May 27
6-month interim report 2009	Thursday, August 6
9-month interim report 2009	Thursday, November 5

Traffic Calendar 2009

April 2009	Wed., May 13, 2009
May 2009	Tue., June 16, 2009
June 2009	Fri., July 10, 2009
July 2009	Wed., August 12, 2009
August 2009	Thu., September 10, 2009
September 2009	Tue., October 13, 2009
October 2009	Wed., November 11, 2009
November 2009	Thu., December 10, 2009
December 2009	Fri., January 15, 2010

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The Most current IR Information

For all information about our investor relations activities and to get in touch with us, please go to:

www.meet-ir.com

There you find e.g. the dates and places of roadshows and conferences as well as downloads of the most current data and presentations.

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