

Abridged Environmental Statement 2010

for Frankfurt Airport

Update of the Environmental Statement 2008



Content

<i>Environmental management at Frankfurt Airport</i>	3
<i>General data Frankfurt Airport 2009</i>	4
<i>Accounting principles for the environmental situation at Frankfurt Airport</i>	5
- therein Fraport AG	
- therein Fraport Cargo Services GmbH	
- therein N*ICE Aircraft Services & Support GmbH	
<i>Status Environmental Program 2008, supplemented 2009 und 2010</i>	11
<i>Environmental Verifier's Declaration on Verification and Validation Activities</i>	15

With the Abridged Environmental Statement 2010 Fraport AG updated the information from the environmental report with the integrated Environmental Statement from 2008.
The report contains indicators as well as environmental goals and measures of Fraport AG, Fraport Cargo Services (FCS) GmbH and N*ICE Aircraft Services & Support GmbH (N*ICE).

Environmental management at Frankfurt Airport

Since 1999, Fraport AG at Frankfurt Airport is constantly validated by governmentally accredited and supervised environmental auditors: due to the European regulation "Eco-Management and Audit Scheme (EMAS)". Since 2002, the verification is also carried out in accordance with the international standard ISO 14001.

Environmental management across the Fraport Group

Beyond Frankfurt Airport, the promotion of the environmental management in the Fraport Group is part of the "strategic sustainability goals of Fraport until 2020". The objective is a systematic improvement of the environmental efforts at the airports of the Fraport Group.

Central unit "Sustainability Management and Corporate Compliance"

Environmental protection and resource-conservation are partial aspects of a sustainable business management. They also require the consideration of social and economical issues. According to the strategic importance of this topic, the executive board at Fraport AG created a central unit "Sustainability Management and Corporate Compliance". Beside the environmental management, it includes the areas of sustainability reporting and monitoring, sustainability strategy, Corporate Compliance and internal control system.

Aircraft noise

In 2010, the Forum Airport and Region forum (FFR, Forum Flughafen und Region), assisted by Fraport AG, achieved decisive progress concerning the improvement of noise abatement at Frankfurt Airport. The corresponding package of measures was presented at the end of June. Beside the continuous participation in the expert group "active noise abatement", Fraport took over the patronage for two specific measures.

One of the two measures affects the change in use of runways and altered departure-routes in times of light traffic (Dedicated Runway Operations - DROps). This means, that takeoffs are to be concentrated prospectively in a way that noise exposures are kept low in total. The trial operation will start at the end of 2010. The second measure pursues an increase of the descend angle onto the new north-west runway. The standard approach angle is up to 3.0 degrees. An increase of this angle to 3.2 degrees and thus a steeper approach enlarges the distance in which settlement areas are over flown.

The noise-indexes developed by FFR will contribute to make the aircraft noise exposure in the region around the airport more transparent and to give hints about the effectiveness of the measures.

Besides the measures for active noise abatement presented by FFR, other instruments for noise protection are introduced years ago and further developed. Since 2001 the noise components of the airport charges is based on measured aircraft noise. In 2010, the former classification of seven noise categories was expanded to twelve. This greater differentiation, Fraport AG will use as a steering tool in regard to the deployment of quieter aircraft types.

General data Frankfurt Airport 2009

Criteria	2009
Airport size [km ²]	19
Number of runways:	
Takeoff and landing	2
Takeoff	1
Declared RXY Capacity (Movements per hour) ¹	83
Number of airlines (only passenger flights):	
Summer schedule 2009	119
Winter schedule 2009/2010	110
Number of destinations (only passenger flights):	
Summer schedule 2009	304
Winter schedule 2009/2010	265
Ratio domestic/international flights	15.4% /84.6%
Number of aircraft movements	463,111
Number of movements by day (6 a.m. until 22 p.m.)	419,883
Number of movements per night (10 p.m. until 6 a.m.)	43,228
Intermodality:	
Number of train stations ⁴	2
Number of highways	2
Number of sea links	–
Airport Environmental Partnership (CEM) at the airport (yes/no)	yes
Coordinated/uncoordinated flights	approx. 99% /1%
Military use	none
Number of passengers	50.94 mill. ²
Cargo volume [tons]	1.92 mill. ²
Traffic units (without transit)	69.50 mill.
Number of employees at the airport ³	approx. 70,000
Number of ground handlers (in accordance with ICAO DOC 9562)	114
Minimal turnaround time (minutes)	45
Number of haulage companies	125
Baggage performance index	99.62 %
Collaborative decision management (airport, airlines, ATM) (yes/no)	yes

¹ The number indicated by "Declared RXY Capacity" is the peak value of the day and is valid only in the afternoon hours.

² Commercial and non-commercial traffic (landing and takeoff and transit). Please note: only the commercial traffic is specified in the Annual Report.

³ Fraport AG including subsidiaries, more than 500 third parties at the airport.

⁴ Only for passengers.

Accounting principles for the environmental situation at Frankfurt Airport ⁽¹⁾

therein Fraport AG, Fraport Cargo Services GmbH, N*ICE Aircraft Services & Support GmbH

Operating data

Traffic volume	Unit	GRI*	Comments	2008	2009	Δ 08/09
Frankfurt Airport						
Traffic unit (without transit: landing + takeoff)	Number of traffic units	SD 2.8**	1, 2	74,350,444	69,497,660	- 6.5%
Traffic unit (including transit: landing + takeoff + transit)	Number of traffic units	SD 2.8	1, 2	74,805,935	70,110,170	- 6.3%
Aircraft movements (landing + takeoff)	Number of movements	SD 2.8	2	485,783	463,111	- 4.7%
Night time	Number of movements	SD 2.8	2, 3	48,523	43,228	- 10.9%
Passengers	Number of people	SD 2.8	2	53,472,915	50,937,897	- 4.7%
Cargo weight	t	SD 2.8	2	2,133,302	1,917,228	- 10.1%
Airfreight	t	SD 2.8	2	2,042,956	1,837,054	- 10.1%
Airmail	t	SD 2.8	2	90,346	80,174	- 11.3%
therein FCS						
Cargo volume						
Airfreight	t	SD 2.8		358,358	412,420	15.1%
Traffic units	Number of traffic units		1	3,583,580	4,124,200	15.1%
therein N*ICE						
Deiced aircraft	Number	SD 2.8	4	4,799	6,817	42.1%

1 A traffic unit is equivalent to a passenger or 100kg airfreight or airmail.

2 Commercial and non-commercial traffic; Please note: the Annual Report only indicates the commercial traffic.

3 Nighttime: 10 p.m. to 6 a.m.

4 Weather-dependent, the winter 2008/2009 was colder than the winter before.

* Global Reporting Initiative.

** GRI guideline; Part 2: Standard Disclosures.

Employees	Unit	GRI	Comments	2008	2009	Δ 08/09
Fraport AG	Number	LA1		12,363	12,083	- 2.3%
FCS	Number	LA1		232	226	- 2.6%
N*ICE	Number	LA1		11	14	27.3%

Environment

Energy (1)	Unit	GRI	Comments	2008	2009	Δ 08/09
Frankfurt Airport						
			1			
Energy consumption	TJ	EN1, 3, 4	1, 2	4,503.8	4,503.5	0.0%
Energy consumption	TJ per mil traffic units	EN1, 3, 4	1, 2, 3	60.6	64.8	7.0%
Fuels	TJ	EN3	1, 4	645.3	645.9	0.1%
Fuels	Liter	EN3	1, 4	18,199,740	18,221,647	0.1%
Electricity	TJ	EN4	1, 2	2,076	2,045	- 1.5%
Electricity	GWh	EN4	1, 2	577.2	568.5	- 1.5%
Heating energy	TJ	EN3, 4	1, 2	1,364.9	1,381.1	1.2%
District heating	TJ	EN4	1, 2	1,344.8	1,364.0	1.4%
Local heating	TJ	EN3	2, 5, 6, 7	20.1	17.1	- 14.9%
Cooling energy (as district cooling)	TJ	EN4	2	417.5	431.5	3.4%
therein Fraport AG						
Energy consumption	TJ	EN1, 3, 4	2	2,703.2	2,755.5	1.9%
Energy consumption	TJ per mil traffic units	EN1, 3, 4	2, 3	36.4	39.6	8.8%
Fuels	TJ	EN3	2, 4	436.2	435.0	- 0.3%
Fuels	Liter	EN3	2, 4	12,282,881	12,255,934	- 0.2%
Electricity	TJ	EN4	2	1,136.2	1,178.8	3.7%
Electricity	GWh	EN4	2	315.9	327.7	3.7%
Heating energy	TJ	EN3, 4	2	731.3	736.4	0.7%
District heating	TJ	EN4	2	711.2	719.3	1.1%
Local heating	TJ	EN3	2, 5	20.1	17.1	- 14.9%
Cooling energy (as district cooling)	TJ	EN4	2	399.5	405.3	1.5%

Accounting principles for the environmental situation at Frankfurt Airport (2)

Energy (2)	Unit	GRI	Comments	2008	2009	Δ 08/09
therein FCS						
Energy consumption	TJ	EN1, 3, 4		39.4	41.9	6.4%
Energy consumption	TJ per mil traffic units	EN1, 3, 4	3	11.0	10.2	- 7.5%
Fuels	TJ	EN3	2, 4	5.37	5.41	0.8%
Fuels	Liter	EN3	2, 4	151,002	152,440	1.0%
Electricity	TJ	EN4	9	13.9	16.7	20.1%
Electricity	GWh	EN4	9	3.9	4.6	20.1%
Heating energy	TJ	EN4	10	20.1	19.8	- 1.6%
District heating	TJ	EN4	10	20.1	19.8	- 1.6%
Local heating	TJ	EN3		n.c.v.	n.c.v.	
Cooling energy (as district cooling)	TJ	EN4		n.c.v.	n.c.v.	
therein N*ICE						
Energy consumption	TJ	EN1, 3, 4		8.6	10.2	19.3%
Fuels	TJ	EN3	2, 4, 8	6.9	8.5	23.8%
Fuels	Liter	EN3	2, 4, 8	193,000	239,000	23.8%
Electricity	TJ	EN4		1.27	1.3	3.3%
Electricity	GWh	EN4		0.35	0.36	3.3%
Heating energy	TJ	EN4		0.42	0.39	- 7.3%
District heating	TJ	EN4		0.42	0.39	- 7.3%
Local heating	TJ	EN3		n.c.v.	n.c.v.	
Cooling energy (as district cooling)	TJ	EN4		n.c.v.	n.c.v.	

1 All companies on the composite owned land of Frankfurt Airport: Fraport AG, subsidiaries of Fraport AG, more than 500 third parties.

2 All data including technical losses.

3 A traffic unit is equivalent to a passenger with baggage or 100 kg of airfreight or airmail.

4 Fuel consumption for mobile ground support equipment and automobiles on the apron and roadways at the airport.

5 Local combustion plants.

6 Value of Fraport AG, values of the more than 500 third parties at Frankfurt Airport not known, because data not collected by Fraport AG.

7 Decline in local heating consumption caused by decommissioning of combustion plants in the course of further development of CargoCity South.

8 Winter 2008/2009, 42% more aircraft deiced than in Winter 2007/2008.

9 In 2009, additionally a new freight hall with office building.

10 Rise of freight volume only in spring, thus saving of heat in winter months in freight halls (gates were opened less frequently).

CO ₂ emissions	Unit	GRI	Comments	2008	2009	Δ 08/09
Fraport AG						
CO ₂ emissions	t	EN16	1, 2, 5	212,457	234,236	10.3%
direct CO ₂ emissions (from fuel consumption, combustion plants)	t	EN16	1, 5, 6	34,387	33,924	- 1.3%
indirect CO ₂ emissions (from energy provided)	t	EN16	2, 5	178,070	200,312	12.5%
CO ₂ intensity of the traffic performance	kg CO ₂ per traffic unit	EN16	1, 2, 3, 5	2.86	3.37	17.8%
direct CO ₂ emissions (from fuel consumption, combustion plants)	kg CO ₂ per traffic unit	EN16	1, 3, 6	0.46	0.49	6.5%
indirect CO ₂ emissions (from energy provided)	kg CO ₂ per traffic unit	EN16	2, 3, 4, 5	2.40	2.88	20.0%
compensated CO ₂ emissions (Certificates)	t CO ₂	EN16	4	133,200	133,200	0.0%

1 Direct emission according to Scope 1 GHG Protocol Standard: fuels, fuels for combustion plants, here heating oil, natural gas, propane gas.

2 Indirect emission in conformity with Scope 1 GHG Protocol Standard: supply with electricity, district heating, district cooling (Fraport at Frankfurt Airport).

3 A traffic unit is equivalent to a passenger with baggage or 100 kg of airfreight or airmail.

4 Compensation for the electricity-related emissions through RECS certificates (Renewable Energy Certificate System).

5 Updated values compared to Sustainability Report 2009 due to subsequent modifications of emission factors by the energy supplier.

6 Further greenhouse gases (such as CH₄, N₂O) accumulate in only vanishingly low quantities in the sphere of influence of Fraport AG.

Accounting principles for the environmental situation at Frankfurt Airport (3)

Air pollutant emissions acting locally	Unit	GRI	Comments	2008	2009	Δ 08/09
Air traffic at Frankfurt Airport						
NO _x	t	EN20	2	2,381	2,320	- 2.6%
HC	t	EN20	2	623	578	- 7.2%
PM10	t	EN20	2	11.4	11.0	- 3.7%
SO ₂	t	EN20	2	159.0	152.5	- 4.1%
NO _x	g per traffic unit	EN20	2, 3	31.83	33.09	4.0%
HC	g per traffic unit	EN20	2, 3	8.32	8.24	- 0.9%
PM10	g per traffic unit	EN20	2, 3	0.15	0.16	3.0%
SO ₂	g per traffic unit	EN20	2, 3	2.13	2.18	2.3%

1 Caused by 110 to 119 different airlines depending on flight timetable (summer, winter), only indirectly influencable by Fraport.

2 Air traffic: emissions in tons per calendar year up to an altitude of 300 meter (taxiing, starting, climb, descent incl. rollout, engine ignition, APU).

3 A traffic unit is equivalent to a passenger with baggage or 100 kg of airfreight or airmail including transit.

Water	Unit	GRI	Comments	2008	2009	Δ 08/09
Frankfurt Airport						
Total water consumption	m ³	EN8		1,772,000	1,541,000	- 13.0%
Total water consumption	Liter per traffic unit	EN8	1	23.8	22.17	- 7.0%
Drinking water	m ³	EN8	3	1,581,000	1,336,000	- 15.5%
Service water	m ³	EN10		191,000	205,000	7.3%
Share of service water in total water consumption	Share in %	EN8, 10		11%	13%	2%-points
Sewage	m ³	EN21	2	1,548,000	1,351,000	- 12.7%
Sewage	Liter per traffic unit	EN21	1, 2	20.82	19.44	- 6.6%
therein Fraport AG						
Total water consumption	m ³	EN8		1,144,500	1,000,100	- 12.6%
Total water consumption	Liter per traffic unit	EN8	1	15.39	14.39	- 6.5%
Drinking water	m ³	EN8	3	988,000	833,000	- 15.7%
Service water	m ³	EN10		156,500	167,100	6.8%
Sewage	m ³	EN21		1,548,000	1,351,000	- 12.7%
Sewage	Liter per traffic unit	EN21	1	20.82	19.44	- 6.6%
therein FCS						
Water consumption	m ³	EN8				
Drinking water	m ³	EN8	4	6939	8524	22.8%
Service water	m ³	EN10		n.c.v.	n.c.v.	
therein N*ICE						
Water consumption	m ³	EN8		4824	4723	- 2.1%
Drinking water	m ³	EN8		4824	4723	- 2.1%
Service water	m ³	EN10		n.c.v.	n.c.v.	

1. A traffic unit is equivalent to a passenger with baggage or 100 kg of airfreight or airmail.

2 Wastewater disposal from Frankfurt Airport takes place by Fraport AG, an allocation to specific companies is not possible.

3 Decline of drinking water caused by an increased use of wastewater.

4 In year 2009 a new building was added.

Ground water	Unit	GRI	Comments	2008	2009	Δ 08/09
Frankfurt Airport						
Nitrate content at reference measuring station 45	mg/l	EN8	1	70	n.c.v.	
Nitrate content at reference measuring station well FB5	mg/l	EN8	1	69	61	- 11.6%

1 up to the year 2008 measuring station 45, since 2009 well FB 5.

Accounting principles for the environmental situation at Frankfurt Airport (4)

Amount of waste	Unit	GRI	Comments	2008	2009	Δ 08/09
Fraport AG						
Amount of waste	t	EN22	1, 2	24,112	22,265	- 7.7%
non-hazardous waste	t	EN22	1, 2	22,145	21,021	- 5.1%
hazardous waste	t	EN22	2	1,967	1,244	- 36.8%
Recycling	t		1, 2	20,023	19,041	- 4.9%
Disposal	t		1, 2	4,089	3,225	- 21.1%
Recycling	Share in % of the amount of waste	EN22	2	83.0	85.5	2.5%-points
FCS						
Amount of waste	t	EN22	2	766.45	854.20	11.4%
non-hazardous waste	t	EN22	2	766.29	854.19	11.5%
hazardous waste	t	EN22	2	0.163	0.005	- 96.9%
Recycling	t	EN22	2	766.29	854.19	11.5%
Disposal	t	EN22	2	0.163	0.005	- 96.9%
Recycling	Share in % of the amount of waste	EN22	2	100.0	100.0	0.0%-points
N*ICE						
Amount of waste	t	EN22	3	70	48	- 31.4%
non-hazardous waste	t	EN22	3	70	48	- 31.4%
hazardous waste	t	EN22		0	0	
Recycling	t	EN22	3	70	48	- 31.4%
Disposal	t	EN22		0	0	
Recycling	Share in % of the amount of waste	EN22	3	100	100	0.0%

1 Including waste from third parties, primarily residual waste out of aircraft (no catering waste).

2 without soil and building rubble.

3 Mixtures of (rinse) water and small level of glycol exclusively.

Significant releases	Unit	GRI	Comments	2008	2009	Δ 08/09
Fraport AG						
Releases of substances posing a hazard to water		EN23	1			
Number of releases	Number	EN23		566	483	- 14.7%
Volume of releases	m ³	EN23		11.00	11.60	5.5%
Frequency of releases	Number per 1000 aircraft movements	EN23		1.17	1.04	- 11.1%
Effects		EN23	2	none	none	

1 Releases primarily by third parties.

2 No environmental hazard because releases are generally on surfaced areas with comprehensive safety implemented downstream.

Releases on unsurfaced areas are very rare exceptions and are cleaned up immediately.

Accounting principles for the environmental situation at Frankfurt Airport (5)

Process materials	Unit	GRI	Comments	2008	2009	Δ 08/09
Fraport AG						
Hazardous materials	t	EN1	1	83	89	7.2%
Propane gas consumption of the fire-brigade	t	EN1	2	149	117	- 21.4%
Airfield surfaces deicing agents potassium formate	m ³	EN1	3, 4, 5	1,085	3,271	201.5%
N*ICE						
Aircraft deicing agent propylene glycol	m ³ active substance	EN1	5	943	1,215	28.8%
Aircraft deicing agent propylene glycol per deiced aircraft	m ³ active substance	EN1	6	0.196	0.178	- 9.2%

1 These are the hazardous materials that were supplied as dangerous goods and consumed by Fraport AG (excluding fuel).

2 Used for training purposes at the fire-brigade training center and for heating in building 694 (fire station 1).

3 The winter is generally attributed to the following calendar year, for example 2008/2009 to the year 2009.

4 No dangerous goods.

5 Rise is weather-dependent, winter 2008/2009 was substantially colder and more snowy than the winter before.

6 Decline caused by more effective utilization of deicer.

Age of the vehicle fleet	Unit	GRI	Comments	2008	2009	Δ 08/09
Fraport AG						
Average age of the mobile work machines and vehicles	Years	EN29	1	5.9	5.9	0%

1 Average age of the mobile work machines and vehicles deployed (not including one-year leased automobiles). When the indicator is assessed, it is important to take into account the fact that the average age would rise continuously if old mobile work machines were not replaced by new ones. This means that even an increase that is less than one year still means that the fleet has been modernized. If the indicator remains the same, this indicates that natural aging has been exactly compensated in numerical terms by new acquisitions.

Accounting principles for the environmental situation at Frankfurt Airport (6)

Region

Aircraft noise	Unit	GRI	Comments	2008	2009	Δ 08/09
Surrounding area of Frankfurt Airport						
Approach						
Monitoring station 01 Offenbach Lauterborn Day	Leq(3) in dB(A)	EN26	1, 2	60	59	- 1 dB(A)
Monitoring station 01 Offenbach Lauterborn Night	Leq(3) in dB(A)	EN26	1, 3	54	54	0 dB(A)
Monitoring station 06 Raunheim Day	Leq(3) in dB(A)	EN26	1, 2	62	62	0 dB(A)
Monitoring station 06 Raunheim Night	Leq(3) in dB(A)	EN26	1, 3	57	56	- 1 dB(A)
Take off						
Monitoring station 12 Bad Weilbach Day	Leq(3) in dB(A)	EN26	1, 2	60	59	- 1 dB(A)
Monitoring station 12 Bad Weilbach Night	Leq(3) in dB(A)	EN26	1, 3	48	47	- 1 dB(A)
Monitoring station 51 Worfelden Day	Leq(3) in dB(A)	EN26	1, 2	57	56	- 1 dB(A)
Monitoring station 51 Worfelden Night	Leq(3) in dB(A)	EN26	1, 3	53	53	0 dB(A)
Frequency of the exceedance of the maximum level of 72 dB(A) per night				3		
Monitoring station 01 Offenbach Lauterborn	Number of exceedances	EN26	4	8.4	7.6	- 9.5%
Monitoring station 06 Raunheim	Number of exceedances	EN26	4	18.8	15.4	- 18.1%
Monitoring station 12 Bad Weilbach	Number of exceedances	EN26	4	2.4	1.8	- 25.0%
Monitoring station 51 Worfelden	Number of exceedances	EN26	4	5.2	6.0	15.4%
Share of western operations Day	Share in %	EN26	2, 5, 6	68	68	
Share of western operations Night	Share in %	EN26	3, 5, 6	70	72	

1 Energy equivalent continuous sound level [Leq(3) in dB(A)] based on the German Aircraft Noise Act in conformity with DIN 45643. Leq(3) is calculated during the six busiest months from May until October based on the German Aircraft Noise Act, segmented in day and night.

Leq(4) is not calculated anymore since the introduction of the new German Aircraft Noise Act. Changes to the monitoring stations on the approach and takeoff routes of the parallel runway system are mainly based on the fluctuations in the distribution of operations (east/west) from year to year caused by different weather conditions or wind directions. The website www.fraport.de provides detailed information.

2 Daytime: 6 a.m. until 10 p.m.

3 Nighttime: 10 p.m. until 6 a.m.

4 During the six busiest months.

5 From the parallel runway system with takeoff toward the west, approach from the east.

6 Share of eastern operations: difference from share of western operations in % to 100%.

Employee traffic (travel to and from work)	Unit	GRI	Comments	2008	2009	Δ 08/09
Frankfurt Airport						
Travel to and from work by public transportation	Share of staff in %	EN7, 29	1, 2	37.4	n.c.v.	
Travel to and from work with ride sharing	Share of staff in %	EN7, 29	1, 2	5.8	n.c.v.	
Fraport AG						
Travel to and from work by public transportation	Share of staff in %	EN7, 29	1	42.9	31.2	- 11.7%-points
Travel to and from work by ride sharing	Share of staff in %	EN7, 29	1	11	14.3	3.3%-points

1 The values are based on surveys.

2 Surveys are not conducted every year, values from year 2008.

Passenger traffic	Unit	GRI	Comments	2008	2009	Δ 08/09
Frankfurt Airport						
Arrival/departure by public transportation	Share in % of passenger volume	EN7, 29	1	36.4	37.4	1%-points
Arrival/departure by ICE (Intercity Express)	Share in % of passenger volume	EN7, 29	1	19	19	0%-points

1 The values are based on surveys taken continuously in the corresponding calendar year.

Land use	Unit	GRI	Comments	2008	2009	Δ 08/09
Frankfurt Airport						
Owned land	ha	EN11	1	1,906.6	1,906.6	
of which paved area	ha	EN11	2	-	891.45	

1 Continuous owned land.

2 Asphalt, concrete, paving, slabs, stone, grating, grass grid, pebble stone piles, gravel, grit, gabion.

Status Environmental Program 2008, supplemented 2009 and 2010 ⁽¹⁾

The measures of Fraport AG are not particularly marked, those of Fraport Cargo Services GmbH are marked with **FCS** and those of N*ICE Aircraft Services & Support GmbH are marked with **N*ICE**.

Sphere of activity	Goal	Measure	Deadline	Status	Explanation (Status May 2010)
Air pollutants and CO ₂	Improvement of air quality and Reduction of greenhouse gases at Frankfurt Airport and the region per traffic unit	Replacement of the current stock of mobile ground support equipment by purchasing state-of-the-art models that comply with directive 2004/26/EC	Ongoing	Still valid	Beginning of 2010, the stock of the surface transport contained 856 mobile work machines. 11 mobile work machines were purchased in 2009. Simultaneously, the stock was reduced of approx. 65 special devices, whereas exclusively discarded vehicles containing old engine technologies were taken out of operation. The acquisition of more than 50 mobile work machines for the year 2010 is already started or implemented.
		New procurement of 31 vehicles in accordance with EURO 5-exhaust gas standard (N*ICE)	By winter 2014/2015	Still valid	Up to the winter season of 2009/2010 eight new vehicles purchased.
		Optimization of ground handling processes to save fuel by developing and implementing new software tools (Plandis project), in this case baggage transport	Starting 1 st quarter, 2009	Still valid	Due to new operational requirements, the launch of the new software was delayed until the 4 th quarter, 2010.
		Testing deployment of fuel cell vehicles at Fraport within the framework of the European Union's project "Zero Regio"	By the 4 th quarter, 2009	Measure completed	The project was aimed at obtaining practice-based data for the operation of fuel cell vehicles. It was completed in November 2009. It was shown that, thanks to the proximity to "Industriepark Höchst", optimal conditions prevail for the supply with hydrogen. It was further revealed that for the extreme start and stop operation on the airport premises, battery-powered vehicles are more suitable than fuel cell vehicles. Thus, further tests are now being conducted with battery-powered vehicles (see following measures).
		Use of alternative propulsion technology (electric vehicles)	By 2015	New measure since 2010	The Fraport ground services started a program promoting the increased use of electric vehicles. Until 2015, the electrified share of following vehicles shall amount to: – 20 percent of pallet loaders (20 vehicles) – 20 percent of baggage tractors (serial hybrid) (40 vehicles) – 100 percent of conveyor belts (88 vehicles)
		Development of a monitoring system for CO ₂ emissions emerging from the arrival and departure of passengers and employees	By 2 nd quarter, 2011	Still valid	The development of the monitoring system is in progress.
	Reduce aircraft emissions in the LTO cycle by approx. two to four percent depending on pollutant	Reduction of aircraft taxiing and waiting times before takeoff	1 st quarter 2011	Still valid	The measure will be implemented by means of the planning tool A-CDM (Airport-Collaborative Decision Making). At present, technical system developments and adaptations for A-CDM are realized in Frankfurt. From Nov. 2010 onwards, the new procedure is to be introduced in Frankfurt within the scope of a local test and trial operation period for all involved process partners and is to be transformed into standard operation in the 1 st quarter, 2011.
	Reduce CO ₂ emissions at Fraport AG resulting from electricity production by 100%	Acquisition of electricity by Fraport AG from renewable energy sources	2008 until 2013	Still valid	In the years 2009/2010, Fraport AG will exclusively purchase energy from renewable sources (hydropower).
	Inclusion of third parties (external companies at Frankfurt Airport) to reduce CO ₂ emissions	Marketing of CO ₂ -neutral energy out of renewable sources	2010 until 2013	New measure since 2009	Marketing of CO ₂ -neutral electricity for third parties has started.

Status Environmental Program 2008, supplemented 2009 and 2010 (2)

Sphere of activity	Goal	Measure	Deadline	Status	Explanation (Status May 2010)
Air pollutants and CO ₂	Usage of renewable energy	Use of geothermal energy at Frankfurt Airport	2010/2011	Still valid	A feasibility study is finished with positive results. Next step is the planning of an investigation program.
	Analysis and development of operational and political action options regarding climate change	Research project "Chamäleon": Adaption to the climate change in public utility supply companies	Starting 4 th quarter, 2009	Measure since 2009	Start of the project in 4 th quarter, 2009, the duration is 54 months, in cooperation with Carl von Ossietzky University of Oldenburg and the Institute for Ecological Economic Research (IÖW) GmbH.
	Reduction of fine dust pollution by lift trucks (FCS)	Converting the lift trucks to low-abrasion tires (FCS)	By 4 th quarter, 2010	New measure since 2010	Until May, 90% of the lift truck tires were re-equipped.
Transportation	Displacement of truck traffic to rails (FCS)	Introduction of a regular rail link between FRA and Leipzig for transporting freight (FCS)	Starting 3 rd quarter 2008	Measure suspended	The product could not be placed on the market. At changed market situations, the goal can be established once again in a similar form.
	Reduction of the number of employees using private transportation to get to work at Frankfurt Airport	Testing of the CARRIVA Carpool concept for employees at Frankfurt Airport	Starting in 1 st quarter 2008	Still valid	The project is supported by Fraport and the German Lufthansa AG. The federal ministry for traffic, construction and urban development promoted the pilot period until September 2009. – Registered users: 1,118 – Total placements during the last 12 months: approx. 8,000. This equals approx. 200,000 vehicle kilometers
Energy	Reduction of energy consumption and CO ₂ -emissions	Upgrading of six central ventilation and air-conditioning installations at Terminal 1	2007 until 2013	Still valid	Project is currently being implemented. Scheduled saving approx. 16,900 MWh per year.
		Upgrading of three ventilation and air-conditioning installations at Terminal 1	2010 until 2013	New measure since 2009/2010	Project is in planning stage.
		Investigation of energy-saving potentials in office and service buildings of Fraport AG	Continuously until 2020	New measure since 2010	For 16 out of about 60 objects that are to be examined, an examination is already completed. The technical measures for the realization of energy savings will be prepared.
		Replacement of defective lighting with energy-saving lamps	Continuously	Still valid	Since May 2009, more than 1000 new energy-saving lamps were installed. About 106 MWh were saved per year.
		Replacement of CRT-screens with new TFT-flat screens	By 4 th quarter, 2011	New measure since 2009	Within one year, 300 CRT-screens were exchanged. The residue still contains approx. 600 CRT-screens compared with a stock of approx. 7070 TFT-screens. The energy saved by the 300 screens equals approx. 176 MWh/year.
		Overnight shutdown of all computers and screens			The overnight shutdown of computers and screens can only be achieved by sensitization of the employees. An adequate information program is projected.
		Providing the truck-terminals with LED-lighting (illuminating diode) (FCS)	By 2 nd quarter 2011	New measure since 2010	The truck terminal was provided with LED-lighting. The lamps are being tested since February 2010.

Status Environmental Program 2008, supplemented 2009 and 2010 (3)

<i>Sphere of activity</i>	<i>Goal</i>	<i>Measure</i>	<i>Deadline</i>	<i>Status</i>	<i>Explanation (Status May 2010)</i>
Energy	<i>Energy-efficient planning and realization of new buildings</i>	<i>Fire station 4</i>	<i>1st quarter 2011</i>	<i>New measure since 2010</i>	<i>The planning including ultra low energy projection package (PHPP) was completed to prove the attainable energy standard reference values. The start of construction took place in January 2010. It is expected to save up to 90% heating and cooling energy compared to conventional buildings.</i>
		<i>A-Plus pier at Terminal 1</i>	<i>2012</i>	<i>New measure since 2010</i>	<i>The planning took place with consideration of energy-efficient criteria. An intelligent facade-concept will reduce CO₂-emissions by 28 percent compared to conventional buildings of a similar kind. The planning is completed and the realization has started.</i>
		<i>Administrative headquarters for the Fraport Group</i>	<i>2nd quarter 2012</i>	<i>New measure since 2010</i>	<i>Planning and construction take place considering criteria of the German Company for Sustainable Construction (DGNB). The building measures have started.</i>
Noise	<i>Establish greater transparency for aircraft noise</i>	<i>Upgrading the noise monitoring system with monitoring stations that collect data from new or changed flight routes</i>	<i>Projected in 2011</i>	<i>Still valid</i>	<i>The installation of new measurement stations was discussed in the Noise Abatement Commission. Preparation measures will be realized and locations will be discussed with the different communities. The commissioning will presumably take place in spring 2011.</i>
		<i>Annual calculation of aircraft noise contours in conformity with the regulations defined in the new Aircraft Noise Act (to be implemented) together with presentation of the relevant figures for people affected</i>	<i>Projected continuously starting in 2010</i>	<i>Still valid</i>	<i>The aircraft noise calculation is based on the guidelines for Calculation of Aircraft Noise (AzB) 2008. The data collection system to calculate aircraft noise is being prepared at the moment. The results are expected in autumn 2010.</i>
		<i>Improvement of the user-friendliness and supplementing information offers on the Internet at "Infoservice Aircraft Noise"</i>	<i>Starting 2010</i>	<i>New measure since 2010</i>	<i>A concept for the revision and supplementation of existing information offers was created. The implementation is to start in summer 2010.</i>
	<i>Participate in the ongoing development of active noise abatement measures</i>	<i>Assessment of the proposed active noise abatement measures based on technical feasibility and capacity and security issues.</i> <i>Evaluation of the realistically achievable potential options for individual measures to achieve noise reduction and verification that they can be combined with other measures.</i>	<i>Starting in 2008</i>	<i>Still valid</i>	<i>The expert group "Active Noise Abatement" of the Forum Airport and Region (FFR) with participation of Fraport AG presented first measure packages and their noise abatement potential at the end of June 2010. The realization of measures, partly in trial operation, is to begin in 2010.</i>
	<i>Mitigation of the ground noise</i>	<i>Installation of a noise impact reduction facility for the execution of engine test runs on the apron of the A 380 hangar.</i>	<i>Launch in 4th quarter, 2010</i>	<i>New measure since 2009</i>	<i>The construction activities on the apron area, that are required for the installation of this facility, have started.</i>

Status Environmental Program 2008, supplemented 2009 and 2010 (4)

<i>Sphere of activity</i>	<i>Goal</i>	<i>Measure</i>	<i>Deadline</i>	<i>Status</i>	<i>Explanation (Status May 2010)</i>
Water	Further reduction of drinking water consumption	Creation of a service water concept and further expansion of service water use in Terminal 1	2 nd quarter, 2011	Still valid	The concept is developed. 132 out of 337 restroom facilities in Terminal 1 are supplied with service water. The service water supply for the buildings 205, 206 and 207 at Terminal 1 is finished.
Operating and process materials	Reduce use of aircraft deicer agents by increasing the amount of water per deiced aircraft by 20% (N*ICE)	Providing 49 vehicles with NAD-technology (NICE Advanced Deicing System) (N*ICE)	By winter 2014/2015	New measure since 2010	With 42 vehicles, 85 % of the vehicle fleet are already provided with NAD-technology. Until October 2010, the providing of further three vehicles with this technology is planned.
Organization	Support of environmental management at all Fraport Group locations	Support of Fraport subsidiaries and associated companies to devise an environmental management and to introduce an environmental management system at every Fraport Group location requiring this due to environmental aspects and concerns	Continuously until 2020	Still valid	The following companies directed by and connected to the Fraport Group have implemented environmental management systems: – Lima Airport Partners S.R.L. – Fraport IC Ictas Antalya Airport Terminal Investment and Management Inc. – N*ICE Aircraft Services & Support GmbH – Fraport Cargo Services GmbH – Fraport Ground Services Austria GmbH Concerning minority holdings, the following are certified concerning environmental protection: – Airport Hannover-Langenhagen GmbH – Delhi International Airport Private Limited
Environmental communication	Inclusion of the stakeholders in the climate protection activities at the Frankfurt Airport site	Foundation of an environmental protection board "climate protection" at Frankfurt Airport.	3 rd quarter, 2009	New measure since 2009	As a basis for the cooperation, the environmental activities with focus on climate protection of companies active at Frankfurt Airport were combined. They were published for the purposes of mutual information in the section "Spectrum Environment" entitled "Together for climate protection at Frankfurt Airport-companies campaign" at www.fraport.de (December 2009). The first constituting meeting of this board took place in January 2010. At this meeting specific taskforces were formed focusing on the topics electro-mobility, energy supply, sustainability management and sustainable building furnishings facilities. These taskforces have a common objective.

Environmental verifier's declaration on verification and validation activities

Dr. Burkhard Kühnemann,
with EMAS environmental verifier registration number D-V-0103
accredited or licensed for the scope NACE 52.23

declares to have verified whether the site or the whole organization as indicated in the updated Environmental Statement of the organization Fraport AG with registration number DE-125-00032 meet all requirements of Regulation (EC) No 1221/2009 of the European Parliament and of the Council of 25 November 2009 on the voluntary participation by organizations in a Community eco-management and audit scheme (EMAS).

By signing this declaration, I declare that:

- the verification and validation has been carried out in full compliance with the requirements of Regulation (EC) No 1221/2009,
- the outcome of the verification and validation confirms that there is no evidence of non-compliance with applicable legal requirements relating to the environment,
- the data and information of the updated Environmental Statement of the organization reflect a reliable, credible and correct image of all the sites activities, within the scope mentioned in the Environmental Statement.

This document is not equivalent to EMAS registration. EMAS registration can only be granted by a Competent Body under Regulation (EC) No 1221/2009. This document shall not be used as a stand-alone piece of public communication.

Done at Frankfurt on 26/08/2010

The official German version of the Abridged Environmental Statement 2009 has been validated by:
Dr. Burkhard Kühnemann
Certified Environmental Expert D-V-0103

The authorized independent environmental auditor is from the environmental organization:

**Dr. Kühnemann
und Partner** **Institut
für
Umwelt
technik**

Business address: Prinzenstraße 10a, 30159 Hannover
Registration number: D-V-0133

Schedule

The next comprehensive Environmental Statement, scheduled for July 2011, will be subject to validation by an environmental expert before being released for publication.

Imprint

Publisher: Fraport AG Frankfurt Airport Services Worldwide
Sustainability Management and Corporate Compliance
60547 Frankfurt am Main
Germany
Telephone: +49(0)1805 3724636 or +49 (0)1805 FRAINFO*
Internet: www.fraport.com

Contact:
Nachhaltigkeitsmanagement@fraport.de

Dr. Peter Marx
Vice President Environmental Management
Telephone: +49 69 690-63108
Telefax: +49 69 690 495-63108
Email: p.marx@fraport.de

Dr. Patrick Neumann-Opitz
Environmental Management Coordinator
Telephone: +49 69 690-78783
Telefax: +49 69 690 495-78783
Email: p.neumann-opitz@fraport.de

Concept und Editor-in-Chief: Lothar Hanke (Fraport AG, Sustainability Reporting and Monitoring)
English translation and rewriting: Loren Mark Hamersley (Fraport AG, UKM-KN), Lothar Hanke and
Carolin Pollmeier (Fraport AG, Sustainability Reporting and Monitoring)
Design: Albrecht Leidecker, Corporate Communications (UKM-IK)
Photography: Dagmar Brunk, Frankfurt am Main

* 14 cents per minute from a German landline, no more than 42 cents from mobile network

August 2010 edition