



Investor Day 2006

***Frankfurt, September 21, 2006
Frankfurt Airport***

Slide 2



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Property – The Second Core Business

***Dr Wilhelm Bender, CEO
Investor Day 2006
Frankfurt, September 21, 2006***



Fraport Investor Day 2006 - Agenda

- The Second Core Business Dr Wilhelm Bender
- Capex and Capital Structure Dr Stefan Schulte
- From Property Administrator Karl-Heinz Dietrich
 to Property Manager
- Property Tour
 - Gateway Gardens
 - Mönchhof site
 - Cargo City South
 - US Air Base
- Eintracht Frankfurt: We make Fraport fit!
- Barbecue



Group Traffic Figures

Passengers in '000	Fraport Share	FY 2005	YTD 2006	Aug 2006
Frankfurt	100%	52,219	35,180	5,030
Δ %		2.2	1.1	-0.4
Antalya	100%	5,058	3,363	950
Δ %		-59.2	-13.1	44.8
Frankfurt-Hahn	65% ¹	3,076	2,435	380
Δ %		11.9	19.5	22.2
Hanover	30%	5,637	3,810	588
Δ %		7.4	2.2	0.0
Lima	43%	5,662	3,931	581
Δ %		11.6	3.6	3.2
Saarbrücken	51% ²	486	285	52
Δ %		5.7	-12.1	-21.8
Group		72,139	49,005	7,582
Δ %		-6.4	0.9	4.8

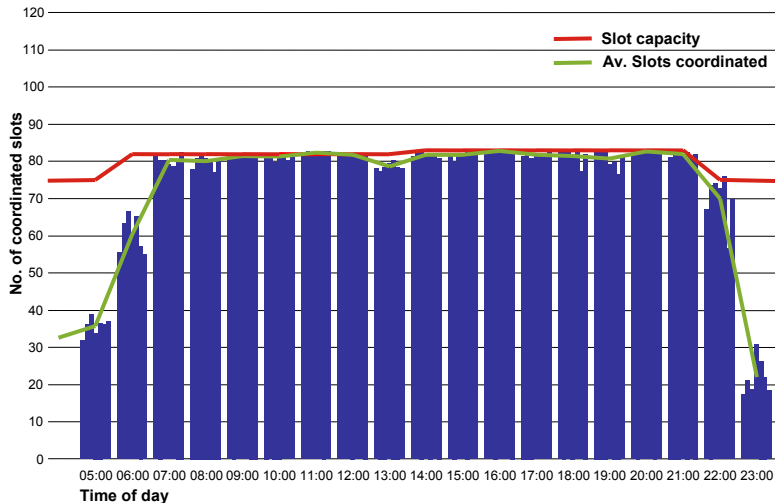
1) Profit/loss transfer agreement (100%)

2) Only operating company

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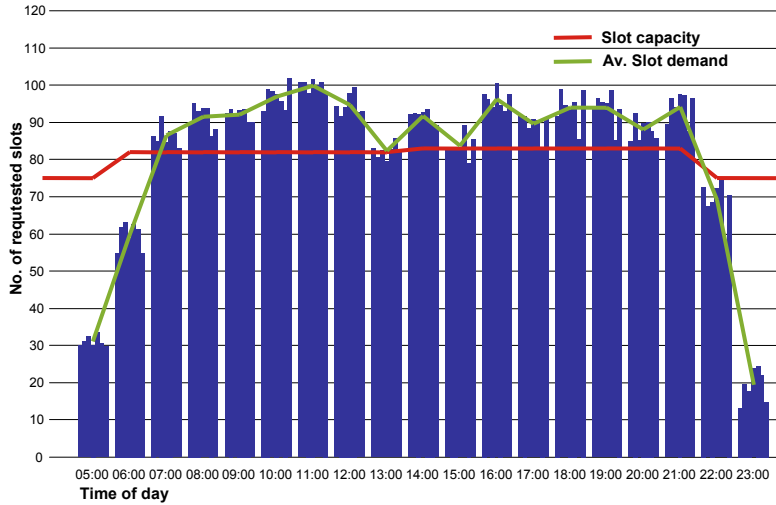
After Slot Coordination: Free Slots Only in Off-Peak Hours



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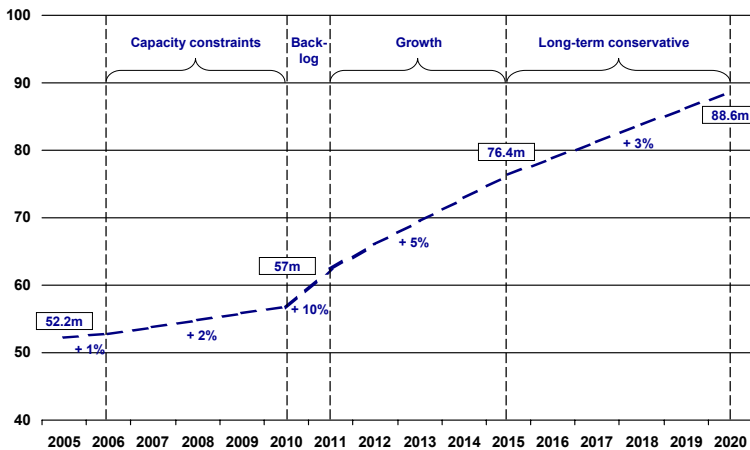
Slot Demand Exceeds Capacity



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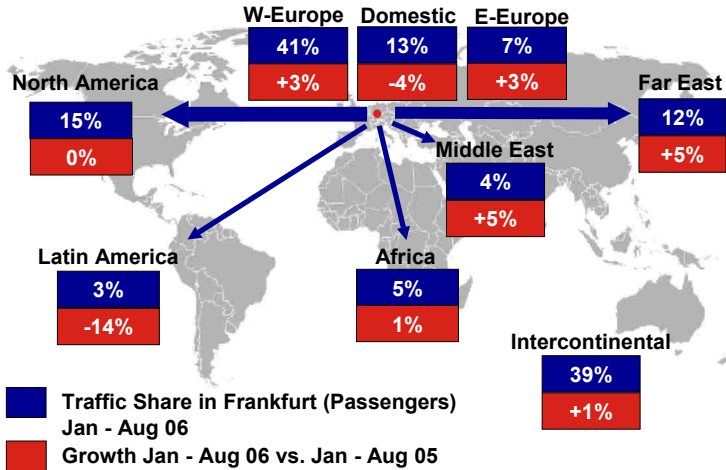


Expected Traffic Development 2005-2020



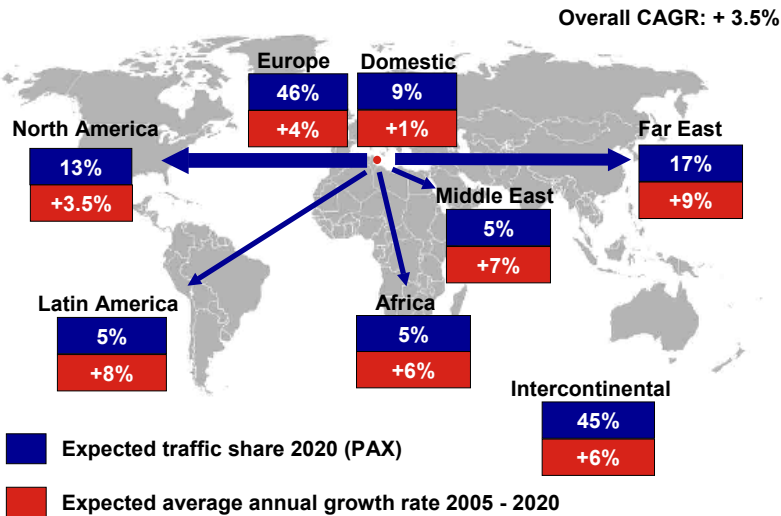
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Current Traffic Split



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Expected Traffic Split 2020



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Expected Schedule of Zoning Procedure for NW-Runway and Terminal 3

	Step in Procedure	Comment
Q3 005	Public hearing	Objections are catalogued, processed and publicly discussed (Sep-Apr).
Q4 2006	Final report	District president hands over to Ministry of Economics.
2007	Enforceable zoning decision	Hessian Ministry of Economics decides on project with immediate effect.
	Model suit	Promotion of model suit to Hessian Higher Administrative Court (fast-track proceeding).
	Court judgement	Consideration of public vs private interest.
	Construction	

Source: State of Hesse

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Budget Development of Expansion Project

- Total budget: € 3,383 million + € 347 million inflation fund
- 80% of budget is underpinned with detailed project plans
- Price development currently below inflation fund
- Additional projects:
 - + € 170 million PTS* connection between Terminals and Train Station
 - + € 130 million Drainage system for new runway

* People Transport System

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Impact of New Security Regulations

Current status of discussion in EU:

- Max. 5 fluid containers of 90-100 ml each through security check
- No change to carry-on luggage
- No restriction of airside shopping in EU
- Next update end of September

Retail: Strong Increase in 2006

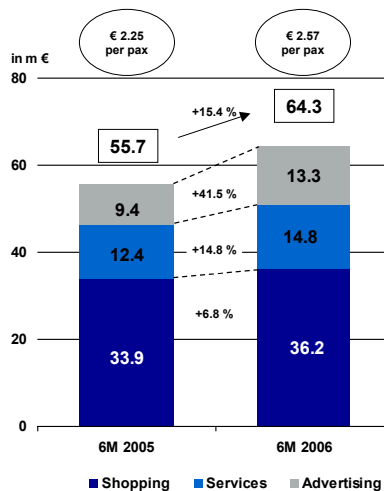
- World Cup effect



- New concepts



- Improved quality of shop mix



Development of the New Marketplaces in Hall B

Shopping Avenue:

- Sport and Lifestyle, trend-oriented



Shopping Boulevard:

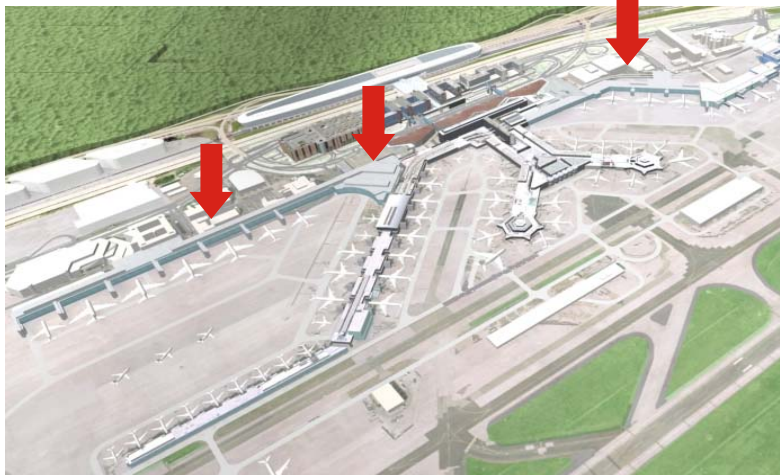
- Upmarket atmosphere, cosmopolitan



Total space development incl.
Concourse B Central: 3,450 sqm
Expected revenue: € 8.8 m (+17%)

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Enhancing the Hub Functionality: Pier A Zero and Relocated Pier C



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Frankfurt Airport is as Big as Downtown Frankfurt



- The airport today has a size of 19.6 sqkm...
- ...that equates to the city center of Frankfurt
- ...and about the same size as the total city of Darmstadt

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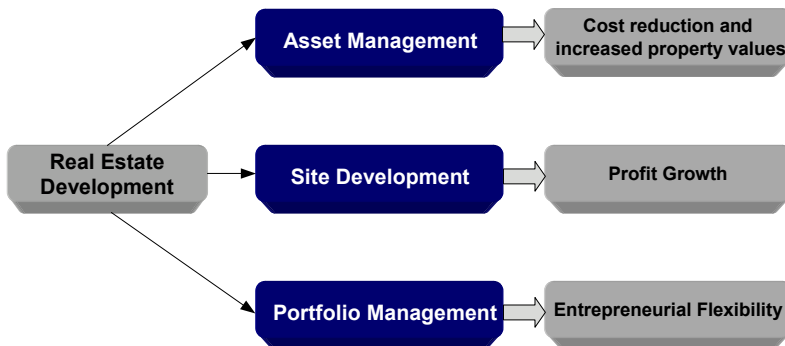
Development of Retail & Properties: Steady Progress

	Step	Comment
Jan 04	New Organization	Separation of Terminal Management unit into Aviation and Retail & Properties
Oct 04	New EVP Retail & Properties	Karl-Heinz Dietrich takes over responsibility for Retail & Properties
Sep 05	Retail Strategy	Finalization of Retail Strategy 2006-2011
Oct 05	Property Strategy	Initiation of Property Project
Sep 06		Presentation of Property Strategy

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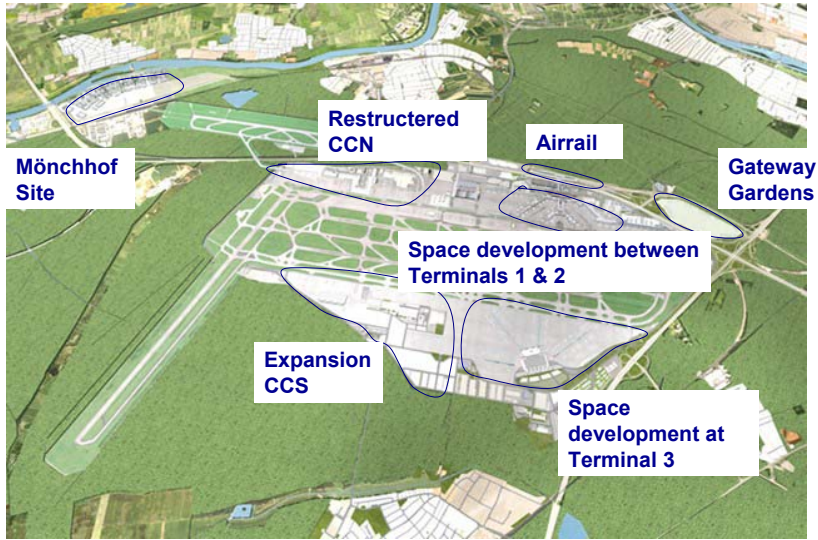


Unlocking the Value: Fraport's Property Strategy



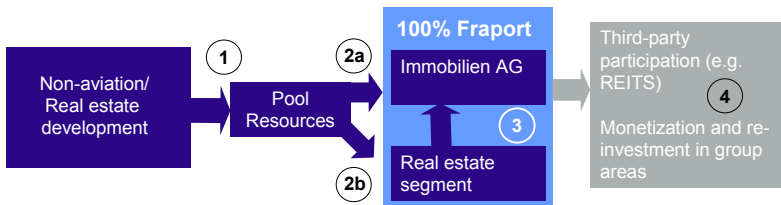
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Perspectives for Future Development



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Strategic Development of Property Business



The Path:
 Fraport develops real estate as a second core business, with the goal of substantial increase in profit contribution.

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Capex and Capital Structure

*Dr Stefan Schulte, CFO
Investor Day 2006
Frankfurt, September 21, 2006*

Slide 2 | Core Business | Capex and Capital | Property |



**„FRA North“ Stands for the Upgrade
of the Existing Terminals on five Criteria...**

Terminal
Capacity

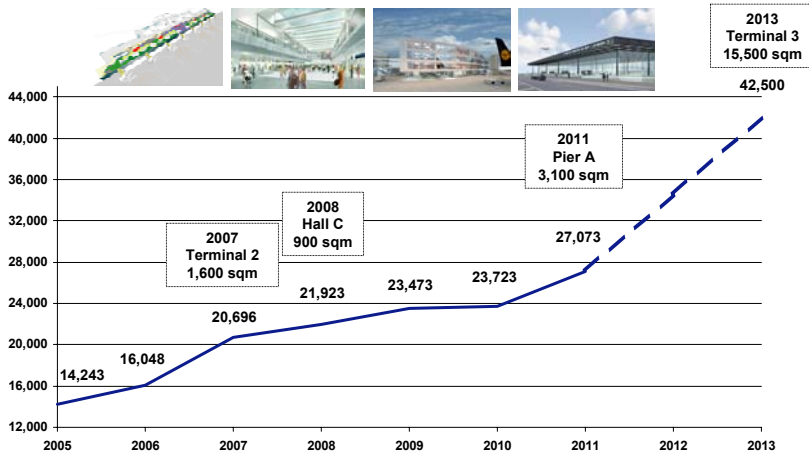
EU Security
Requirements

Retail
Expansion

Modernization &
Fire Protection

A380
Adaption

Development of Shopping Space 2005 - 2015



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Overview of Retail Projects

	Shopping Space	Finished by	Remark
Hall C	920 sqm	2007	Work in progress / in time
Gap Bridge AB	475 sqm	2007	Work in progress / in time
Gap Bridge BC	417 sqm	2008/09	Planning phase / bigger / later
Level 0	1,300 sqm	2009	Planning phase
B Stars	-	2007/2010	Planning phase
Terminal 2	1,880 sqm	2007	Work in progress / in time
CD-Link	350 sqm	2007	Work in progress / in time

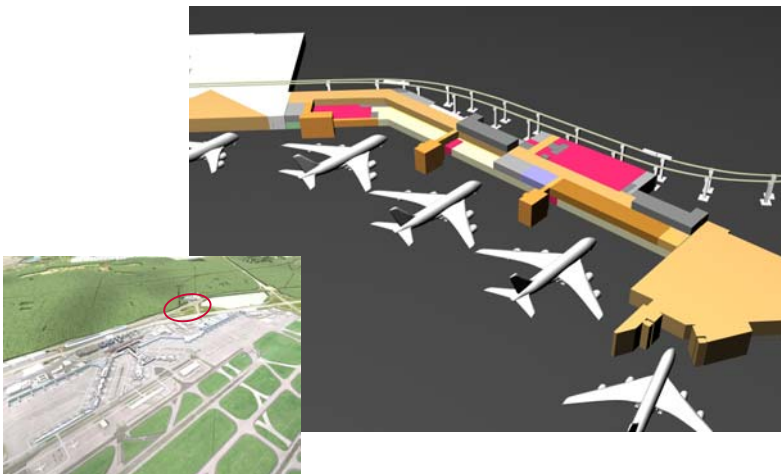
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Relocated C-Pier: Wider Space in BC-Court...



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...Including Three A380 Positions for Star Alliance...



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...and Implementation of EU Security

Capex	Shopping Space	Capacity PAX	A 380
250 mil. €	Up	Up	+ 3 Positions

Project Description: Relocated C-Pier

- Conversion of three positions for the A380 / Star Alliance
- Creation of high-class lounge areas
- Implementation of additional shopping area
- Direct connection to passenger transportation system
- Realization of new EU security requirements separation of EU / non-EU

Completion

2011



Up-date Hall C: More Check-in Capacity...



...Turns the C-Pier into a Fully Floated Infrastructure

Capex	Shopping Space	Capacity PAX	A 380
110 mil. €	+ 920 sqm	+ 4 m	-

Project Description: Hall C

- Expansion of Hall C by 30 counters and four baggage claim areas
- Decent landside shopping concept
- Improvement of fire protection in existing Hall C
- Better utilisation of Pier C and C-D Link

Completion

2007/08

Terminal Capacity

Retail Expansion



Modernization

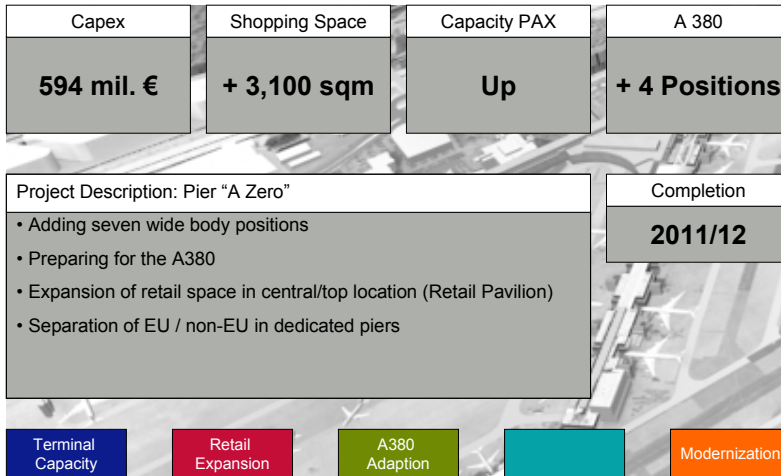
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New Pier "A Zero": Adding seven Wide-body Positions...



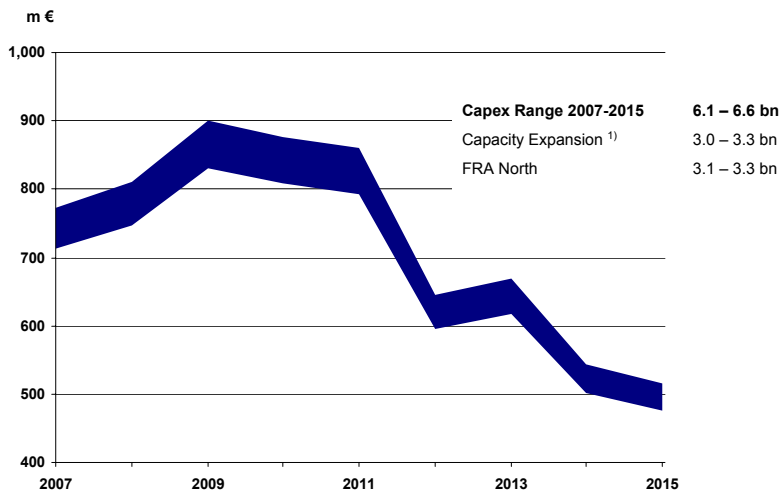
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...to Strengthen the Hub Performance at its Core



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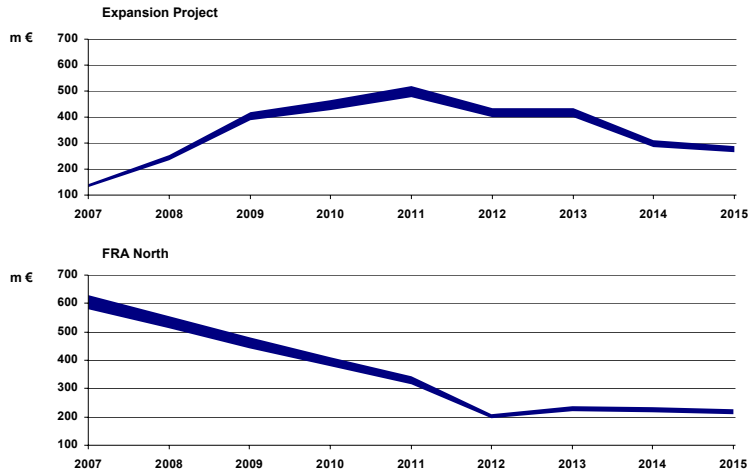
Total Capex Range 2007-2015



¹⁾ Incl. Inflation Fund

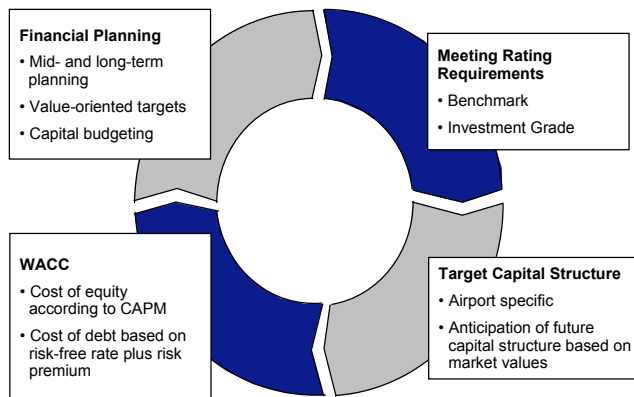
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Capex Split Expansion Project – FRA North



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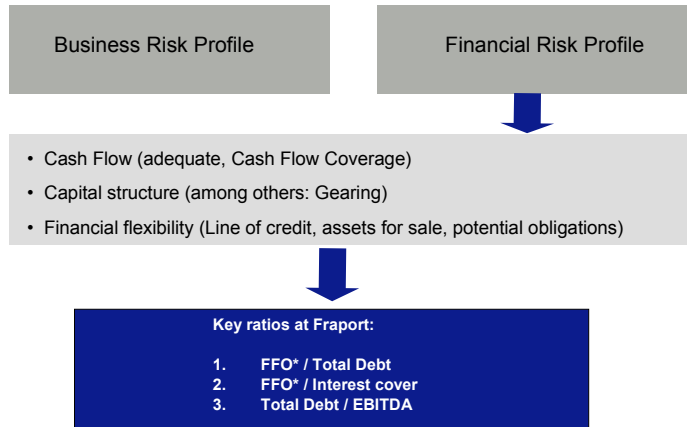
Value-Based Management: Minimizing the Cost of Capital while Meeting the Rating Requirements



Focus on value creation ensures optimum decision support for organic / external growth, dividend policy, and extra dividend

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How Do We Derive our Rating Ratios?



* = Funds from Operation = Operating Cash Flow adjusted by changes in working capital

Range of Ratios for Investment Grade

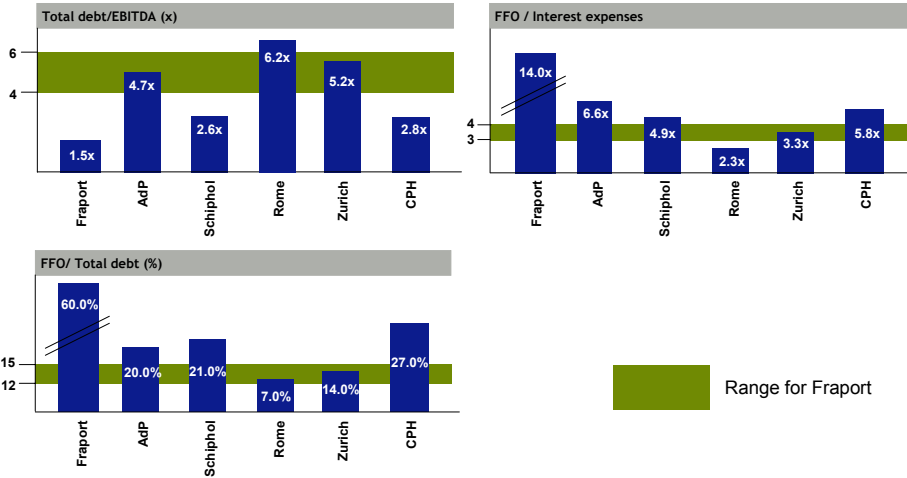
FFO / Total Debt	min. 12 – 15%
FFO / Interest expenses	min. 3.0x – 4.0x
Total Debt / EBITDA	max. 4.0x – 6.0x



Key Ratios as Framework for Management and Corporate Planning



Comparing Rating Ratios among European Airports



Source: Company data, LBBW Rating Advisory, S&P Rating Services

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From Real Estate Administrator to Real Estate Manager

***Karl-Heinz Dietrich
Executive Vice President Retail & Properties
Investor Day 2006
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Slide 2 | Core Business | Capex and Capital | Property |



From Airport to Airport City - The Vision -

“Airports will shape business locations and urban development in this century as much as highways did in the 20th, railroads in the 19th and seaports in the 18th centuries ...”

John Kasarda, Director of the Kenan Institute of Private Enterprise at the University of North Carolina



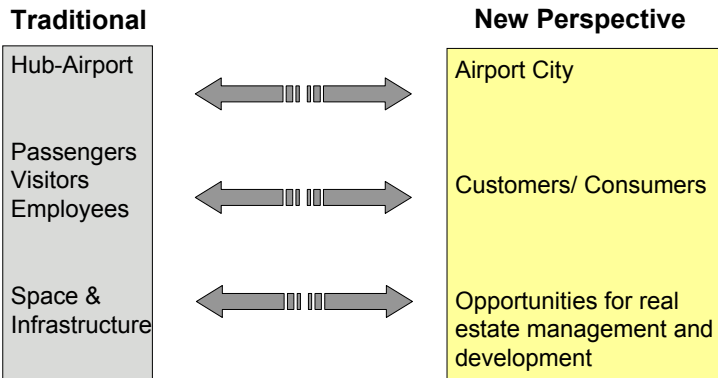
We Have a Clear Vision of Airport Real Estate

“Airport City” - our guiding concept for real estate development at Frankfurt Airport

- 4 C's**
- Connections**
- Commerce**
- Communication**
- Culture**



That's Why We Changed Our Perspective in Thinking



Reasons for FRA's Unsurpassed Attractiveness

- One of the world's biggest hubs
- Unique integration of air, rail and road networks
- Growth perspectives through expansion
- More than 500 companies based here
- Attractive customer potential
- Excellent infrastructure
- Huge catchment area
- Economically strong region
- High leisure value
- Managed by Fraport

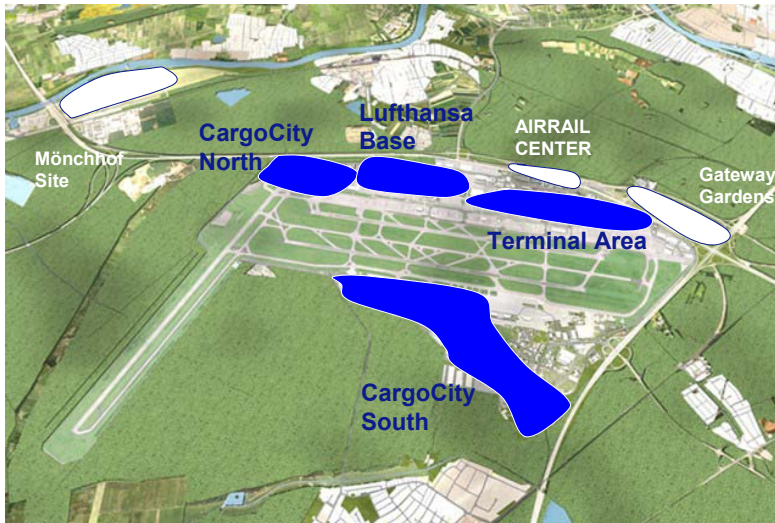


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What is the Current Situation of Airport Real Estate?

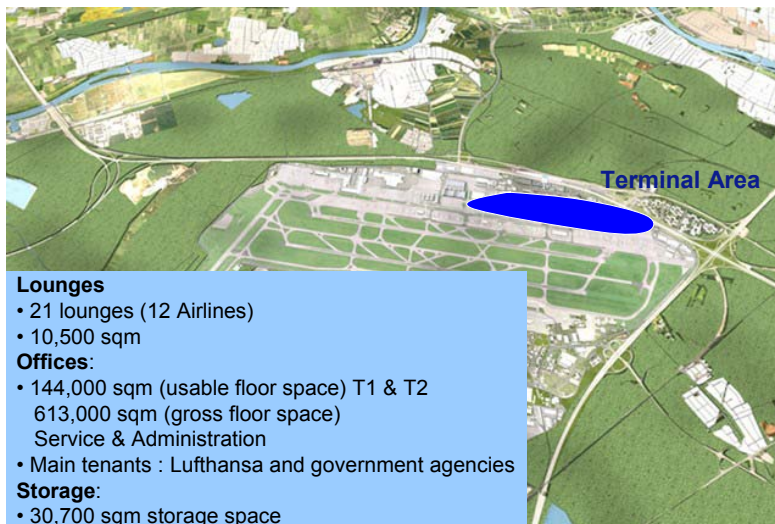
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Which Areas Does the Airport City Include Today?



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Terminal Area



Lounges

- 21 lounges (12 Airlines)
- 10,500 sqm

Offices:

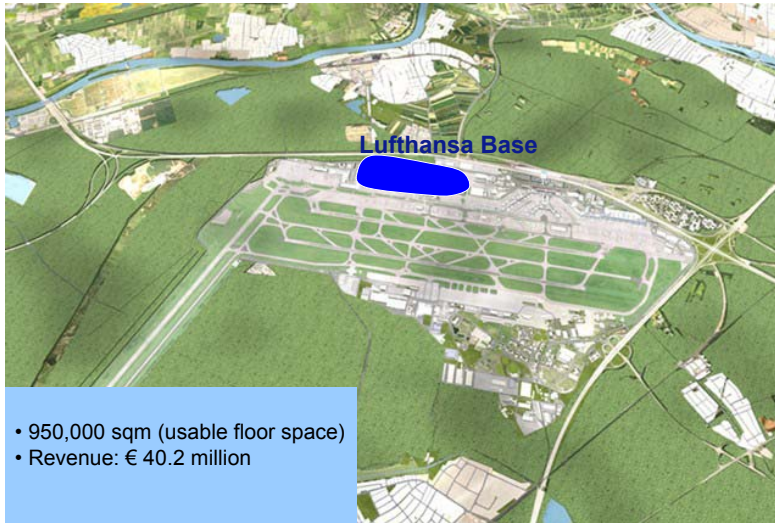
- 144,000 sqm (usable floor space) T1 & T2
- 613,000 sqm (gross floor space) Service & Administration
- Main tenants : Lufthansa and government agencies

Storage:

- 30,700 sqm storage space

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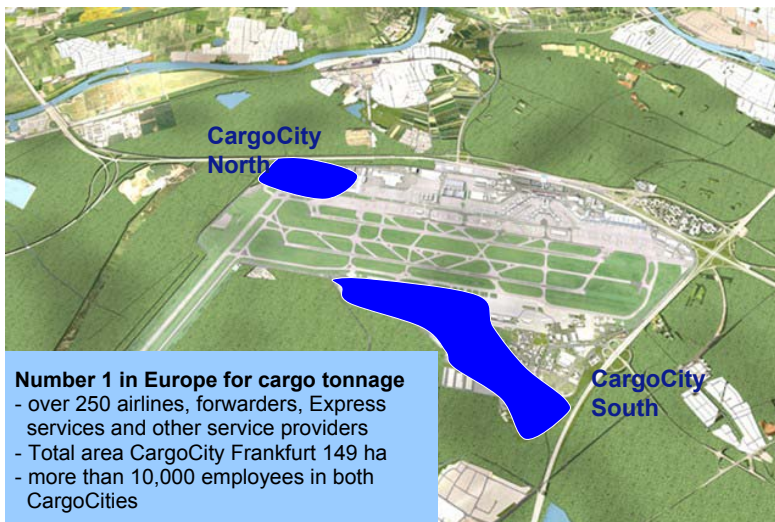
Home Base of Deutsche Lufthansa



- 950,000 sqm (usable floor space)
- Revenue: € 40.2 million

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CargoCity



- Number 1 in Europe for cargo tonnage**
- over 250 airlines, forwarders, Express services and other service providers
- Total area CargoCity Frankfurt 149 ha
- more than 10,000 employees in both CargoCities

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...Versus Other Airports

- General development of airports into real estate locations
- Generally relocations from the third-party market

London Heathrow:

- Relocations from the third-party market
- Peak rent: € 78/sqm



Amsterdam:

- Development of the Amsterdam Airport Area
- Relocations from the third-party market (major part from the pharmaceutical, electronics, software sectors)



Why Will the Story Be Successful?

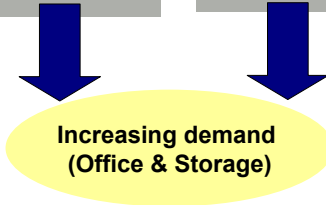
Where Does Our Demand Come From?

Aviation driven:

- New airlines
- Expansion of current tenant space
- Increasing employment figures
- Traffic growth, especially cargo traffic

Third-party market penetration: Frankfurt Airport City is an attractive real estate location

- Airport → Airport City
- Demand present
- More value creation

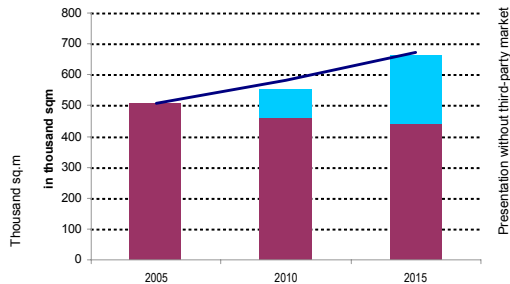


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Increasing Demand for Offices – Aviation-driven

Office Space –
in case of expansion according to zoning procedure /
airport master plan

- Project ideas / planned real estate projects Fraport AG & external
- Existing office space (incl. demolitions)
- Expected demand for office space based on employment forecast



Per Huger/Rünup employment forecast 2004; Basis 68,000 in 12/2005

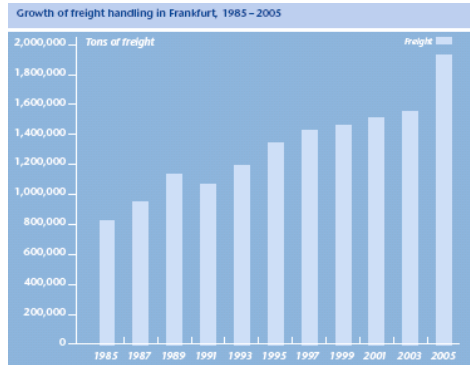
Assumption: A 40% surcharge on HNF2 per DIN 277 gives gross floor area GFA

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The Positive Development in Cargo Traffic

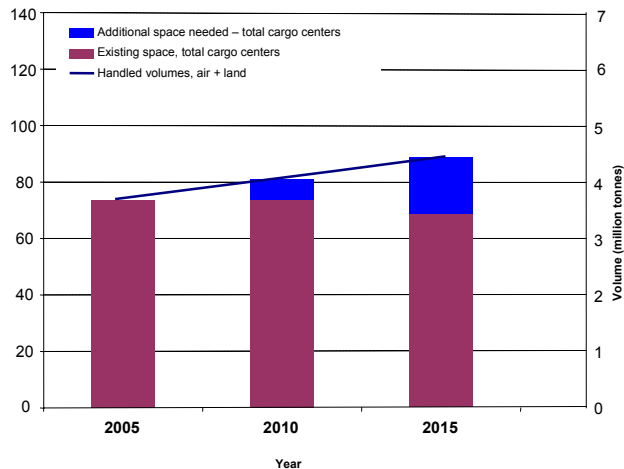
- Positive traffic developments in the cargo segment also in the future
- Positive development of Cargo City (10 years CCS – anniversary in 2006)
- Increasing demand for special real estate
- Tenant survey confirms: There is still a need to expand existing space



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....Means the Space Demand for Cargo and Logistics Properties Will also Grow



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In Addition: Penetration of the Third-party Market

- In addition to the aviation-driven business, we want to penetrate the third-party market
- Companies, above all in the IT, Consultant, Tourism and software sector, are tending to show interest in the location
- Decisive criteria to select a location are met



For the Development of Airport City That Means

- Expansion and further traffic growth are leading to a growing demand for real estate
- Our site advantages make Airport City interesting, also for target groups from the third-party market
- Conditions are that we
 - create the appropriate product &
 - offer an attractive infrastructure

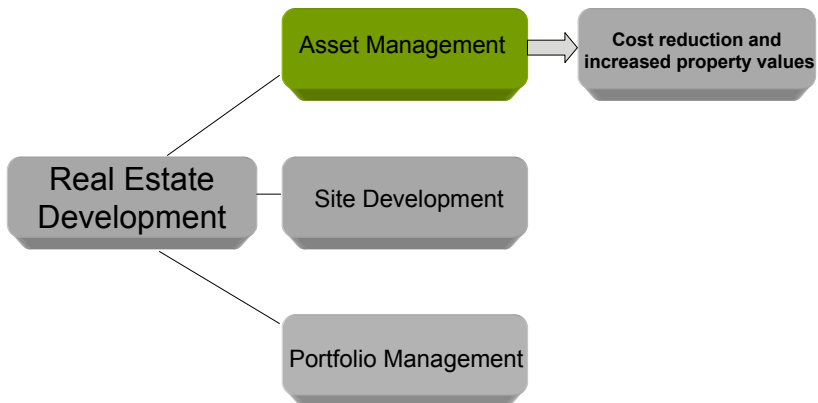




How do We Want to Develop the Real Estate Business in the Future?



Reduce Costs and Increase Property Values

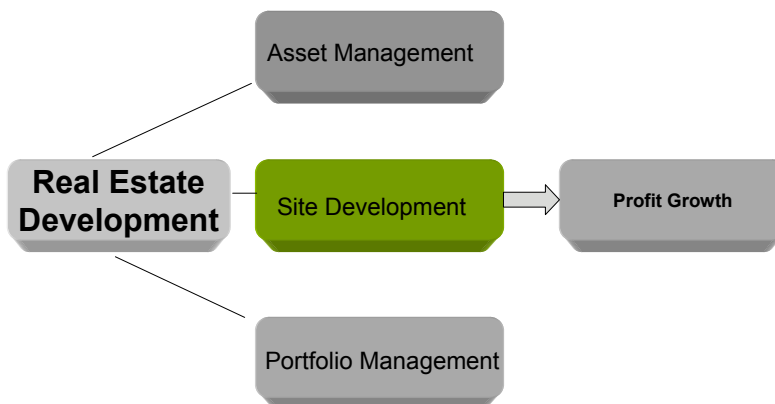


How Will We Develop Asset Management?

What do we want?

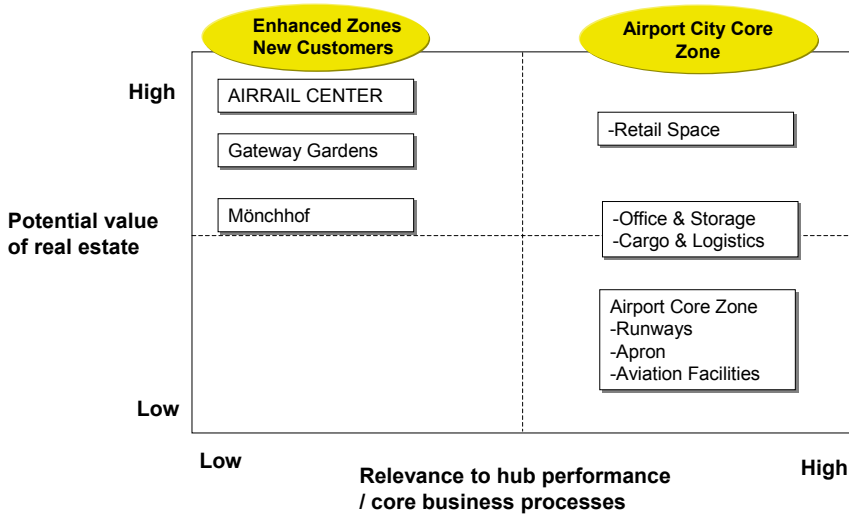
- Cost optimization within the portfolio, e.g. by substitute investments and reduced maintenance expense
- More integral view of the property's life cycle already at the planning stage – securing flexibility
- Reduction of energy costs

Profit Increases Through Development and Marketing of Real Estate

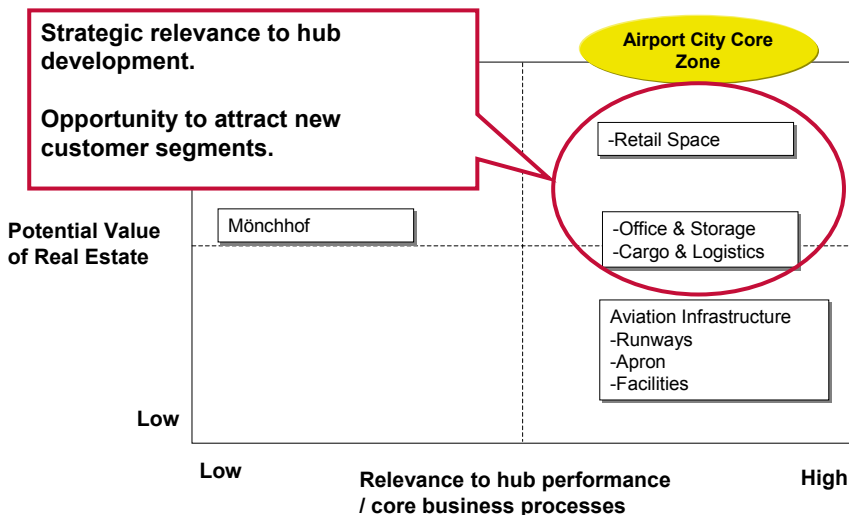




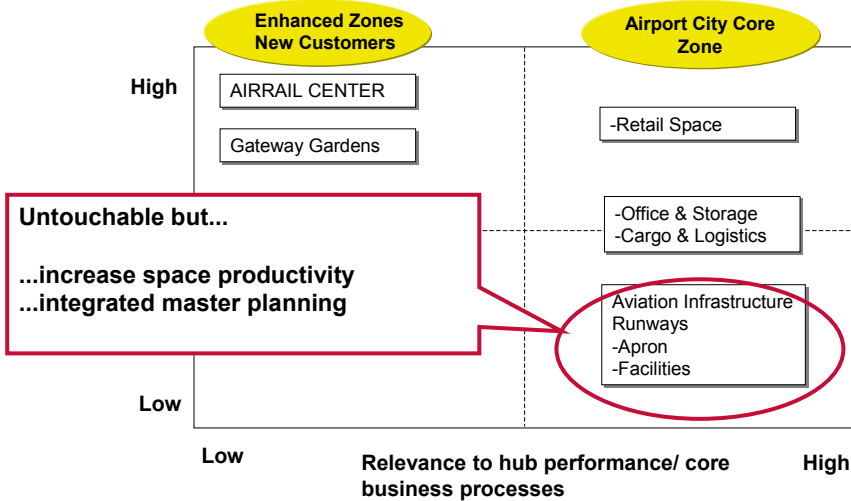
What is Our Future Roadmap for Developing the Site?



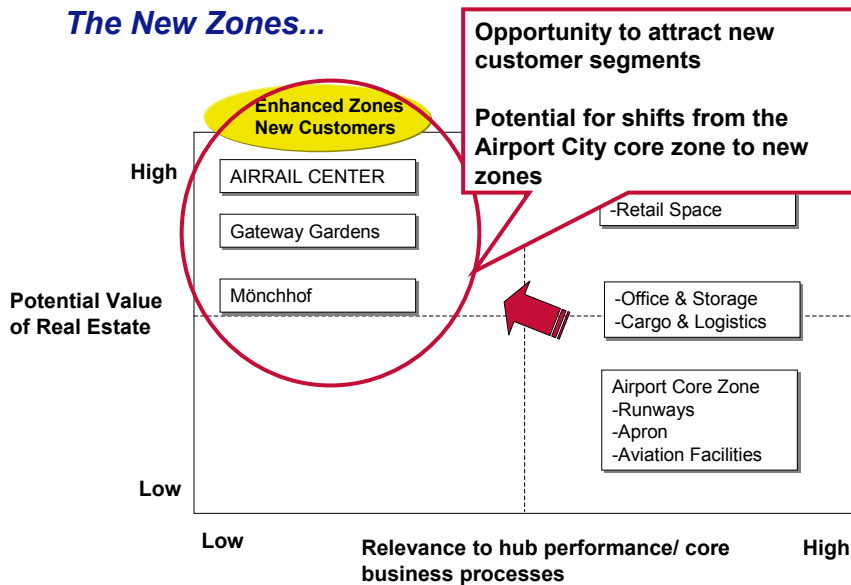
The Core Zone



The Core Zone



The New Zones...



The Airport City – Mönchhof Site



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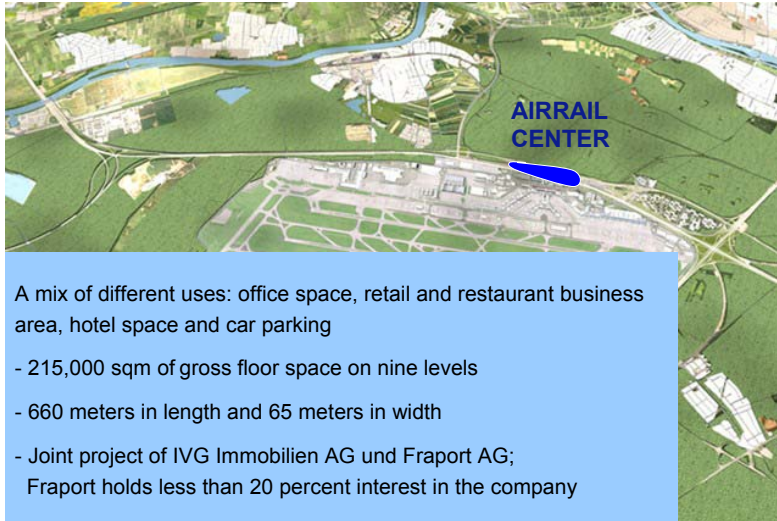
Airport City West Mönchhof Site – Our Update

- The current zoning plan cannot supply the market requirements
- We try to achieve a change to the zoning plan
- Developments depend on expansion and final statements on the runway



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The Airport City – AIRRAIL CENTER



A mix of different uses: office space, retail and restaurant business area, hotel space and car parking

- 215,000 sqm of gross floor space on nine levels
- 660 meters in length and 65 meters in width
- Joint project of IVG Immobilien AG und Fraport AG; Fraport holds less than 20 percent interest in the company

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High Class Property AIRRAIL CENTER – Our Update

- Project partners won Hilton International for 30,000 sqm of tenable space
 - high class hotel (247 rooms)
 - mid-market Hilton Garden Inn (314 rooms)
 - 20-year contract with Hilton
- Construction begins in the 4th quarter of 2006
- Completion in 2009



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The Airport City – Gateway Gardens



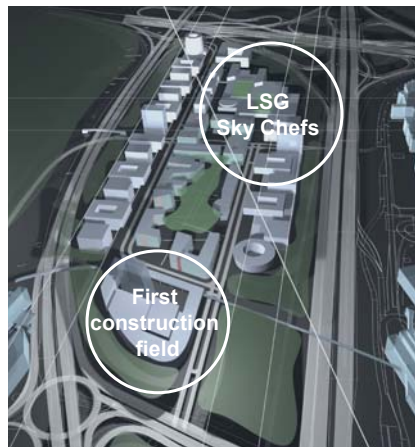
Development as a multifunctional business area with various uses (e.g., offices, hotels, congress center, trade center)

- approx. 245,000 sqm of totally developed building land
- direct freeway access and direct access to the airport's operational area
- Fraport holds 25-percent share in the company that will develop Gateway Gardens

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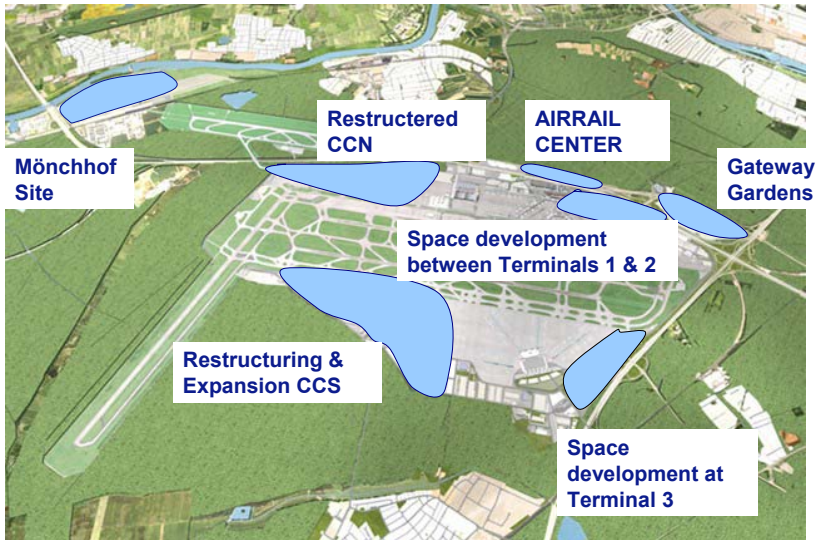
Gateway Gardens – Our Update

- First User: LSG Sky Chefs will use 55,000 sqm for building its new catering facility, scheduled to be operational in the spring of 2008
- Development of premium office and business premises, international trade centers, congress and trade fair complexes, hotels, retail outlets and gastronomic facilities, entertainment and recreation facilities
- Next steps: Urban plans for the first construction field



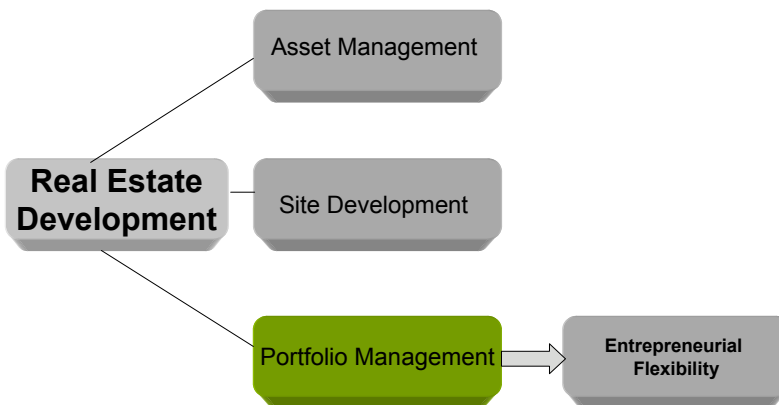
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Perspectives for Further Development



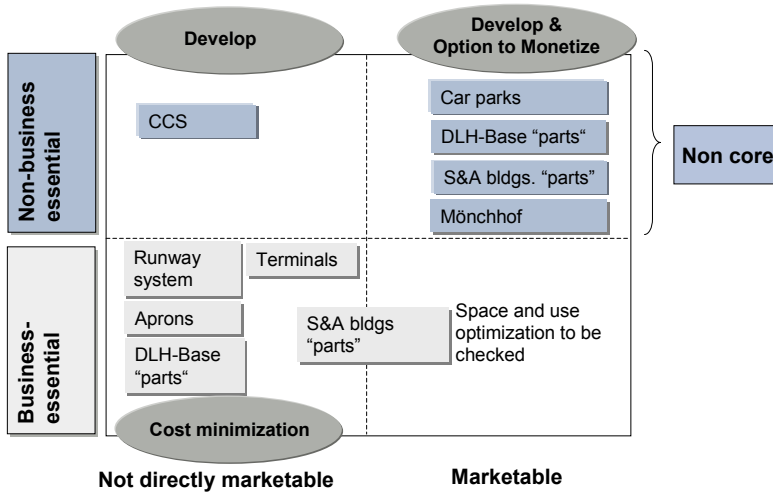
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With Portfolio Management We Secure Our Flexibility for the Future



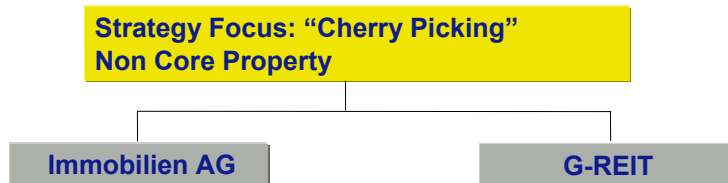
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Our Priority is the Development of "Non-core" Real Estate



Source: HVM Fraport Investor Day, September 21, 2006

Whereby We Looked at Two Variants with Regard to the Option of Spinning Off



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What Demands are Placed on REITs?

Legal requirements*

- Certain minimum size required (minimum capital €2.5 million);
- Dividend rate 90%
- Only income from tax-favored sources privileged (holding, managing and selling real estate):
- Limited fungibility due to minimum holding periods (max. 50% within five years);
- No restriction on certain types of real estate;
- Portfolio investment clause max. 10% for founding shareholder (poss. restricted).

Capital market requirements

- Homogeneity of portfolio
- Marketable types of use (e.g. office, logistics, residential)
- Third-party usability of the real estate
- Location appeal and situation
- Long-term rent income (commercial > 10 years)
- Healthy tenant mix (avoiding clumping risk)
- Risk diversification
- Minimum size with regard to adequate market capitalization

The requirements on REITs are basically met.

* From today's perspective and based on: IFD proposal; ZEW proposal; Steinbrück paper
Fraport Investor Day, September 21, 2006

Real Estate Portfolio in Figures

Cluster	Number of properties	Revenue	RBW 31.12.05	EBITDA
Parking*	4	€ 53 million	€ 50 million	€ 30 million
DLH Base	35	€ 40 million	€ 120 million	€ 43 million
S&A buildings (including apron buildings)	80	€ 34 million	€ 210 million	€ 35 million
Total:	109	€ 127 mil.	€ 380 mil.	€ 108 mil.

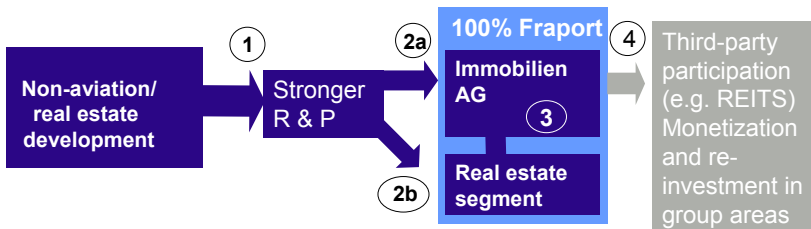
* Parking & basement garage - more space, mainly internal use

Summing Up Our Thoughts

REIT	Immobilien AG
<p>Attractive model for the capital market</p> <p>Primarily makes sense when participation of investor is the strategic direction</p> <p>Under certain circumstances, majority share by Fraport not possible</p> <p>Tax advantages</p> <p>Under certain circumstances, non-cherries management activities not possible</p> <p>For strategic reasons, Fraport must retain the majority</p> <p>Portfolio investment clause critical</p>	<p>Transparency of capital market</p> <p>Spin-off strengthens real estate development through Fraport's specialization and commitment</p> <p>Tax neutral after 7 years</p> <p>All options remain open, i.e. conversion into a REIT is still possible at any time.</p> <p>We can ensure integral management for all real estate (including that not spun off)</p>

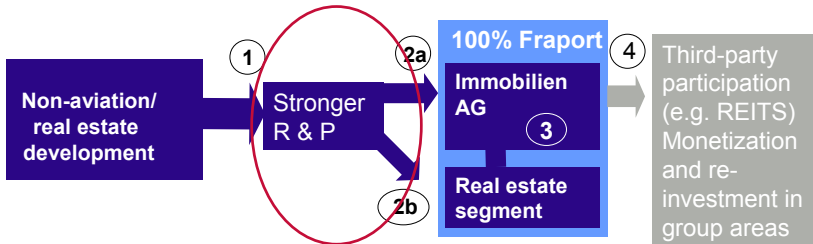
Conclusion: In view of the present debate, a REIT is not the favoured option for Fraport, but possible at a later point.

Strategic Perspective



The Path:
 Fraport develops real estate as a second core business pillar, with the goal of substantial increase in profit contribution.

What is our next step?

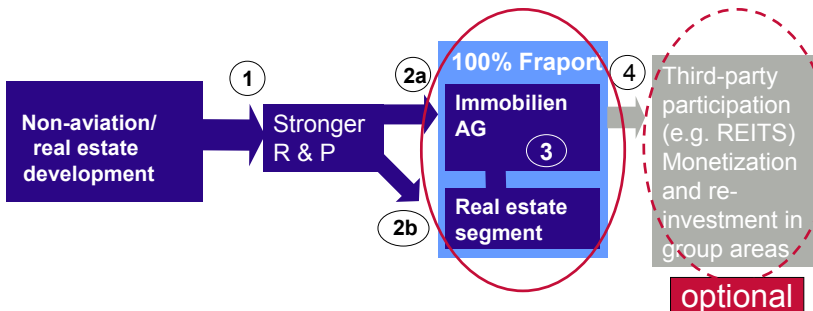


Start of implementation:

Strengthening the division by building resources

- Optimizing internal processes and functional assignments
- Developing business sub-structures and real estate master planning

Perspective



Strategic option:

Optional: Spin-off of non-business-essential real estate to Fraport-Immobilien-AG

Optional!: Participation of third parties to free up funds and investment in appropriate areas.

Securing growth and flexibility in the future. We are now starting on that path with the strategic option of Fraport-Immobilien-AG.

Update on Retail

Fraport Investor Day, September 21, 2006

Impact of New Security Regulations

On-board ban of liquids and gels on flights to the USA: Transition solution

Gate Delivery Process for Duty Free


- Service in cooperation with Duty-free operator
- Cooperating airlines: Lufthansa and Condor
- Thus capturing approx. 55% of USA traffic
- Information campaign: Counteracting general buying reluctance


Long-term goal for US-flights:

- Uniform rule for all carriers
- Sealed bag procedure without delivery
- Duty Free is basically safe

Duty Free? No Problem!

Don't miss the chance of
DUTY FREE Shopping!

 You can still take any liquor, perfume and cosmetics from our DUTY FREE Shops aboard an aircraft.






 Travelling to the USA?
Please contact our
DUTY FREE Shop or
the airline personnel.

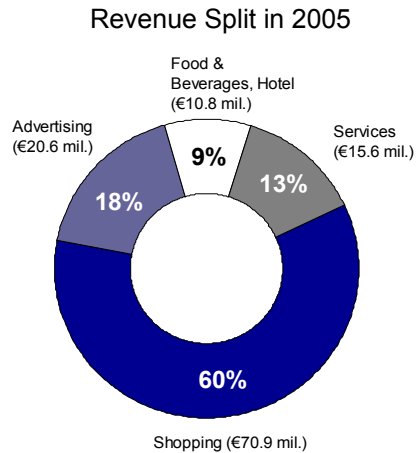
Have a relaxed
Airport Shopping
and a pleasant flight!



Fraport Investor Day, September 21, 2006

Shopping is Still the Most Important Driver of Retail Revenue

Retail segments	Outlets
 Duty Free & Travel Value	17
 Specialty shops	97
 Food & beverages	52
 Services, e.g. car rental	44
 Advertising	



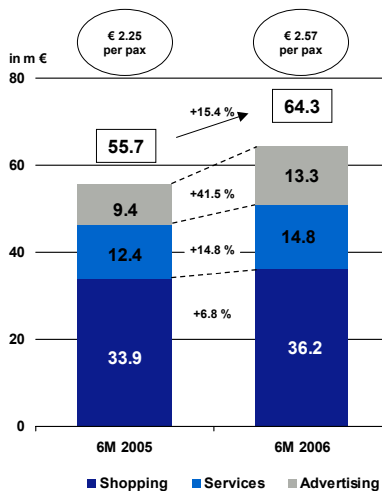
Fraport Investor Day, September 21, 2006

We Have Improved Even More Versus Last Year

Advertising: Revenue growth of 42% due to high utilization and new assets, World Cup effect

Services: New concepts in catering and improved terms with financial service providers generate record revenues.

Shopping: Despite building work and temporary loss of space, revenues in shopping increased by 6.8% due to sales promotions. The duty-free business was particularly successful



Fraport Investor Day, September 21, 2006

Major Success in Advertising With the Football World Cup

Advertising:

Turnover up by 15 %, so advertising income increased by approx. € 3 million

Shopping:

World Championship Store	+240%
House of Champions	+119%
Nike Store	+ 69%
Gifts+++Shop	+ 35%



Conclusion:

Higher advertising income, shopping turnover up and huge image leap

The New Marketplaces are Developing Well

Development of the new marketplaces in Hall B

Shopping Avenue:

- Sport und Lifestyle, trend-oriented
- The Body Shop and Starbucks realize the highest turnovers per sqm in Europe

Shopping Boulevard:

- Upmarket atmosphere, cosmopolitan
- Boss store one of most successful worldwide

Total space development

incl. Concourse B Central: 3,450 sqm

Expected revenues: € 8.8 mil. (+17%)



What's Next?

The Next Terminal Expansions 2007/2008

New: Gap Bridge AB

- Specialty stores, services
- 475 sqm shopping space expansion
- Opening in July 2007



Terminal 2

- Duty Free & Travel Value, specialty stores, food & beverages, services
- 1,880 sqm shopping space expansion
- Opening at the end of 2007



Hall C

- Duty Free & Travel Value, specialty stores, services
- 920 sqm shopping space expansion
- Opening in the beginning of 2008

Thank you for your attention.

109/06 – 21. September 2006

Fraport: Immobiliengeschäft wird zweites Standbein – Investitionsvolumen steigt

FRA/VFI – Der Vorstand der Fraport AG will das Immobiliengeschäft des Airportbetreibers zu einem zweiten Kernbereich neben dem Flugbetrieb ausbauen. „Die Fraport ähnelt längst einem Immobilienunternehmen mit Flugbetrieb,“ begründete der Vorstandsvorsitzende Dr. Wilhelm Bender heute die neue Immobilienstrategie.

Zusätzlich zur Vermarktung bestehender Flächen sollen deshalb in den kommenden Jahren gezielt neue Ressourcen wie Mönchhofgelände, Gateway Gardens und Airrail Center zur Entwicklung der Airport City beitragen. Einen weiteren Meilenstein stellt das geplante Terminal 3 dar, dessen Errichtung die Wertigkeit der Flächen im Süden des Flughafens entscheidend erhöhen soll. Mit steigendem Luftfrachtaufkommen werden außerdem die CargoCity Nord und die CargoCity Süd wachsen.

Die neue Immobilienstrategie von Fraport umfasst drei Schritte: eine effizientere Bewirtschaftung bestehender Flächen, die Entwicklung und Realisierung neuer Flächennutzungskonzepte im Rahmen der Immobilienprojektentwicklung und schließlich eine Steigerung der unternehmerischen Flexibilität durch die Steuerung des Immobilienvermögens nach einem Portfolio-Ansatz.

...

Im Geschäftsbereich Handels- und Vermietungsmanagement, der für die Immobilienentwicklung und -vermarktung der Fraport AG verantwortlich ist, sollen künftig alle Funktionen zusammengezogen werden, die eine effektive Bewirtschaftung des Immobilienbestands und dessen weitere Entwicklung ermöglichen. Dazu zählen auch die Immobilien-Masterplanung, die kaufmännische Projektentwicklung und das Objektmanagement. Ziel der Neustrukturierung ist die Schaffung einer internen Einheit, die wie eine unabhängige Immobiliengesellschaft wirtschaftet.

Hierdurch eröffneten sich strategische Optionen, so Bänder, das gesamte Immobiliengeschäft dann in eine eigenständige Gesellschaft auszugründen oder als unabhängiges Segment weiterzuführen. Ein weiterer Schritt wäre die mögliche Beteiligung von Kapitalgebern, sei es durch die Überführung in einen Real Estate Investment Trust (REIT) oder in eine Immobilien AG.

Grundbedingung sei allerdings, dass Bestand und Fortentwicklung des Flughafenbetriebs sichergestellt bzw. unterstützt werden. „Wir werden das Flughafengrundstück nicht verkaufen“, sagte Bänder. Das zeige auch die Investitionsplanung für die kommenden Jahre. So habe die Fraport AG das Investitionsvolumen für den Flughafen ausbau und die Modernisierung bestehender Terminalanlagen nochmals erhöht.

Im Hinblick auf die Kapazitätserweiterung des Flughafens seien bereits 3,4 Milliarden Euro budgetiert. Zusätzlich wurden nun unter anderem 170 Millionen Euro für die Anbindung des Fernbahnhofs an das Passagiertransportsystem Sky Line sowie 130 Millionen Euro für die Drainage der geplanten Landebahn Nord-West veranschlagt.

Gut drei Milliarden Euro wird die Fraport AG in den nächsten Jahren außerdem in die Modernisierung und Erweiterung der Terminalinfrastruktur im Norden des Frankfurter Flughafens investieren. Seit 2005 wird dort bereits an der Erweiterung der Halle C gearbeitet. Deren Neugestaltung kostet etwa 110 Millionen Euro und liefert neben landseitiger Abfertigungskapazität gut 900 Quadratmeter neue Shoppingfläche.

Ein weiteres Projekt stellt die Rückverlagerung des Flugsteigs C dar, der künftig drei Gebäudepositionen für den A380 bieten wird. Dieses Bauvorhaben ist mit 250 Millionen Euro veranschlagt. Darüber hinaus wird mit dem Flugsteig A Null im Westen des Terminals 1 für knapp 600 Millionen Euro ein neuer Gebäudeabschnitt entstehen. Neben vier Abfertigungspositionen für den A380 sind hier rund 3.000 Quadratmeter Retailfläche geplant.

Hintergrundinformationen zum Immobiliengeschäft

Das Gelände des Frankfurter Flughafens ist größer als die Frankfurter Innenstadt. Die Fläche des Airports entspricht in ihrer Ausdehnung dem Areal zwischen der Messe im Frankfurter Westen, dem Osthafen im Osten sowie den Stadtteilen Sachsenhausen im Süden und Riederwald im Norden.

Gleichzeitig ist der Frankfurter Flughafen dank seiner intermodalen Verknüpfung von Luftverkehr, Schienen- und Autobahnnetz einer der attraktivsten Wirtschaftsstandorte in ganz Europa. Mehr als 500 Unternehmen sind direkt am Airport ansässig.

Der Flughafen zeichnet sich aus durch kontinuierliches Wachstum, starke Kaufkraft, exzellente Infrastruktur, hohen Freizeitwert und ein großes Einzugsgebiet.

Finanziell steuert die Vermarktung der Immobilie Flughafen bereits heute mehr als die Hälfte zum operativen Ergebnis der Fraport AG bei.

Fraport AG

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