

Analyst Presentation | May 2021

1Q21

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1Q21 Analyst Presentation

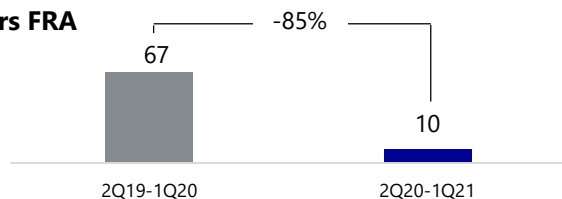
Last 12M Review



COVID-19 Impacts on our Business

Passengers FRA

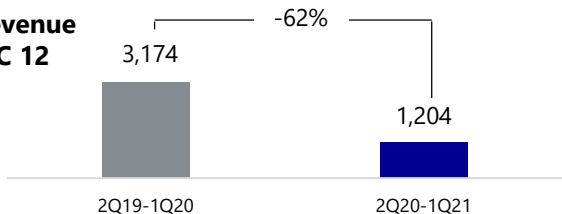
mn



Group Revenue

excl. IFRIC 12

EUR mn



Financial Measures against COVID-19

min. **4,000** Employee Reduction
(-20% of Staff in Germany)

387mn LTM Staff Cost Savings (-32%)

376mn LTM Non-Staff Cost Savings
ex. IFRIC 12 (-41%)

403mn Capex Savings in 20FY

4.4bn Available Firepower

Further Restructuring of Ground Handling
& Security Services agreed

1Q21 Business Update

Frankfurt Restructuring Progress



Target¹



**Achievement
Mar 31, 2021**



**Achievement
Apr 1, 2021**



**Expected
Dec 31, 2021**

1Q21 Business Update

Frankfurt Security Restructuring → Takeover of Responsibility



- Federal Ministry and Fraport agreed on future structure of security checks at Frankfurt Airport
- Federal Ministry and Police will continue to set framework conditions and supervise security checks
- Fraport will assume responsibility for the awarding of security contracts, the procurement of security devices, the deployment of security companies, the opening of lines and billing to airlines



Objective: Gain flexibility and perform security checks in more efficient way



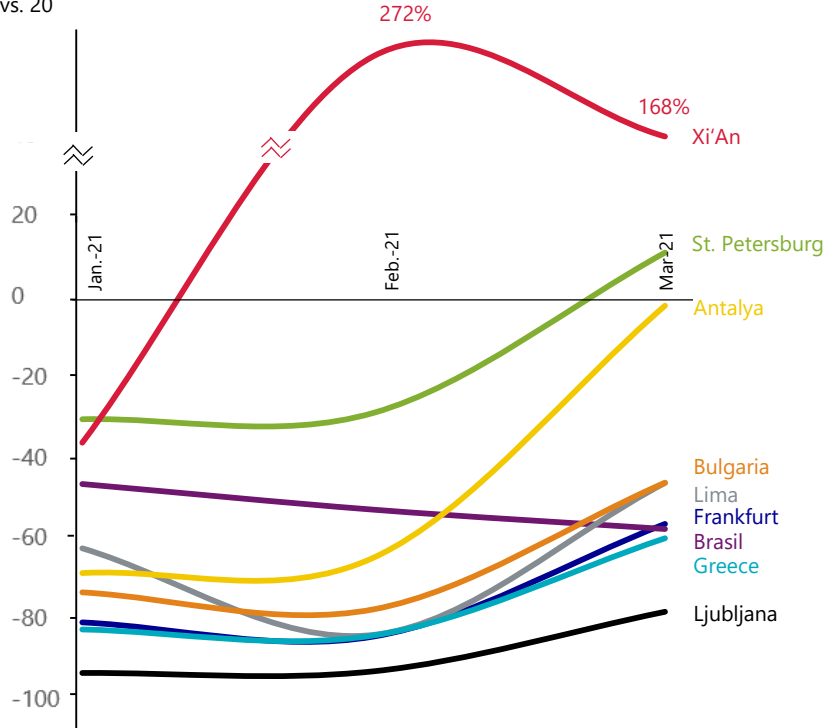
1Q21 Traffic Review

Impact of COVID-19 on Passenger Numbers

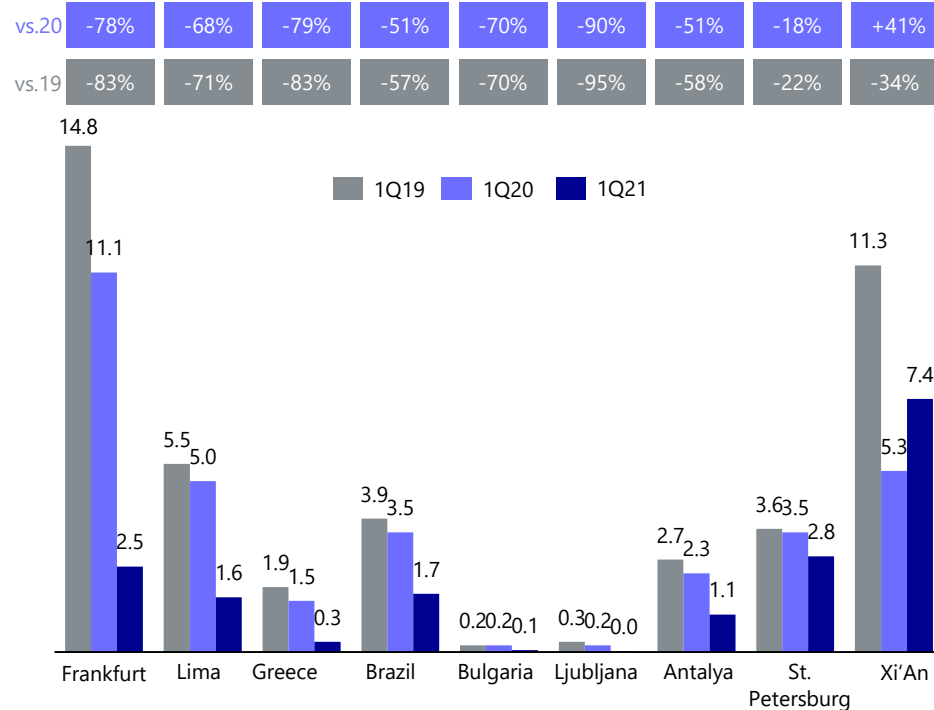


Monthly Passenger Performances

% vs. 20

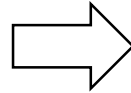
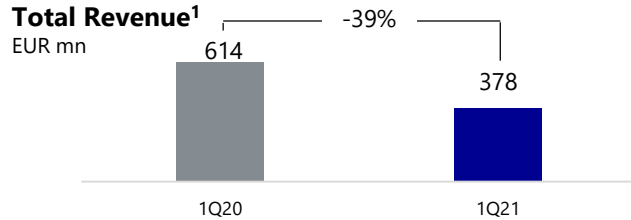


1Q Passenger Performances

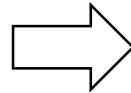
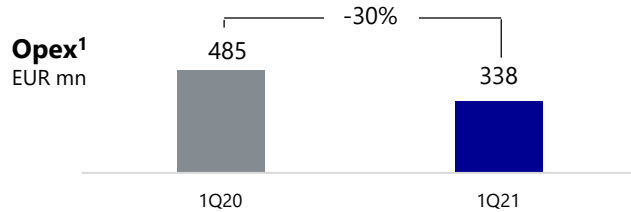


1Q21 Financial Review

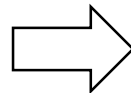
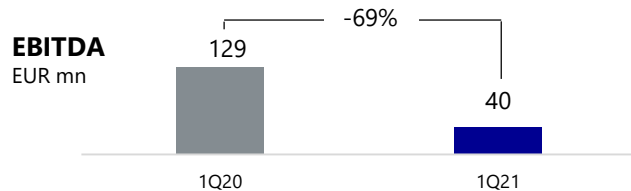
Positive EBITDA due to Internationals and Security Settlement



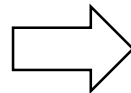
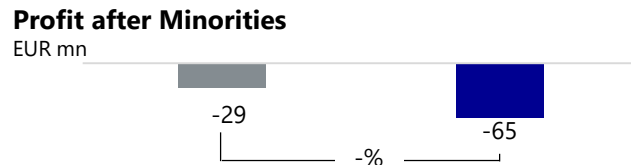
Adverse Revenue Impacts across Portfolio
FRA Segments EUR 286mn / International Activities EUR 92mn¹
(PY: EUR 446mn) / (PY: EUR 169mn)¹



Strong Cost Control in Frankfurt & International¹
FRA Segments EUR 270mn / International Activities EUR 68mn¹
(PY: EUR 370mn) / (PY: EUR 115mn)¹



Positive Group EBITDA
FRA Segments EUR 16mn / International Activities EUR 24mn
(PY: EUR 76mn) / (PY: EUR 53mn)



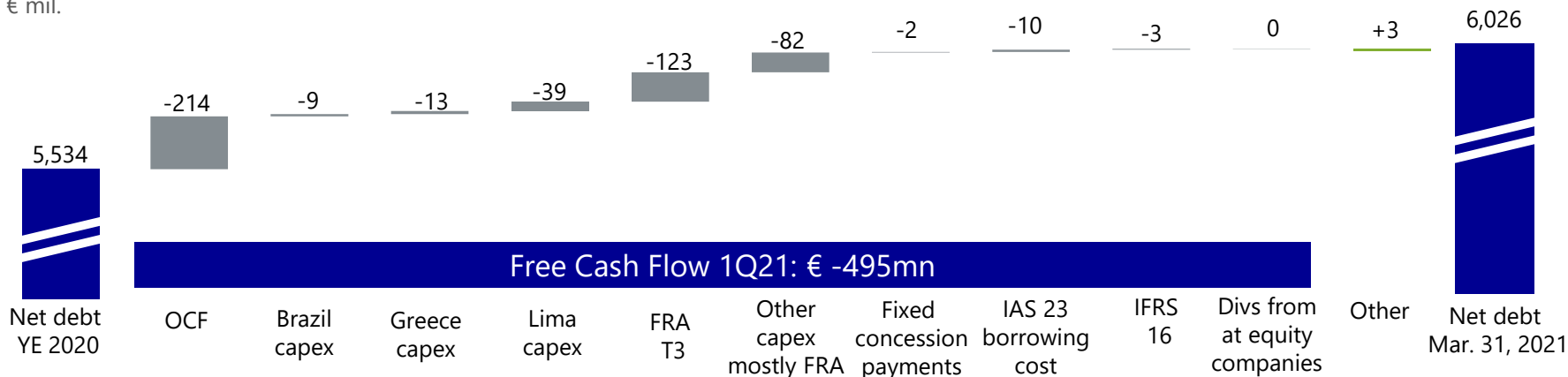
Negative Net Result due to COVID-19 Pandemic
D&A reduced by EUR 6mn
Financial Result improved by EUR 14mn

1Q21 Cash Management

FCF negative due to Severance Payments and Capex



in € mil.



Comments
› Negative OCF largely due to cash outs for severance payments
› Expansion capex programs in Brazil and Greece completed
› Negative free cash flow driven by negative OCF and capex programs, esp. Terminal 3 in Frankfurt
› Net debt exceeds EUR 6bn, higher Gearing ratio at broadly stable Equity

€ mil.	1Q21	1Q20	%
Operating cash flow	-214	92	-
Capex ¹	277	274	+1.2
Free cash flow ²	-495	-196	-
Net debt ³	6,026	5,534	+8.9
Equity ³	3,690	3,759	-1.8
Gearing ratio ³	169.3	152.9	+16.4PP

Capex figures including down payments to EPC companies

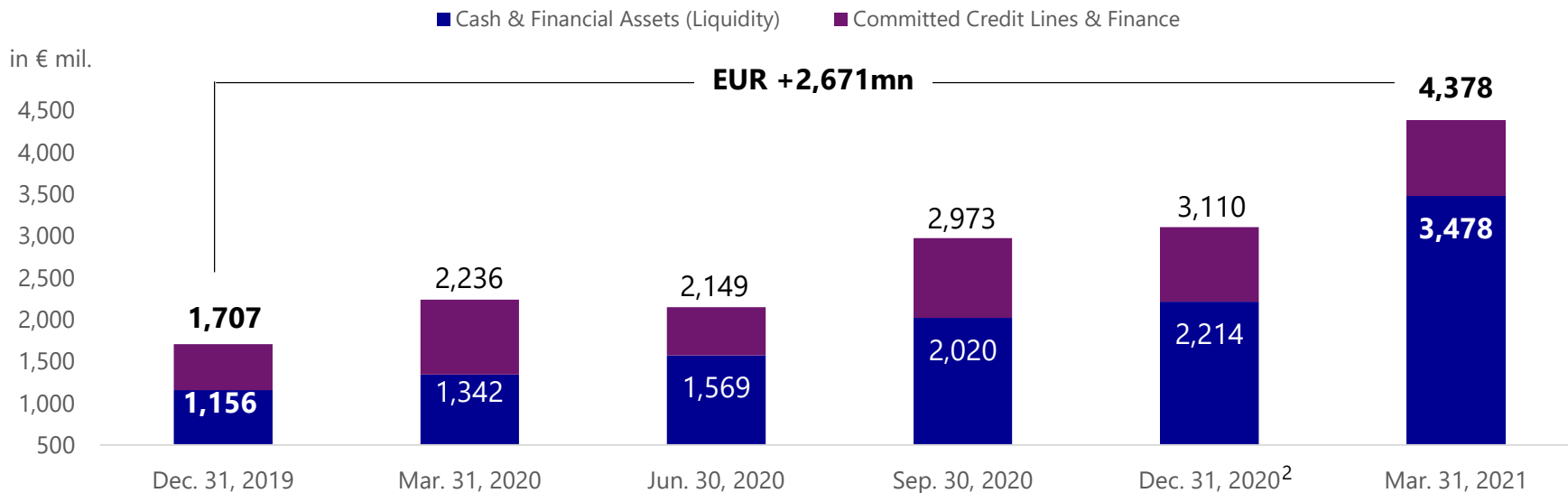
1 = Capex in airport op. projects, other intangible assets, PPE, investment property, and at equity investments. No consideration of one-time payments for acquisitions

2 = OCF – IFRS 16 – Capex + Dividends from at equity investments

3 = Year-end figures for 2020

1Q21 Cash Management

Firepower reaches almost EUR 4.4bn¹

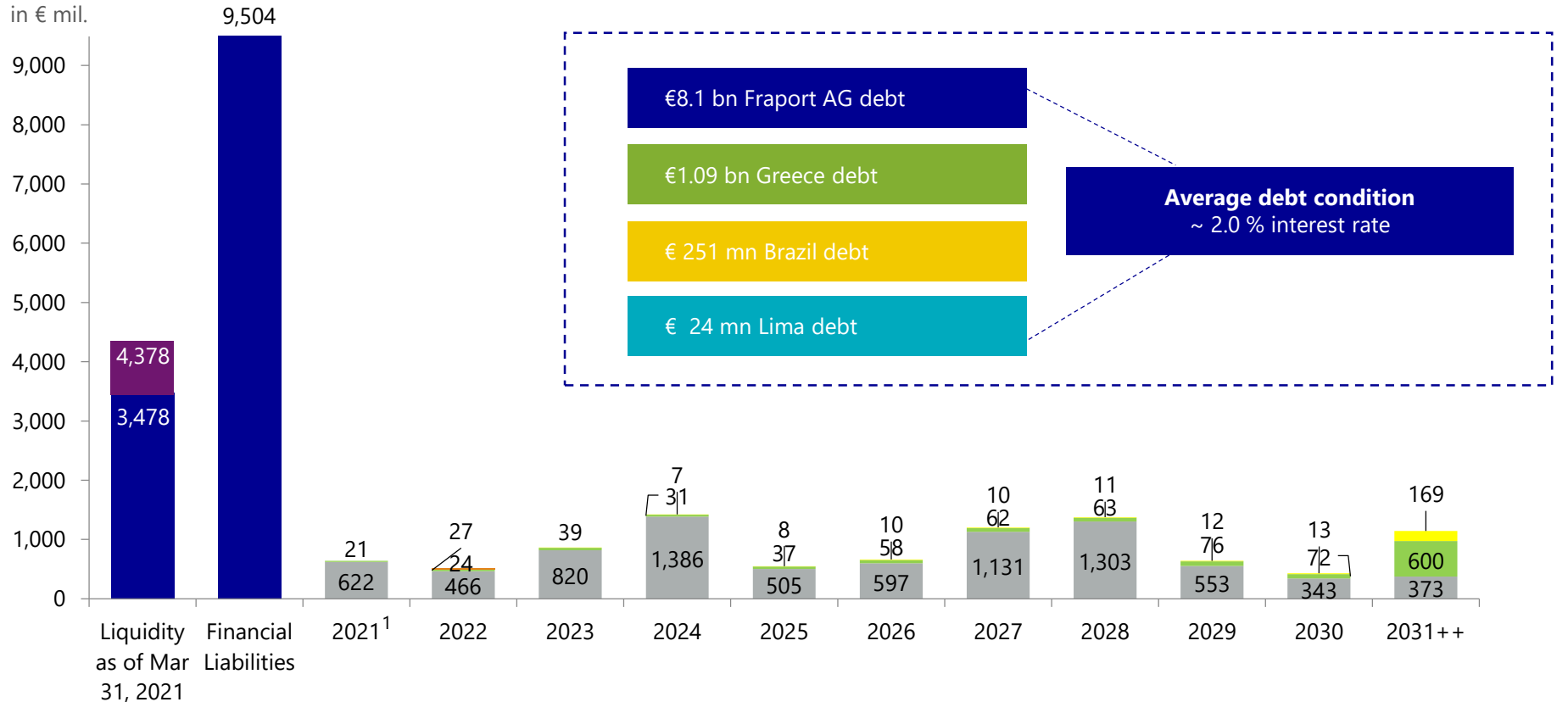


- Strong increase in Firepower¹ at comparably low interest rates signals high demand for Fraport debt, despite crisis
- Additional finance of EUR c.1.9bn secured in 1Q21
- Firepower clearly up, despite negative FCF and repayments
- Cash inflow from security settlement not reflected in 1Q21 Firepower

¹ Firepower = Liquidity + Committed Credit Lines & Finance ² Mar. 31, 2021 break down: Frankfurt 3,036mn + 492mn CL; Greece: 122mn + 1mn CL; Brasil 25mn + 47mn CL; Lima 54mn + 360mn CL; Other: 241mn

1Q21 Cash Management

Balanced Repayment Profile



¹ 2021 including for EUR 150mn repayments of RCF and EUR 145mn in connection with CPP

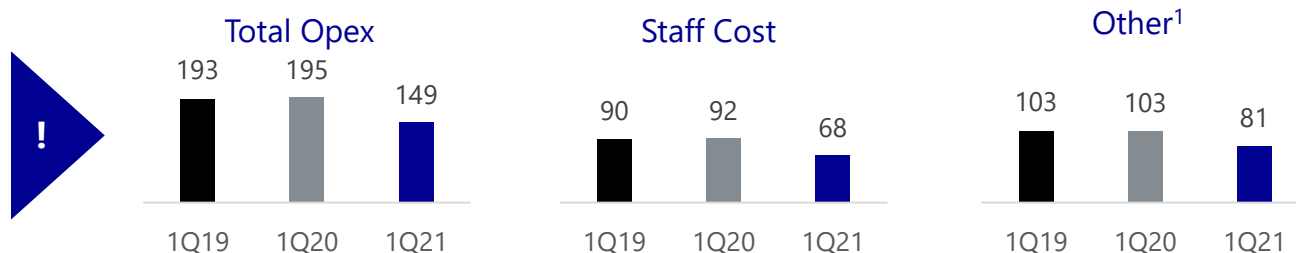
1Q21 Segment Aviation

Cost Control and Security Settlement dampen COVID-19 Impact



EUR mil.	1Q21	1Q20	%	1Q19	%
Revenue	139	189	(26)	225	(38)
Charges	47	144	(68)	175	(73)
Security	86	36	>100	39	>100
Other Income	10	8	13	7	42
Staff Cost	68	92	(26)	90	(24)
Other ¹	81	103	(21)	103	(22)
EBITDA	-1	3	(-)	38	(-)
D&A	34	36	(7)	39	(13)
EBIT	-34	-33	(-)	-1	(-)

- Disproportionately low revenue decline compared to pure passenger performance, a.o., due to landing and take-off charges
- Settlement of security services dispute with positive revenue and EBITDA impact of EUR c.58mn
- Clear Opex Reduction in “Fixed Cost Segment” by EUR 46mn
- 2021 charges flat, but reasonable increase for 22FY intended



¹ Other defined as balance of non-staff cost and intersegment cost & revenue

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

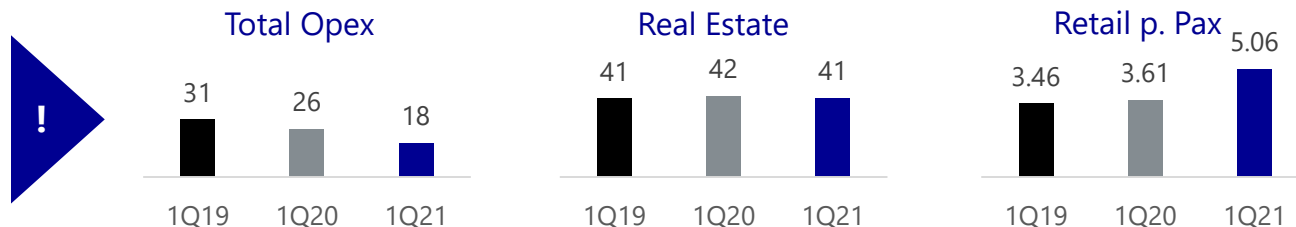
1Q21 Segment Retail & Real Estate

Resilient Real Estate Business, All time High Retail per Passenger



EUR mil.	1Q21	1Q20	%	1Q19	%
Revenue	63	102	(38)	116	(46)
Retail	10	38	(73)	49	(79)
Real Estate	41	42	(1)	41	3
Parking	9	21	(56)	25	(64)
Other Income	4	4	(10)	15	(77)
Staff Cost	12	13	(15)	15	(21)
Other ¹	7	13	(48)	16	(59)
EBITDA	49	80	(39)	101	(52)
D&A	22	23	(4)	22	1
EBIT	27	57	(53)	79	(66)

- Segment revenues clearly outperform passenger development
- Resilient performance of Real Estate business
- Retail Revenues per Passenger reach all time 1Q high of EUR 5.06 (1Q20: EUR 3.61)
- Parking revenues again beat passenger development
- Clear cost reduction despite already lean business segment



¹ Other defined as balance of non-staff cost and intersegment cost & revenue

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

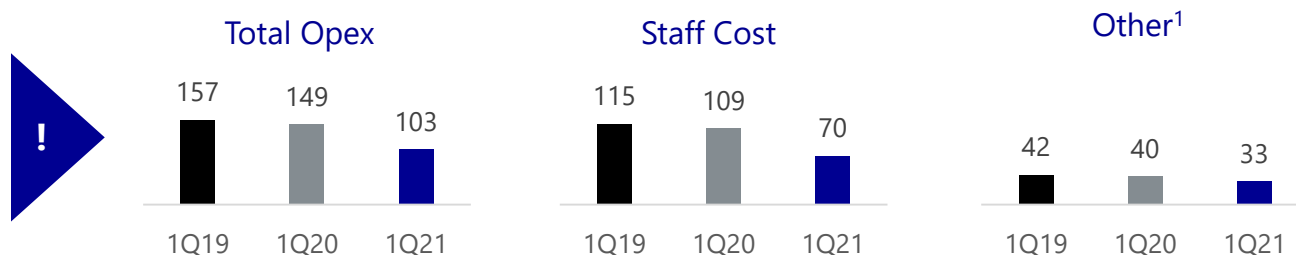
1Q21 Segment Ground Handling

Clear Cost Focus, but further Restructuring needed



EUR mil.	1Q21	1Q20	%	1Q19	%
Revenue	67	138	(52)	161	(58)
Ground Hand.	40	70	(43)	81	(51)
Central Infra.	21	61	(65)	72	(70)
Other Income	4	4	(18)	2	80
Staff Cost	70	109	(36)	115	(39)
Other ¹	33	40	(18)	42	(21)
EBITDA	-32	-7	(-)	5	(-)
D&A	9	11	(11)	12	(20)
EBIT	-42	-17	(-)	-6	(-)

- Disproportionately low revenue decline compared to pure passenger development, a.o., due to MTOW related charges
- Clear opex reduction in 1Q21, due to reduction in employees and flexible deployment of staff
- Still: negative EBITDA and therefore continued need for restructuring
- Price adjustment of 3% in Central Infrastructure implemented



¹ Other defined as balance of non-staff cost and intersegment cost & revenue

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

1Q21 Frankfurt Segments

Strong Cost Savings in 1Q21



- Clear cost reduction by c.30% compared to 1Q19
- Average monthly cost reduced to EUR c.90mn from EUR c.127mn in 1Q19
- On track to achieve annual cost reduction of up to EUR 500mn compared to 19FY
- Last 12M Frankfurt Opex reduced by EUR 480mn

NEW Frankfurt EBITDA Break Even Level at c.25% of 19FY Passengers = c.18mn Passengers

¹ Other defined as balance of non-staff cost and intersegment cost & revenue

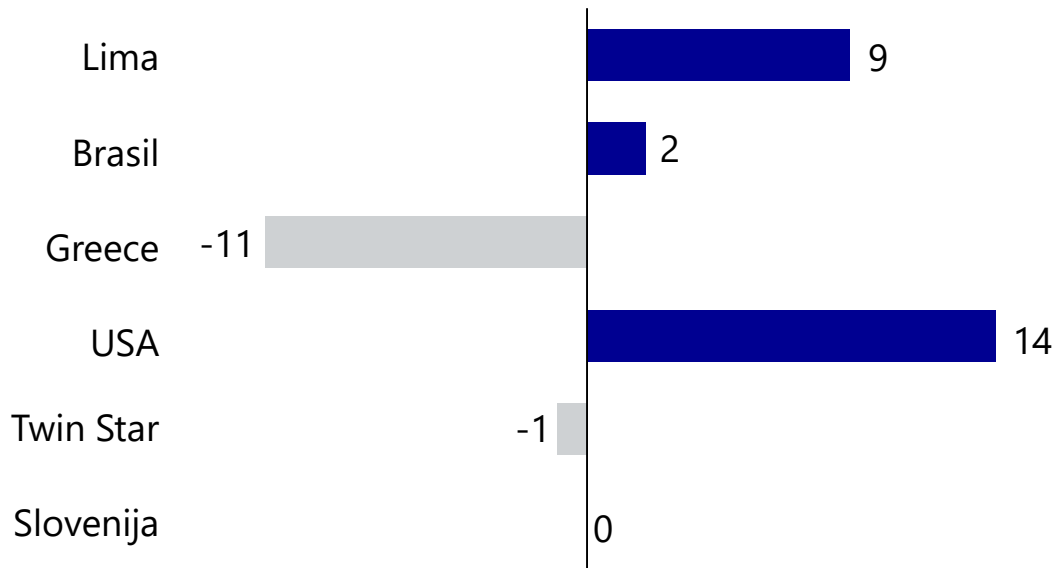
Due to commercial rounding discrepancies may occur when summing up, % changes based on unrounded figures

1Q21 Major International Holdings

Positive EUR c.13mn EBITDA thanks to Countermeasures



1Q21 EBITDA in € mil.



1Q21 Passengers and 1Q19 change	
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1.6mn PAX	-71%
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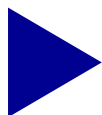
1.7mn PAX	-57%
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320k PAX	-71%
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61k PAX	-70%
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18k PAX	-95%
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Aggregate



EBITDA of EUR 13mn

1Q21 Segment International Activities & Services

Cost Reduction offset Revenue Decline = Positive EBITDA



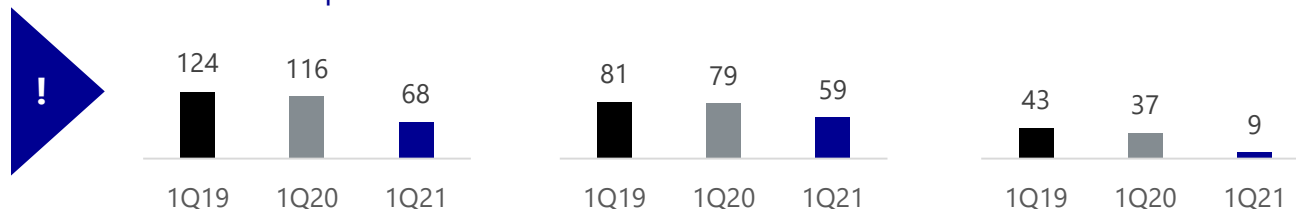
EUR mil.	1Q21	1Q20	%	1Q19	%
Revenue	116	232	(50)	302	(62)
IFRIC 12	40	68	(28)	125	(68)
Rev. ex IFRIC 12	75	164	(54)	177	(57)
Other Income	16	4	>100	3	>100
Staff Cost	59	79	(25)	81	(27)
Other ex IFRIC12 ¹	9	37	(76)	43	(79)
EBITDA	24	53	(55)	56	(57)
D&A	45	47	(4)	42	8
EBIT	-21	6	(-)	14	(-)

- Revenue excl. IFRIC 12 down by more than 50%
- Staff cost reduction in Frankfurt Services sub-segment and International Holdings
- Positive EUR 12mn impact from cancellation of fixed minimum lease obligations at Fraport US
- Further EUR 5mn positive compensation at Fraport Slovenija to be recorded in 2Q20
- Overall, positive segment EBITDA

Total Opex

Staff Cost

Other¹



¹ Other defined as balance of non-staff cost and intersegment cost & revenue

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

Unchanged Group Outlook

Near-Term low Visibility / Mid-Term Confidence!



	19FY Results	20FY Results	21FY Outlook
Passengers FRA	70.6 mil.	18.8 mil.	Below 20 to ~25 mil. → Expected Return to 19FY Level by ~2026
Revenue	€3.71bn	€1.68 bn	€~2 bn
EBITDA	€1,180 mil.	Adj. value at €+48 mil. reported at € -251 mil.	€~300 to ~450 mil. → Return to 19FY Level targeted for ~2023/24
EBIT	€705 mil.	€ -708 mil.	Slightly negative area
Group result	€454mil.	€ -690 mil.	Negative area
Dividend proposal	€ 0 / share	€ 0 / share	€ 0 / share



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Appendix

CFO Dr. Matthias Zieschang

Appendix

Group P+L



€ million	1Q 2021	1Q 2020
Revenue	385.0	661.1
Other internal work capitalized	9.5	9.6
Other operating income	23.5	11.3
Total revenue	418.0	682.0
Cost of materials	-137.8	-222.3
Personnel expenses	-207.9	-292.6
Other operating expenses	-32.1	-38.0
EBITDA	40.2	129.1
Depreciation and amortization	-110.4	-116.8
EBIT/Operating result	-70.2	12.3
Interest income	24.1	7.2
Interest expenses	-55.0	-47.9
Result from companies accounted for using the equity method	-15.3	-20.6
Other financial result	0.4	1.4
Financial result	-45.8	-59.9
EBT/Result from ordinary operations	-116.0	-47.6
Taxes on income	38.5	11.9
Group result	-77.5	-35.7
thereof profit attributable to non-controlling interests	-12.6	-6.7
thereof profit attributable to shareholders of Fraport AG	-64.9	-29.0
Earnings per €10 share in €		
basic	-0.70	-0.31
diluted	-0.70	-0.31

Appendix

Group Cash Flow



€ million	1Q 2021	1Q 2020
Result attributable to shareholders of Fraport AG	-64.9	-29.0
Result attributable to non-controlling interests	-12.6	-6.7
Adjustments for		
Taxes on income	-38.5	-11.9
Depreciation and amortization	110.4	116.8
Interest result	30.9	40.7
Gains/losses from disposal of non-current assets	0.0	0.1
Others	-0.4	-5.1
Changes in the measurement of companies accounted for using the equity method	15.3	20.6
Changes in inventories	0.2	1.0
Changes in receivables and financial assets	-67.3	46.0
Changes in liabilities	66.4	-2.8
Changes in provisions	-222.0	-42.0
Operating activities	-182.5	127.7
Financial activities		
Interest paid	-26.6	-6.5
Interest received	1.8	9.5
Paid taxes on income	-7.0	-38.6
Cash flow from operating activities	-214.3	92.1

€ million	1Q 2021	1Q 2020
Investments in airport operating projects	-69.3	-97.7
Investments for other intangible assets	-1.0	-3.1
Capital expenditure for property, plant, and equipment	-207.1	-162.5
Investments for "Investment property"	0.0	-9.7
Investments in companies accounted for using the equity method	0.0	-1.2
Proceeds from disposal of non-current assets	0.0	0.4
Cash flow used in investing activities excluding investments in cash deposits and securities	-277.4	-273.8
Financial investments in securities and promissory note loans	-223.5	-7.9
Proceeds from disposal of securities and promissory note loans	112.3	23.9
Changes in time deposits with a term of more than three months	-950.6	-90.1
Cash flow used in investing activities	-1,339.2	-347.9
Cash inflow from long-term financial liabilities	1,771.6	528.2
Repayment of non-current financial liabilities	-1.8	-56.7
Changes in current financial liabilities	-36.0	-89.1
Cash flow from financing activities	1,733.8	382.4
Changes in restricted cash and cash equivalents	5.8	0.3
Change in cash and cash equivalents	186.1	126.9
Cash and cash equivalents as at January 1	216.4	543.5
Foreign currency translation effects on cash and cash equivalents	2.6	-10.7
Cash and cash equivalents as at March 31	405.1	659.7

Appendix

Group Financial Position



Assets

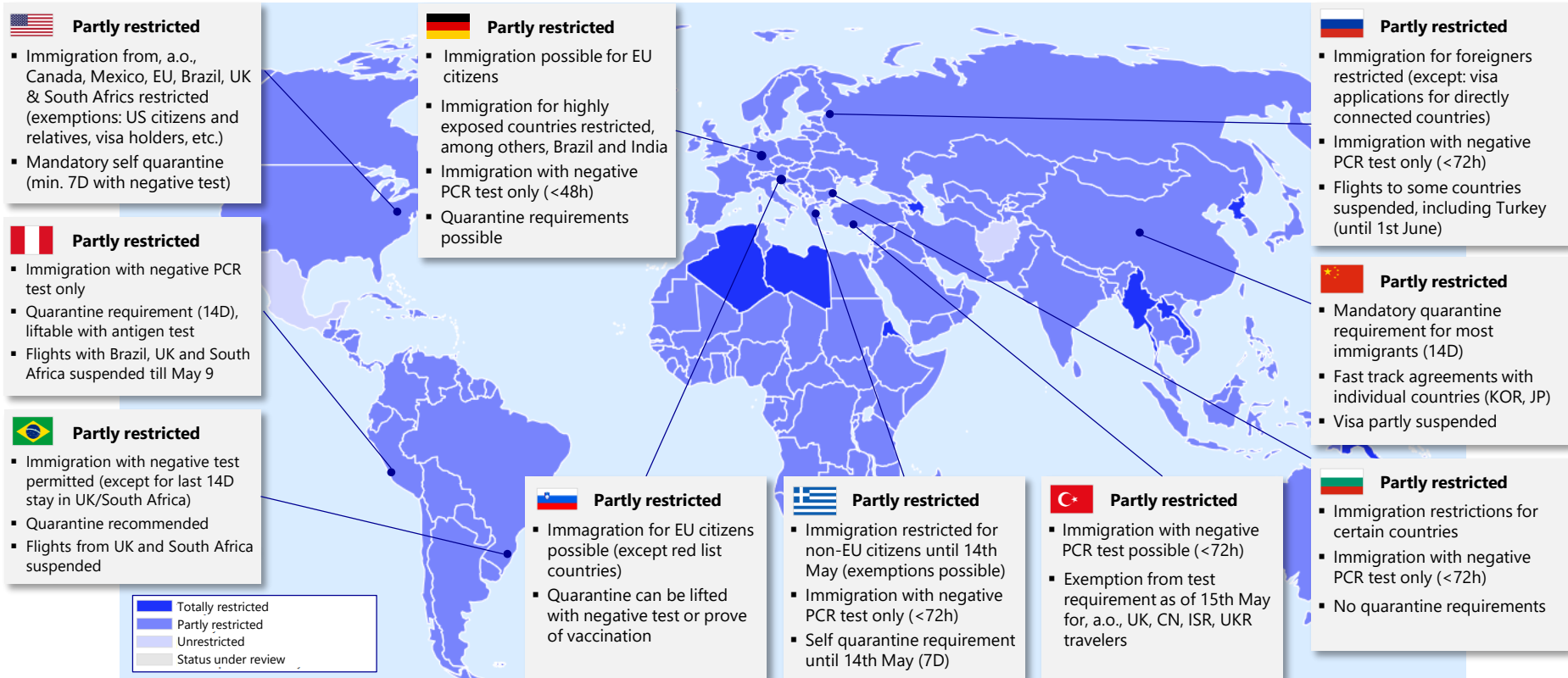
in € million	March 31, 2021	December 31, 2020
Non-current assets		
Goodwill	19.3	19.3
Investments in airport operating projects	3,246.8	3,221.2
Other intangible assets	115.6	119.1
Property, plant, and equipment	7,477.4	7,330.3
Investment property	82.5	123.3
Investments in companies accounted for using the equity method	155.0	165.5
Other financial assets	346.8	350.3
Other financial receivables and assets	103.6	100.2
Other non-financial receivables and assets	129.0	133.0
Deferred tax assets	214.2	175.8
	11,890.2	11,738.0
Current assets		
Inventories	22.1	22.3
Trade accounts receivable	208.4	125.4
Other current financial assets	322.6	190.7
Other current financial receivables and assets	31.7	28.2
Other current non-financial receivables and assets	106.1	102.1
Income tax receivables	7.3	10.1
Cash and cash equivalents	2,997.9	1,864.4
	3,696.1	2,343.2
Total	15,586.3	14,081.2

Liabilities and equity

in € million	March 31, 2021	December 31, 2020
Shareholders' equity		
Issued capital	923.9	923.9
Capital reserve	598.5	598.5
Revenue reserves	2,036.3	2,096.4
Equity attributable to shareholders of Fraport AG	3,558.7	3,618.8
Non-controlling interests	131.0	139.9
	3,689.7	3,758.7
Non-current liabilities		
Financial liabilities	8,699.6	6,936.5
Trade accounts payable	77.3	42.6
Other financial liabilities	1,090.8	1,061.0
Other non-financial liabilities	83.4	86.7
Deferred tax liabilities	40.4	39.7
Provisions for pensions and similar obligations	43.6	46.7
Provisions for income taxes	52.1	51.0
Other provisions	185.9	196.5
	10,273.1	8,460.7
Current liabilities		
Financial liabilities	804.5	810.7
Trade accounts payable	220.1	294.6
Other current financial liabilities	206.9	230.3
Other current non-financial liabilities	186.0	100.1
Provisions for income taxes	30.0	43.1
Other provisions	176.0	383.0
	1,623.5	1,861.8
Total	15,586.3	14,081.2

Appendix

Overview of current Travel Restrictions¹



¹ Source: IATA and SOS international, May 6th

Appendix

Frankfurt 20FY Performances



Aviation	20FY	19FY	%
Revenue	441	1,027	-57.1
Adj. EBITDA¹	-184	273	n/a
Staff Prov.	96	-	n/a
EBITDA	-281	273	n/a
EBIT	-421	114	n/a

Retail / RE	20FY	19FY	%
Revenue	295	508	-42.0
Adj. EBITDA¹	231	398	-42.0
Staff Prov.	16	-	n/a
EBITDA	215	398	-46.1
EBIT	123	309	-60.2

GH	20FY	19FY	%
Revenue	319	707	-54.9
Adj. EBITDA¹	-126	60	n/a
Staff Prov.	140	-	n/a
EBITDA	-266	60	n/a
EBIT	-305	12	n/a

3 FRA Segments	20FY	19FY	%
Revenue	1,055	2,242	-53.0
Adj. EBITDA¹	-79	732	n/a
Staff Prov.	252	-	n/a
EBITDA	-332	732	n/a
EBIT	-603	434	n/a

EUR -1,187mn Revenues & EUR -5mn Other Income

Offset by: EUR -381mn Opex ← Savings ratio = 32%

Thereof Staff Cost: -26%¹
 Other Opex: -21%²
 Total Opex: -24%¹

¹Without provision for staff restructuring program
²Other defined as balance of non-staff cost and intersegment cost & revenue
 Due to commercial rounding discrepancies may occur when summing up, % changes based on unrounded figures

Appendix

International Segment



IAS Segment	20FY	19FY	%
Revenue	622	1,464	-57.5
Rev ex. IFRIC12	398	1,018	-60.9
Other Income	56	12	>100
Staff Cost ¹	251	324	-22.5
Other ²	299	703	-57.4
Other ex. IFRIC 12 ²	75	257	-70.8
Adj. EBITDA¹	128	449	-71.6
Restruc. Prov.	47	-	n/a
EBITDA	81	449	-82.0
EBIT	-106	271	n/a

IAS Segment	2Q-4Q20	2Q-4Q19	%
Revenue	390	1,162	-66.4
Rev ex. IFRIC12	234	841	-72.2
Other Income	52	10	>100
Staff Cost ¹	173	244	-29.1
Other ²	195	535	-63.6
Other ex. IFRIC 12 ²	39	214	-82.1
Adj. EBITDA¹	74	393	-81.0
Restruc. Prov.	47	-	n/a
EBITDA	27	393	-92.9
EBIT	-112	257	n/a



¹Without provision for staff restructuring program
²Other defined as balance of non-staff cost and intersegment cost & revenue
 Due to commercial rounding discrepancies may occur when summing up, % changes based on unrounded figures

Appendix

International Activities



Except for Ljubljana and Xi'An all International Holdings with positive 20FY EBITDA

Fully consolidated Group companies

€ million	Share in %	Revenue ¹⁾			EBITDA			EBIT			Result		
		2020	2019	Δ %	2020	2019	Δ %	2020	2019	Δ %	2020	2019	Δ %
Fraport USA	100	39.1	85.1	-54.1	8.5	50.2	-83.1	-35.1	5.7	-	-29.9	-4.1	-
Fraport Slovenija	100	16.8	45.3	-62.9	-2.1	16.2	-	-13.8	5.6	-	-11.3	4.6	-
Fortaleza + Porto Alegre ²⁾	100	88.3	283.2	-68.8	37.0	39.5	-6.3	17.6	25.0	-29.6	-16.9	12.1	-
Lima	80.01	214.3	444.5	-51.8	38.5	135.6	-71.6	23.7	121.0	-80.4	5.0	82.5	-93.9
Fraport Greece ³⁾	73.4	185.0	463.4	-60.1	12.9	170.4	-92.4	-40.9	121.7	-	-108.3	17.5	-
Twin Star	60	15.3	64.0	-76.1	1.4	34.0	-95.9	-10.2	22.0	-	-12.5	16.3	-

Group companies accounted for using the equity method

€ million	Share in %	Revenue ¹⁾			EBITDA			EBIT			Result		
		2020	2019	Δ %	2020	2019	Δ %	2020	2019	Δ %	2020	2019	Δ %
Antalya	51/50 ⁴⁾	109.6	400.8	-72.7	76.2	336.9	-77.4	-34.7	226.2	-	-64.5	141.7	-
Pulkovo/Thalita	25	127.0	292.0	-56.5	52.7	166.1	-68.3	20.8	129.8	-84.0	-116.6	36.8	-
Xi'an	24.5	174.5	267.8	-34.8	-4.9	95.4	-	-51.8	46.6	-	-46.6	41.3	-

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

¹⁾ Revenue adjusted by IFRIC 12: Lima 2020: €118.6 mn (2019: €355.6 mn); Fraport Greece 2020: €105.5 mn (2019: €296.5 mn); Fortaleza + Porto Alegre: 2020: €39.0 mn (2019: €92.8 mn); Antalya 2020: €109.6 mn (2019: €399.2 mn); Pulkovo/Thalita 2020: €123.9 mn (2019: €289.5 mn)

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

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

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

Appendix

Capex & Cash Flow Outlook 21FY



Frankfurt



T3 Capex:
€~550mn
Other Capex:
€~250mn
FCF:
negative

Greece



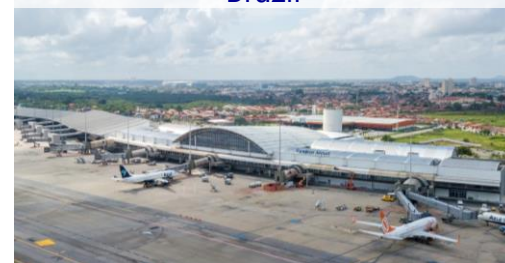
Capex:
€~50mn
FCF:
positive

Lima



Capex:
€200-300mn
FCF:
negative

Brazil

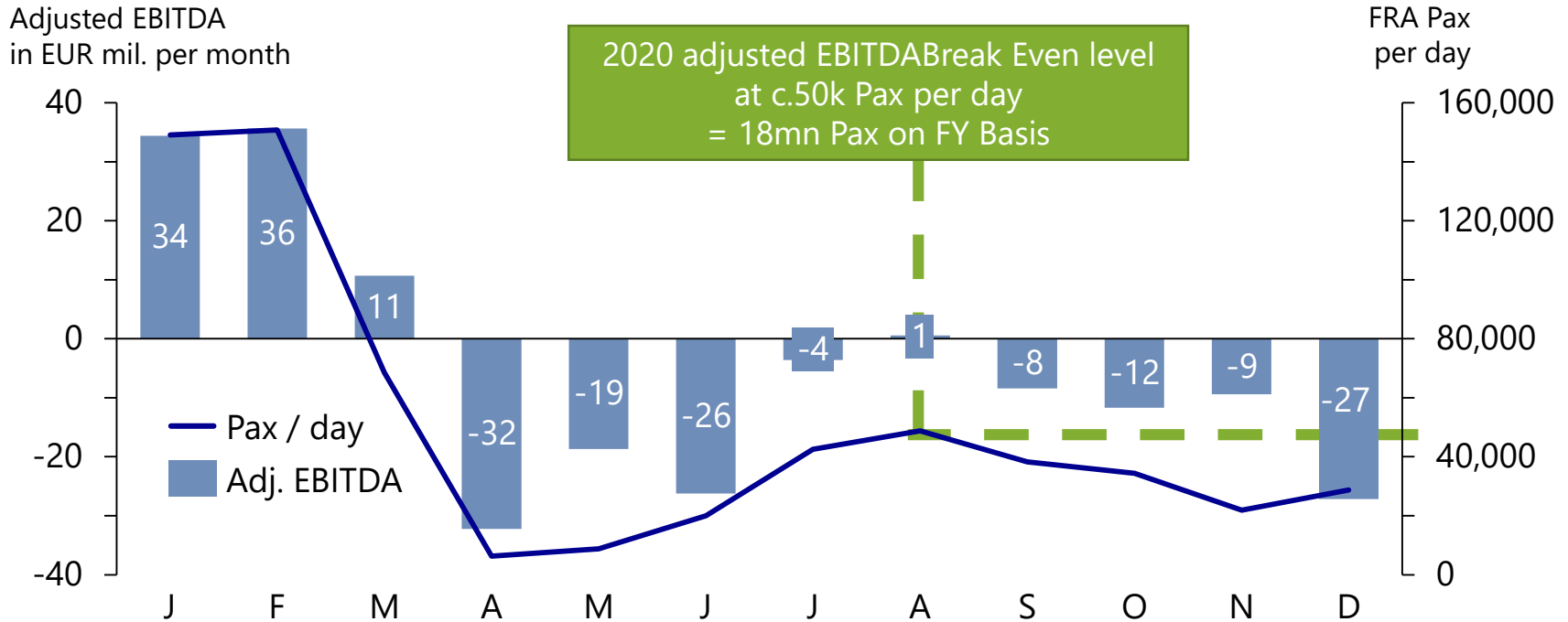


Capex:
€~50mn
FCF:
negative

Total Capex: EUR c.1.1-1.2bn + Fixed Concession Payments & Borrowing Cost: EUR c.50mn
Additional EUR c.200mn cash outs for Frankfurt staff restructuring program expected in 21FY
– Operating Cash Flow as per EBITDA / Operational Guidance
= Increase in 21FY Net Debt by EUR \geq 1bn

Appendix – Frankfurt Operations¹

Review of 2020 Passenger and adjusted EBITDA Development²



¹ Here: Fraport AG

² Without provision for staff restructuring program

Appendix – Segment International Activities

Comprehensive Countermeasures at International Activities



1 | OPEX

- Strict cost saving programs launched
- Reduction of all non-imminent cost items
- High flexibility to adjust cost base due to lean asset management models

2 | CAPEX

- Mandatory capex programs in Greece and Brazil completed
- Non-binding and non-started capex programs postponed
- Lima terminal project downsized

3 | Compensation

- Pandemic defined as force majeure in concession contracts
- Where applicable: claims for COVID-19 compensations
- Successful rebalance already for Brazil, Bulgaria, Turkey, Slovenia and USA

Appendix – Segment International Activities

NEW EBITDA Break Even Levels and 21FY Outlook



	2020 Passenger break even level per day	2020 Passenger break even level	As % of 19FY	21FY Passenger Expectation ¹
Greece	~20k	~7.5mn	~25%	Slightly above 50% of 19FY
Brazil	~15k	~5.5mn	~35%	More than 50% of 19FY
Lima	~7k	~2.5mn	~10%	Less than 50% of 19FY
Twin Star	~2.8k	~1mn	~20%	Slightly above 50% of 19FY
Ljubljana	~1.5k	~0.5mn	~30%	~40% of 19FY

Clear 21FY EBITDA Contribution from International Activities expected

Appendix

On our Way to "The New Fraport"



The New Fraport

Operational Excellence

Strong Cost Control

Greener



Appendix – On our Way to “The New Fraport”

Operational Excellence



- “Benchmarking, digitization and sustainability” is our mission to improve our business offering and enhance our traveling experience in the long term
- Restructuring of security business for smooth passenger processes. Basic agreement to take over:
 - Decision on how many security lanes will be opened
 - Procurement process for security equipment
 - Tender of security services
- Smart integration of interfaces along customer journey with focus on innovative concepts, such as Biometrics, remote operations, digital platforms and use of drones
- Close partnership with airlines, retailers and logistic partners to be best positioned for air traffic to restart
- Transfer of Ground Handling into subsidiary → next slide



Appendix – On our Way to “The New Fraport”

Operational Excellence



Restructuring of Ground Handling to enhance competitiveness and keep operations inside the Group

Subsidiary enables increased focus and flexibility

Transition expected for January 1, 2022

Appendix – On our Way to “The New Fraport”

Strong Cost Control



- Cultural change accelerated due to COVID-19
- Complexity and inefficiencies taken out
- Reduction of Frankfurt labor force by ~4,000 employees (as of 22FY), thereof more than 3,000 sustainable even with strong traffic growth
- All non-essential cost items in focus
- All capex projects under review
- Targets are:
 - to be leaner,
 - to have more financial flexibility, and
 - to be an efficient platform for customers to realize high yields
- “Leveraging strong Group position via competitive cost structures.”



Appendix – On our Way to “The New Fraport” Greener

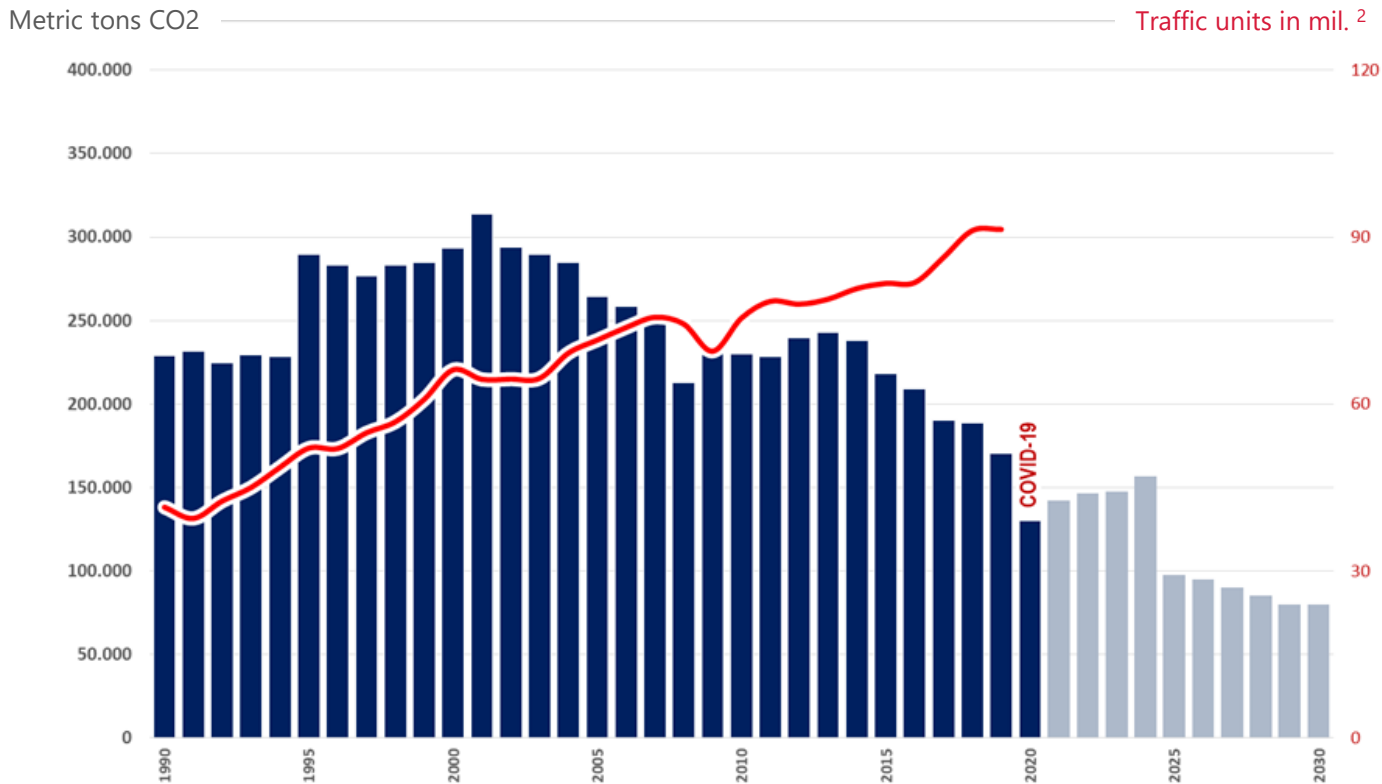


- Reduction of CO₂ emissions is strategic priority
- New photovoltaic plants commissioned and to be further rolled-out
- CO₂ neutrality to be achieved by wind park project
- Roll out of hybrid, battery electric and hydrogen fleet
- Continued efficiency gains via refurbishing existing infrastructure
- More cities to be connected via high speed train to leverage best-in-class geographical location
- “Achieving emission targets via reduction of footprint and renewable energies.”



Appendix – Greener

Focus on Long Term CO₂ Reduction



FY 2020 CO₂ Emissions for Fraport AG at Frankfurt Airport **dropped** largely due to reduced operations by **23.7%** to 129,980mt

All measures to achieve 2030 and 2050 reduction targets conceptually initiated

Frankfurt Airport **Targets**¹:

2030: **80,000mt CO₂**

2050: **CO₂ free**

¹Referring to Fraport AG ²One traffic unit = one passenger with carry-on bag or 100kg air cargo

Appendix – Greener

New Direct Intercity-Links



- Today, Lufthansa and German Rail offer 134 high-speed feeder trains from 17 cities to Frankfurt Airport, including Basel in Switzerland
- 5 new cities to be added in 2H 21, including Munich, Berlin and Hamburg, therefore, covering Germany's largest cities
- In addition, phase in of new "Sprinter" services in Dec. 21, offering direct train services from Munich and Nuremberg to Frankfurt Airport w/o additional stops, shortening travel time to Munich city center to 3hrs and 2hrs to Nuremberg
- Direct city links are an environmentally and economical friendly way to connect Frankfurt Airport to major German cities, leveraging the best-in-class location and connectivity of the airport

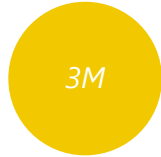


2021 Financial Calendar

Mar 16, 2021



May 11, 2021



Jun 1, 2020



Aug 3, 2020



Nov 9, 2020



2021 Traffic Calendar

Apr 15, 2021



May 14, 2021



Jun 14, 2021



Jul 13, 2021



Aug 12, 2021



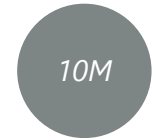
Sep 13, 2021



Oct 13, 2021



Nov 11, 2021



Dec 13, 2021



Jan 17, 2022



Thank you for your Attention!

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