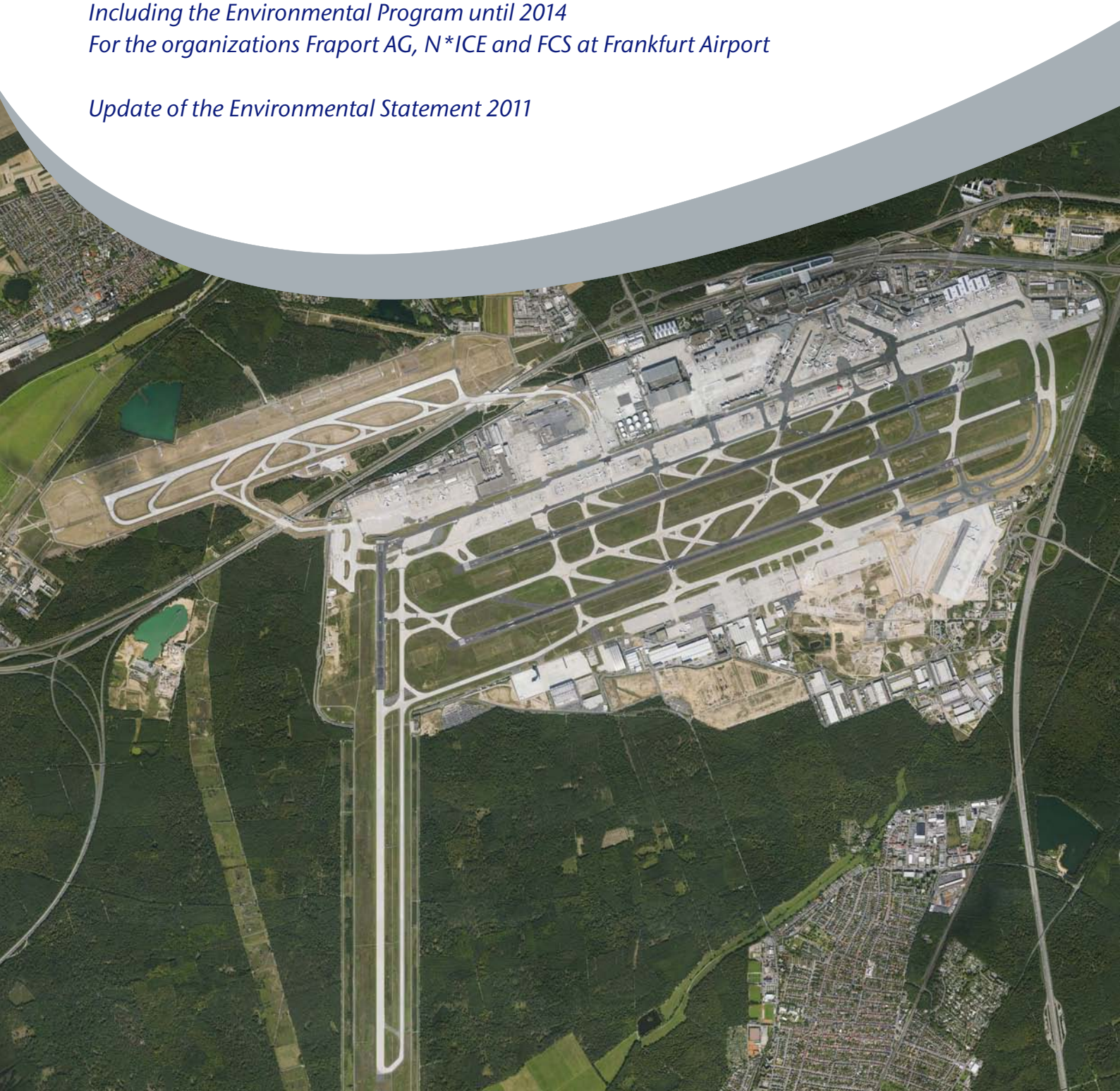
Abridged Environmental Statement 2012

Including the Environmental Program until 2014
*For the organizations Fraport AG, N*ICE and FCS at Frankfurt Airport*

Update of the Environmental Statement 2011



Contents

With the abridged environmental statement 2012 Fraport AG updated the information from the Environmental Statement from 2011.
The report contains indicators as well as environmental targets and measures of Fraport AG, Fraport Cargo Services GmbH (FCS) and N*ICE Aircraft Services & Support GmbH (N*ICE).

Environmental Management at Frankfurt Airport

Since 1999, Fraport AG subjects Frankfurt Airport to a regular audit by environmental verifiers who are authorized and supervised by the government. The audit is based on the European Regulation connected to the Eco-Management and Audit Scheme (EMAS). Since 2002, the audit is also based on the international standard ISO 14001. In 2008, these audits according to EMAS and ISO 14001 were extended to Fraport Cargo Services GmbH (FCS) and in 2009 to N*ICE Aircraft Services & Support GmbH (N*ICE).

Group-Wide Environmental Management

Enhancement of environmental management is one of Fraport's strategic sustainability objectives until 2020. This applies for the Frankfurt location as well as for the environmental performance at all company airports which is to be improved systematically.

Expansion of the Reporting on Environmental Situation

The key figures for the reporting of the environmental situation are illustrated in the Environment Statement since 2011 according to the Indicator Protocols Set Environment (EN) of the Global Reporting Initiative (GRI) and supplemented by further specific key figures important for the airport. In the current environmental statement additional indicators are included according to the expanded Indicator Protocols Set Environment of GRI for airports, Airport Operators Sector Supplement (AO).

Expansion of the Environmental Program 2011 to 2014

The environmental program 2011 to 2014 was enhanced and adjusted to the 2011 sustainability program. Furthermore, it was supplemented by the objectives and measures of the subsidiary companies FCS and N*ICE.

Climate Protection

In early 2012, Fraport Airport was awarded Level 3 of the **Airport Carbon Accreditation** – a program for climate protection under the auspices of Airports Council International Europe (ACI Europe). With Level 3 (optimization) the sphere of activities is expanded that are connected to the airport but not the responsi bility of the airport operator. Examples are flight operations or travel to and from the airport by passengers and airport employees.

Stakeholder engagement is an important module of Level 3. The competition Fraport Energy Award is an example of the activities. All customers of Energy Air GmbH, a 100 % subsidiary of Fraport AG, can get involved with their own **energy saving or energy efficiency projects**. The award ceremony is scheduled for August 2012.

Noise Protection

Flight procedures, which would help to reduce noise, were tested before the start of operations on the new Northwest runway (for aircraft landings only). These flight procedures were developed by a group of experts consisting of representatives from surrounding communities, airlines, German Air Navigation Services (DFS), Frankfurt Airport and the political and science sectors. This group is part of the Forum Flughafen und Region (FFR). The objective of active noise protection is to reduce noise at the source, on the ground in highly stressed areas to minimize and to better distribute the noise. A first measure package contains seven noise reduction procedures. On February 29, 2012, the number of procedures climbed to 19 after the signing of the declaration "Together for the Region – 2012 Alliance for More Noise Protection". A €265 million regional fund will finance projects to improve passive noise protection. The budget is provided by the State of Hesse and Fraport AG. Based on Fraport's continued participation in the expert group "Active Noise Protection", the company has taken leadership and responsibility for the implementation of two of the measures.

DROps – Dedicated Runway Operations

The procedure calls for a concentration of takeoffs on specific runways respectively takeoff routes depending on the flight operation (takeoff) direction. It is attempted to keep the noise as low as possible for the residents in the surrounding communities. At times there will be a "noise pause" on the takeoff routes. On an alternating basis, DROps will be applied on days with an odd date and the standard operation concept on days with an even date. This was already applied before the ban of flights at night between 2300 and 0500 hours. DROps "early morning" is the expansion of the test operation to the time zone 0500 to 0600 hours. The tests will begin on June 28, 2012.

Increase of the Approach Angle by 0.2 Degrees

The increase of the approach angle by 0.2 degrees compared to the current angle lifts the approach area to the Northwest runway (for aircraft landings only). Consequently, there is more distance between the aircraft and communities below. This will help to reduce aircraft noise. Fraport AG has equipped this runway with two instrument landing systems for an approach angle of 3.0 and 3.2 degrees. For safety reasons, the 3.0 approach angle must be observed if an aircraft is approaching with tailwind and poor weather conditions. The required approval from German Air Navigation Services (DFS) must still be obtained. Furthermore, it must be proven that the 3.2 approach angle does not endanger aircraft operation. German Air Navigation Service (DFS) anticipates the start of test operations in October 2012.

Further Spreading of Noise Charges

In addition to the above-mentioned noise protection measures, Fraport AG employs further tools to reduce noise. For example, since 1993 Fraport AG has a noise component in the airport charges that is based on the actually measured noise of a specific aircraft. In 2010, the previous 7 noise classification levels were increased to now 12. Consequently, Fraport AG has thus intensified its efforts to reduce noise. This is also exemplified by the current discussion to further spread the noise charges.

Accounting principles for the environmental situation (1)

Frankfurt Airport, Fraport AG, Fraport Cargo Service GmbH, N*ICE Aircraft Services & Support GmbH

Aspects with the relevant EN numbers in conformity with the Global Reporting Initiative (GRI): performance indicators environment. Rounding off of differences is possible.

Traffic volume	Unit	Comment	2008	2009	2010	2011
Frankfurt Airport (FRA)						
Traffic unit (without transit)	Number of traffic units	1, 2	74,350,444	69,497,660	75,465,534	78,452,231
Aircraft movements (landing + take-off)	Number of movements		485,783	463,111	464,432	487,162
Therein at night	Number of movements	3	48,523	43,228	45,868	45,928
Passengers	Number of passengers		53,472,915	50,937,897	53,013,771	56,443,657
Cargo weight	mt		2,133,302	1,917,228	2,307,793	2,251,618
Airfreight	mt		2,042,956	1,837,054	2,231,348	2,169,304
Airmail	mt		90,346	80,174	76,445	82,314
Therein FCS						
Cargo weight						
Airfreight	mt		358,358	412,420	558,079	493,398
Traffic units	Number of traffic units		3,583,580	4,124,200	5,580,790	4,933,980
Therein N*ICE						
Deiced aircraft	Number	4	4,799	6,817	16,602	4,648

[1] A traffic unit is equivalent to one passenger or 100 kg airfreight or airmail.

[2] Commercial and non-commercial traffic.

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

[4] Weather-dependent, the winter 2010 was very snowy and very cold.

Employees	Unit	Comment	2008	2009	2010	2011
Fraport AG	Number	1	12,363	12,083	11,967	12,217
FCS	Number	1	234	248	312	345
N*ICE	Number	1	12	17	18	36

[1] Employees = Permanent employees + temporary staff (school kids, students, interns, marginally employed and trainees) + apprentices, exempted employees, status December of every year.

Aspect: Materials						
EN1 Materials used by weight or volume (core indicator)	Unit	Comment	2008	2009	2010	2011
Fraport AG						
Hazardous materials	t	1, 2	83	89	86	113

[1] Fraport as an airport operator is a service-provider, the product is the "traffic unit", defined as a passenger with baggage or 100 kg of airfreight. Other materials used can be found under "Direct energy consumption", "Water" and "Airfield surfaces and aircraft deicing agents".

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

Aspect: Energy						
EN3 Direct energy consumption (core indicator)	Unit	Comment	2008	2009	2010	2011
Frankfurt Airport						
Purchased direct non-renewable energy sources	TJ	1, 2, 3, 4	**743.60**	**741.37**	**831.73**	**782.02**
Purchased direct non-renewable energy sources	TJ per million TU	1, 2, 3, 5	9.9	10.5	10.9	10.0
Natural gas	TJ	2, 3	67.5	71.0	80.9	61.3
Natural gas	million kWh	2, 3	18.754	19.730	22.464	17.026
Liquefied petroleum gas (LPG)	TJ	2, 4, 6	10.39	8.39	10.50	7.19
Liquefied petroleum gas (LPG)	m^3	2, 6	437	352	441	302

[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] Consumption data for third parties incomplete, because no information is available on some incineration plants.

[4] Updating of values from 2008 to 2010.

[5] TU = A traffic unit is equivalent to one passenger with baggage or 100 kg of airfreight or airmail.

[6] Value of Fraport AG. Values of the more than 500 third parties at Frankfurt Airport not known, because delivery not by Fraport AG.

Accounting principles for the environmental situation (2)

Aspect: Energy						
EN3 Direct energy consumption (core indicator) (continuance)	Unit	Comment	2008	2009	2010	2011
Frankfurt Airport (continued)						
Biogas	TJ	1, 2, 3	0.2	0.2	0.2	0.0
Biogas	m^3	1, 3	5,639	5,678	5,678	0,0
Heating oil	TJ	1	69.3	69.0	91.8	89.5
Heating oil	million liters	1	1.920	1.911	2.544	2.479
Diesel	TJ	1	563.7	558.6	610.7	586.0
Diesel	million liters	1	15.834	15.692	17.154	16.460
Gasoline	TJ	1	32.5	33.9	34.8	35.5
Gasoline	million liters	1	1.003	1.047	1.075	1.094
Kerosene (Jet A1)	TJ		0	0.29	2.83	2.61
Kerosene (Jet A1)	million liters		0	0.008	0.081	0.075
Therein Fraport AG						
Purchased direct non-renewable energy sources	TJ	1, 4	**468.00**	**461.48**	**523.04**	**499.67**
Purchased direct non-renewable energy sources	TJ per million TU	1, 4, 5	6.3	6.6	6.9	6.4
Natural gas	TJ	1	8.6	8.2	8.4	7.7
Natural gas	million kWh	1	2.377	2.278	2.339	2.124
Liquefied petroleum gas (LPG)	TJ	1, 4	10.39	8.39	10.50	7.19
Liquefied petroleum gas (LPG)	m^3	1	437	352	441	302
Biogas	TJ	1	0.2	0.2	0.2	0.0
Biogas	m^3	1	5,639	5,678	5,678	0.0
Heating oil	TJ	1	62.2	62.7	85.8	84.04
Heating oil	million liters	1	1.722	1.737	2.377	2.328
Diesel	TJ	1, 6	369.4	363.0	395.5	378.3
Diesel	million liters	1, 6	10.375	10.196	11.109	10.626
Gasoline	TJ	1, 6, 7	17.4	18.7	20.1	19.9
Gasoline	million liters	1, 6, 7	0.536	0.578	0.620	0.615
Kerosene (Jet A1)	TJ		0	0.25	2.56	2.56
Kerosene (Jet A1)	million liters		0	0.007	0.074	0.074
Total energy consumption						
Renewable energy sources	%		<1	<1	<1	<1
Non-renewable energy sources	%		100	100	100	100
Therein FCS						
Purchased direct non-renewable energy sources	TJ		**5.4**	**5.4**	**6.1**	**5.8**
Diesel	TJ		5.3	5.2	6.0	5.3
Diesel	millions liters		0.148	0.146	0.168	0.150
Gasoline	TJ		0.1	0.2	0.1	0.4
Gasoline	millions liters		0.003	0.006	0.003	0.013
Total energy consumption						
Renewable energy sources	%		0	0	0	0
Non-renewable energy sources	%		100	100	100	100
Therein N*ICE						
Purchased direct non-renewable energy sources	TJ		**6.9**	**8.5**	**21.5**	**8.9**
Diesel	TJ		6.9	8.5	21.5	8.9
Diesel	millions liters	8	0.193	0.239	0.603	0.249
Total energy consumption						
Renewable energy sources	%		0	0	0	0
Non-renewable energy sources	%		100	100	100	100

[1] All data including technical losses.
[2] Consumption data for third parties incomplete, because no information is available on some incineration plants.
[3] Value of Fraport AG. Values of the more than 500 third parties at Frankfurt Airport not known, because delivery not by Fraport AG.
[4] Updating of values from 2008 to 2010.
[5] TU = A traffic unit is equivalent to one passenger with baggage or 100 kg of airfreight or airmail.
[6] Fuel consumption of mobile work machines and automobiles operating on the apron and roadways.
[7] Updating of values for 2010.
[8] 16,602 aircraft were deiced in the winter 2010, in the following winter 2011 just 4,648.

Accounting principles for the environmental situation (3)

Aspect: Energy						
EN4 Indirect energy consumption (core indicator)	Unit	Comment	2008	2009	2010	2011
Frankfurt Airport		1				
Purchased energy	TJ	2	**3,841.50**	**3,843.60**	**4,082.40**	**3,953.18**
Purchased energy	TJ per million TU	2, 3	51.7	55.3	54.1	50.4
Electricity	TJ	2	2,077.8	2,046.6	2,116.7	2,160.42
Electricity	million kWh	2	577.154	568.510	587.980	600.12
District heating	TJ	2	1,345.9	1,365.1	1,517.6	1,309.44
District heating	million kWh	2	373.860	379.183	421.565	363.73
District cooling	TJ	2	417.8	431.9	448.0	483.3
District cooling	million kWh	2	116.064	119.972	124.453	134.26
Indirect energy consumption						
Renewable energy sources	%		24.0	25.0	19.0	23.6
Non-renewable energy sources	%		76.0	75.0	81.0	76.4
Therein Fraport AG						
Purchased energy	TJ	2	**2,248.4**	**2,304.9**	**2,509.8**	**2,271.7**
Purchased energy	TJ per million TU	2, 3	30.2	33.2	33.3	29.0
Electricity	TJ	2	1,137.1	1,179.7	1,226.4	1,193.2
Electricity	million kWh	2	315.854	327.694	340.660	331.456
District heating	TJ	2	711.8	719.9	852.2	652.3
District heating	million kWh	2	197.726	199.966	236.723	181.208
District cooling	TJ	2	399.5	405.3	431.2	426.1
District cooling	million kWh	2	111.052	112.674	119.773	118.372
Indirect energy consumption						
Renewable energy sources	%		24.0	25.0	19.0	23.6
Non-renewable energy sources	%	4	76.0	75.0	81.0	76.4
Therein FCS						
Purchased energy	TJ		**34.0**	**36.5**	**41.1**	**35.4**
Electricity	TJ		13.9	16.7	15.6	15.2
Electricity	million kWh		3.866	4.643	4.345	4.225
District heating	TJ		20.1	19.8	25.4	20.2
District heating	million kWh		5.583	5.496	7.067	5.614
Indirect energy consumption						
Renewable energy consumption	%		24.0	25.0	19.0	23.6
Non-renewable energy consumption	%		76.0	75.0	81.0	76.4
Therein N*ICE						
Purchased energy	TJ		**1.69**	**1.70**	**2.15**	**2.89**
Electricity	TJ		1.27	1.31	1.57	2.48
Electricity	million kWh		0.353	0.365	0.436	0.688
District heating	TJ		0.42	0.39	0.58	0.41
District heating	million kWh		0.116	0.108	0.160	0.114
Indirect energy consumption						
Renewable energy sources	%		24.0	25.0	19.0	23.6
Non-renewable energy sources	%		76.0	75.0	81.0	76.4

[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] TU = A traffic unit is equivalent to one passenger with baggage or 100 kg of airfreight or airmail.

[4] RECS certificates ("Renewable Energy Certificates System") from hydropower were purchased for the appropriate quantity of CO_2 emissions.

Accounting principles for the environmental situation (4)

Aspect: Energy						
EN5 Energy saved due to conservation and efficiency improvements (core indicator)	Unit	Comment	2008	2009	2010	2011
Fraport AG						
	million kWh	1, 2, 3	0	0.57	1.33	8.03

[1] Based on the year 2008, accumulated effects from the year 2008, to the extent effective in subsequent years.

[2] Calculation of energy which could be saved for reasons of improved procedures, replacement and upgrading of systems and equipment, and modified employee behavior.

[3] Correction for the year 2010.

Aspect: Water						
EN8 Total water consumption (core indicator)	Unit	Comment	2008	2009	2010	2011
Frankfurt Airport		1				
Total water consumption	million m³		1.772	1.541	1.779	1.793
Total water consumption	liters per TU	2	23.8	22.2	23.6	22.9
Drinking water	million m³		1.581	1.336	1.460	1.445
Service water	million m³	3	0.191	0.205	0.319	0.348
Therein Fraport AG						
Total water consumption	million m³		1.445	1.000	1.184	1.174
Total water consumption	liters per TU	2	15.4	14.4	15.7	15.0
Drinking water	million m³	4	0.988	0.833	0.905	0.884
Service water	million m³	5	0.157	0.167	0.279	0.290
Therein FCS						
Total water consumption	million m³		0.007	0.009	0.008	0.007
Drinking water	million m³		0.007	0.009	0.008	0.007
Service water	m³		–	–	–	–
Therein N*ICE						
Total water consumption	million m³	6	0.005	0.005	0.015	0.005
Drinking water	million m³	6	0.005	0.005	0.015	0.005
Service water	million m³		–	–	–	–

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

[2] TU = A traffic unit is equivalent to one passenger with baggage or 100 kg of airfreight or airmail.

[3] Less share of drinking water at service water treatment in Terminal 2.

[4] From the local authority water supply.

[5] The service water is treated from surface water, rainwater and ground water.

[6] In 2010, 59 % more aircraft were deiced. Water is used to dilute the aircraft deicing agent. The winter 2009/2010 was colder with heavier snow than winters in previous years.

Aspect: Water						
A04 Quality of precipitation water (core indicator)	Unit	Comment	2008	2009	2010	2011
Frankfurt Airport						
Hydrocarbons	mg/l	1	0.1	0.2	0.3	0.1
Materials capable of being deposited	ml/l	1	0.1	0.3	0.2	0.4

[1] A 2 h mixed sample is collected each month from the precipitation water channel at a sampling test station located shortly before the discharge point into the River Main. The value for hydrocarbons was calculated from twelve individual samples, the value for "substances capable of being deposited" from eleven individual samples.

Accounting principles for the environmental situation (5)

Aspect: Biodiversity						
Land use	Unit	Comment	2008	2009	2010	2011
Frankfurt Airport						
Owned land by Fraport AG	ha	1	1,906.6	1,906.6	1,913.8	2,239.6
of which paved area	ha		–	891.5	891.3	982.0

[1] Continuous owned land.

Aspect: Emissions, wastewater and waste						
EN16 Greenhouse gas emissions (core indicator)	Unit	Comment	2008	2009	2010	2011
Fraport AG (Scope 1 and 2 GHG)						
CO_2 emissions	1,000 t CO_2	1, 2	212.5	234.2	229.6	225.8
Direct CO_2 emissions	1,000 t CO_2	1	34.4	33.9	38.5	36.8
Indirect CO_2 emissions	1,000 t CO_2	2	178.1	200.3	191.2	189.0
Climate intensity of traffic performance	kg CO_2 per TU	1, 2, 3	2.86	3.37	3.04	2.88
Direct CO_2 emissions	kg CO_2 per TU	1, 3	0.46	0.49	0.51	0.47
Indirect CO_2 emissions	kg CO_2 per TU	2, 3	2.40	2.88	2.53	2.41
Compensated CO_2 emissions (certificates)	1,000 t CO_2	4	133.2	133.2	144.1	149.5
Other relevant greenhouse gas emissions	t CO_2 equivalent	5	<2	<2	<2	<2
FCS (Scope 1 and 2 GHG)						
CO_2 emissions	1,000 t CO_2		2.9	3.4	3.5	3.3
Direct CO_2 emissions	1,000 t CO_2	1	0.4	0.4	0.6	0.4
Indirect CO_2 emissions	1,000 t CO_2	2	2.5	3.0	3.0	2.9
N*ICE (Scope 1 and 2 GHG)						
CO_2 emissions	1,000 t CO_2		0.7	0.8	1.8	1.0
Direct CO_2 emissions	1,000 t CO_2	1	0.5	0.6	1.6	0.7
Indirect CO_2 emissions	1,000 t CO_2	2	0.2	0.2	0.2	0.3

[1] Direct emission in conformity with Scope 1 GHG Protocol Standard: fuels, fuels for combustion plants, here heating oil, natural gas, propane gas.

[2] Indirect emissions in conformity with Scope 2 GHG Protocol Standard: purchasing of electricity (Fraport Group), district heating, district cooling (Fraport at the Frankfurt site).

[3] TU = A traffic unit is equivalent to one passenger with baggage or 100 kg of airfreight or airmail.

[4] Compensation for emissions resulting from electricity production through RECS certificates (www.recs.org).

[5] Only negligible amounts of additional greenhouse gases (such as CH_4, N_2O) are under the influence of Fraport AG.

Accounting principles for the environmental situation (6)

Aspect: : Emissions, wastewater and waste						
EN17 Other greenhouse gas emissions (core indicator)	Unit	Comment	2008	2009	2010	2011
Fraport AG (Scope 3 in conformity with GHG)						
Air traffic	1,000 t CO_2	1	902.3	863.5	895.8	939.4
Employee traffic at Fraport AG and third parties at Frankfurt airpor	1,000 t CO_2	2	116.2	125.5	122.3	119.3
Passenger traffic (passengers originated here)	1,000 t CO_2	3	262.5	241.8	272.7	271.9
Business trips of employees at Fraport AG	1,000 t CO_2	4	1.00	0.90	0.95	0.97
Energy consumption of third parties (infrastructure and vehicles)	1,000 t CO_2	5	160.2	163.1	159.1	177.0
Other relevant greenhouse gas emissions	t CO_2 equivalent	6	<2	<2	<2	<2

[1] Air traffic up to 914 m (LTO cycle) of all aircraft landing and taking off at Frankfurt Airport.

[2] Travel by employees to and from the workplace.

[3] Travel to and from the airport by passengers, travel in private vehicles and public transport.

[4] Includes cars, rail and air travel.

[5] Electricity, heat, cooling, fuels.

[6] According to investigations carried out in 2005, the emissions of other greenhouse gases at the airport were negligible.

EN20 NOx, SOx and other air polutants (core indicator)	Unit	Comment	2008	2009	2010	2011
Air traffic at Frankfurt Airport		1				
NOx	t	2	2,381	2,320	2,423	2,506
HC	t	2	623	578	595	619
PM10	t	2	11.4	11.0	11.3	11.8
SO_2	t	2	159	153	160	168
NOx	g per TU	2, 3	31.83	33.09	32.11	31.94
HC	g per TU	2, 3	8.32	8.24	7.88	7.89
PM10	g per TU	2, 3	0.15	0.16	0.15	0.15
SO_2	g per TU	2, 3	2.13	2.18	2.11	2.14

[1] Caused by 110 to 114 different airlines depending on timetable (summer, winter), only indirectly influenced by Fraport.

[2] Air traffic: emissions in tons per calendar year up to an altitude of 300 meter (taxiing, starting, climb, descent incl. roll-out, engine ignition, APU). Up to an altitude of 300 meters the emissions have a regional effect.

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

EN20 NO_2, SO_2 and other air pollutants (core indicator)	Unit	Comment	2008	2009	2010	2011
Fraport AG emits approx. per year						
NOx	t	1	–	–	–	–
Benzene	t	1	–	–	–	–
PM10 (Fine dust < 10 µm)	t	1	–	–	–	–

[1] Fraport AG emits per year approximately 264 t NOx, 0.4 t benzene and 9.3 t PM10. These data are derived from the zoning plan documents. An annual update is not yet possible because determining the data is very complex. In future, the data are to be calculated on a continuous basis, the necessary processes are currently being prepared.

Accounting principles for the environmental situation (7)

Aspect: Emissions, wastewater and waste						
EN21 Wastewater discharged (core indicator)	Unit	Comment	2008	2009	2010	2011
Frankfurt Airport						
Sewage water	million m³	1, 2	1.548	1.351	1.590	1.581
Sewage water	Liters per TU	1, 3	20.8	19.4	21.1	20.2

[1] Wastewater from Fraport AG and more than 500 other companies at Frankfurt Airport. The disposal of sewage water from Frankfurt Airport is carried out by Fraport AG, allocation to individual companies is not possible.

[2] Wastewater is treated in the fully biological water treatment plant at Fraport AG (12 %) and fully biological community water treatment plants in Frankfurt-Niederrad (75 %) and Frankfurt-Sindlingen (13 %).

[3] TU = A traffic unit is equivalent to one passenger with baggage or 100 kg of airfreight or airmail.

EN22 Waste by type and disposal method (core indicator)	Unit	Comment	2008	2009	2010	2011
Fraport AG						
Amount of waste	1,000 t	1, 2	24.11	22.27	23.54	24.00
Amount of waste	kg per TU	3, 4	0.32	0.32	0.31	0.31
Hazardous waste	1,000 t	1, 2	1.97	1.24	1.78	1.33
Non-hazardous waste	1,000 t	1, 2	22.15	21.02	21.76	22.67
Total recoverability rate	1,000 t	1,	20.02	19.04	19.83	19.94
Total disposal	1,000 t	1, 2	4.09	3.23	3.71	4.06
Total recoverability rate	% of amount of waste	1, 2, 5	83.0	85.5	84.3	83.1
FCS						
Amount of waste	1,000 t	1, 6	0.77	0.85	1.12	1.08
Hazardous waste	t	1	0.163	0.005	2.523	0.154
Non-hazardous waste	1,000 t	1	0.77	0.85	1.12	1.08
Total recoverability rate	1,000 t	1, 6	0.73	0.79	1.07	1.03
Total disposal	t	1, 6	36.37	35.03	53.93	44.40
Total recoverability rate	% of amount of waste	1, 5, 6	95.3	95.8	95.4	95.9
N*ICE						
Amount of waste	1,000 t	1	0.07	0.05	0.08	0.04
Hazardous waste	1,000 t	1	0	0	0	0
Non-hazardous waste	1,000 t	1	0.07	0.05	0.08	0.04
Total recoverability rate	1,000 t	1, 7	0.07	0.05	0.08	0.04
Total disposal	1,000 t	1	0	0	0	0
Total recoverability rate	% of amount of waste	1, 5	100	100	100	100

[1] Without soil and building rubble.

[2] Including waste from third parties, primarily residual waste out of aircraft (no catering waste) and without soil and building rubble.

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

[4] Correction compared with Environmental Statement 2011.

[5] Change in definition on account of the new German Product Recycling Act (KrWG) coming into force in June 2012.

[6] Amount of waste 2008 until 2010 updated.

[7] Aircraft deicing agents.

Accounting principles for the environmental situation (8)

Aspect: Emissions, wastewater and waste						
EN23 Significant spills (core indicator)	Unit	Comment	2008	2009	2010	2011
Fraport AG		1				
Total number and volume of significant spills						
Number of spills	Number		566	483	482	640
Volume of spills	m^3		11.00	11.60	10.33	11.79
Frequency of spills	Number per 1,000 aircraft movements		1.17	1.04	1.04	1.31
Effects		2	None	None	None	None

[1] Spills primarily by third parties.

[2] No environmental hazard because releases are generally on surfaced areas with comprehensive safety installations implemented downstream. Spills on not surfaced areas are very rare exceptions, and are cleared up immediately.

Groundwater improvement	Unit	Comment	2008	2009	2010	2011
Frankfurt Airport						
Nitrate content at reference measuring station well FB5	mg/l	1	69	61	56	51

[1] Yearly average value

AO5 Air quality (core indicator)	Unit	Comment	2008	2009	2010	2011
at Frankfurt Airport						
NO_2	$\mu g/m^3$	1, 2, 3, 4	49	45	45	46
SO_2	$\mu g/m^3$	1, 2, 5	5	5	3	4
Fine dust, PM10	$\mu g/m^3$	1, 2, 6	21	22	26	23
Benzene	$\mu g/m^3$	1, 2, 7, 8	0.9	1.0	0.8	0.9

[1] Annual average of the measured values at the SOMMI1 Station. These values presented the aggregated result of all emis-sions from different source groups, i.e. apart from pollutants contributed by the airport they also include emissions from third parties (road traffic, trade and industry, house fires, large-scale background pollution). The proportion of the airport depends on the location, and model calculations indicate that the proportion here is between approx. 10 % and 30 %.

[2] Limit values annual average (not applicable at the airport, since no whole-year presentation for people).

[3] Values from the year 2010 corrected compared with Sustainability Report 2010.

[4] NO_2 assessment value according to EU Directive 2008/50/EC, 39. Federal Emission Control Act (BImSchV): 40 $\mu g/m^3$.

[5] SO_2 assessment according to Technical Instructions on Air Quality Control (TA Luft) 2002 (otherwise no annual average defined): 50 $\mu g/m^3$.

[6] Fine dust, PM10 in accordance with EU Directive 2008/50/EC, 39. Federal Emission Control Act (BImSchV): 40 $\mu g/m^3$.

[7] Benzene assessment value in accordance with EU Directive 2008/50/EC, 39. Federal Emission Control Act (BImSchV): 5 mg/m^3.

[8] Value from 2009 on account of too restricted database only for purposes of orientation.

Accounting principles for the environmental situation (9)

Aspect: Emissions, wastewater and waste						
AO6 Airfield surfaces and aircraft deicing agents (core indicator)	Unit	Comment	2008	2009	2010	2011
Fraport AG						
Operating materials and supplies		1				
Airfield surfaces deicing agents Potassium format	m^3	2, 3	1,085	3,271	3,307	4,246
N*ICE						
Aircraft deicing agents propylene glycol (N*ICE)	m^3 active ingredient	4	943	1,215	4,479	892
Aircraft deicing agents propylene glycol per deiced aircraft	m^3 substance per aircraft	5, 6	0.196	0.178	0.270	0.192

[1] Fraport as an airport operator is a service provider, the product is the "traffic unit", defined as a passenger with baggage or 100 kg of airfreight.

[2] The values are specified for the respective winter. The winters are assigned to a calendar year, e.g. 2010/2011 to the year 2011.

[3] No dangerous goods.

[4] Annual values, weather-dependent, the winter 2010 was colder with heavier snow than winters in previous years.

[5] Rise in 2010 weather-dependent, heavier snow require more deicing agents per aircraft (repeated deicing).

[6] Active agent:

Aircraft deicing agent, type I (aircraft deicing/anti-icing fluid with 80 % propylene glycol share): 485 m^3.

Aircraft deicing agent type IV (aircraft deicing/anti-icing fluid with 50 % propylene glycol share): 1,008 m^3.

Aspect: Transport						
EN29 Significant environmental impacts of transporting products and other goods and materials used for the organization's operations, and transporting members of the workforce (core indicator)	Unit	Comment	2008	2009	2010	2011
Fraport AG						
Employee traffic						
Travel to and from work by public transport	Share of employees in %	1	42.9	31.2	31.0	31.8
Travel to and from work by carpooling	Share of employees in %	1	11.0	14.3	15.5	15.4
Passenger traffic at Frankfurt airport (FRA)						
Travel of originating passengers to and from the airport by public transport	Share of passengers in %	1	36.4	37.4	39.2	40.9
therein arrival/departure by ICE (Intercity Express)	Share of passengers in %	1	18.8	18.7	19.9	19.5

[1] The values are based on a survey.

Accounting principles for the environmental situation (10)

Aspect: Aircraft noise						
AO7 Number and percentage of people residing in areas affected by noise (core indicator)	Unit	Comment	2008	2009	2010	2011
Frankfurt Airport						
Number of people residing in the contour Ldn = 60 db(A)	Number	1, 2	26,790	23,296	25,182	26,130
Relative change compared with the previous year	%			– 13	8	4
Number of people residing in the contour Leq, day = 60 dB(A)	Number	1, 3	8,058	5,997	7,535	6,919
Relative change compared with the previous year	%			– 26	26	– 8
Number of people residing in the contour Leq, day = 55 dB(A)	Number	1, 4, 5	104,626	93,008	97,954	104,308
Relative change compared with the previous year	%			– 11	5	6
Number of people residing in the contour of the envelope from NAT, night = 6 x 68 dB(A) and Leq, night = 50 dB(A)	Number	1, 6	125,073	108,514	116,715	114,813
Relative change compared with the previous year	%			– 13	8	– 2

[1] The aircraft noise contours were calculated on the basis of the regulations "Introduction to Calculation of Noise Abatement Areas (AzB) and "Introduction to data collection on Flight Operations (AzD, 2008)". All scenarios were standardized on the basis of the long-term average operating direction distribution for the ten years 2000 to 2009. The Sigma supplement developed for the projected protection zone calculation in accordance with the Aircraft Noise Protection Act and described in AzB and AzD was not applied.

[2] The evaluation quantity Ldn (Level day/night) is a 24h equivalent continuous sound level in dB(A), where a supplement of 10 dB is applied to the sound event. The Ldn permits impact changes from year to year to be documented on the basis of a single criterion.

[3] The criterion Leq, day = 60 dB(A) is based on the definition of day protection zone 1 in accordance with the Aircraft Noise Protection Act.

[4] The criterion Leq, day = 55 dB(A) is based on the definition of day protection zone 2 in accordance with the Aircraft Noise Protection Act.

[5] The data on Leq, day = 55 dB(A) is the total number within this contour, the number specified under Leq, day = 60 dB(A) is the therefore a sub-quantity.

[6] The criterion envelope from NAT, night = 6 x 68 dB(A) and Leq, night = 50 dB(A) is based on the definition of night protection zone according to the Aircraft Protection Noise Act.

Accounting principles for the environmental situation (11)

Aspect: Aircraft noise						
EN29 EN29 Significant environmental impacts of transporting products and other goods and materials used for the organization's operations, and transporting members of the workforce (core indicator)	Unit	Comment	2008	2009	2010	2011
Surrounding area of Frankfurt Airport						
Approach		1				
Monitoring station 01 Offenbach Lauterborn, day	Leq(3) in dB(A)	2, 3	60	59	60	60
Monitoring station 01 Offenbach Lauterborn, night	Leq(3) in dB(A)	2, 4	54	54	54	54
Monitoring station 06 Raunheim, day	Leq(3) in dB(A)	2, 3	62	62	61	61
Monitoring station 06 Raunheim, night	Leq(3) in dB(A)	2, 4	57	56	55	55
Take off		1				
Monitoring station 12 Bad Weilbach, day	Leq(3) in dB(A)	2, 3	60	59	60	60
Monitoring station 12 Bad Weilbach, night	Leq(3) in dB(A)	2, 4	48	47	49	48
Monitoring station 51 Worfelden, day	Leq(3) in dB(A)	2, 3	57	56	56	56
Monitoring station 51 Worfelden, night	Leq(3) in dB(A)	2, 4	53	53	53	53
Frequency of the exceedance of the maximum level of 68 dB(A) per night		1, 4				
Monitoring station 01 Offenbach Lauterborn	Number of exceedance cases	5	–	–	32.5	28.0
Monitoring station 06 Raunheim	Number of exceedance cases	5	–	–	17.7	20.2
Monitoring station 12 Bad Weilbach	Number of exceedance cases	5	–	–	9.7	7.8
Monitoring station 51 Worfelden	Number of exceedance cases	5	–	–	16.0	12.1
Share of western operations day	Share in %	3, 6, 7	68	68	75	73
Share of western operations night	Share in %	4, 6, 7	70	72	79	76

[1] Selected representative noise monitoring station from a monitoring network with 26 static stations. In September 2011 the monitoring network was expanded upon 28, which are close to the approach baseline of the new landing runway Northwest. The new runway Northwest is in operation since 21. October 2011. Therefore the first analysis of the six busy months will be carried out for the year 2012.

[2] 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.

[3] Daytime: 6 a.m. until 10 p.m.

[4] Nighttime: 10 p.m. until 6 a.m.

[5] During the six busiest months (2010: May until October, 2011: March, May, July until October.

[6] From the parallel runway system with takeoff toward the west, approach from the east.

[7] Share of eastern operations: difference from share of western operations in % to 100 %.

Aspect: Health and safety of the customers						
AO9 Total number of wildlife strikes per 10,000 movements	Unit	Comment	2008	2009	2010	2011
Frankfurt Airport	Number per 10,000 aircraft movements	1, 2	3.17	3.42	3.11	–

[1] Bird strike rate (number of bird strikes per 10,000 aircraft movements): All incidents with birds at Frankfurt Airport and in the adjacent surrounding environment for aircraft with German registrations. The bird strike rate is transferred to the total flight movements at Frankfurt Airport. The registration of a relevant bird strike is made by the pilot to the German Committee for Prevention of Bird Strikes in Air Traffic (DAVVL e.V.). The DAVVL forwards an annual list of all bird strikes to the relevant airport operator. The airport operator calculates the bird strike rate, in this case Fraport AG.

[2] The DAVVL e.V. will forward the data for 2011 in June 2012.

Status of the Environmental Program 2011 to 2014, supplemented and modified 201 (1)

The measures of Fraport AG are not particularly marked.
The measures of Fraport Cargo Services GmbH are marked with FCS and those of N*ICE Aircraft Services & Support GmbH are marked with N*ICE.
The environmental program of the Fraport AG is essentially in the sustainability program represented.

Climate protection

Target	Measures	Deadline	Status May 2012
Reduction of CO_2 emissionsper traffic unit (TU: one passenger with baggage or 100 kg of airfreight) by 30 %, from 3.7 in 2005 to 2.6 kg / TU in 2020 (Fraport AG, Scopes 1 and 2 GHG Protocol) Avoidance of additional CO_2 emissions by expansion project in 2020 (Fraport AG, Scopes 1 and 2 GHG Protocol, based on 2005)	Energy optimization of portfolio buildings – Refurbishment of ventilation control centers in Terminal 1	to 2020	– Refurbishment of ventilation control centers inTerminal 1: total potential about 8,300 t CO_2, potential of 3,000 t CO_2 has been implemented, a further 1,300 CO_2 are being implemented.
	– Determination of possible energy savings in existing administration and service buildings of Fraport AG	to 2020	– Energetic optimization in service and administration buildings, total potential approx. 5,000 t CO_2, potential of approx. 380 t CO_2 has been implemented, approx. 650 t are being implememented.
	– Installation of LED lighting in a section of an airfreight building (**FCS**)	to 2013	– In the truck terminal 228 fluorescent tubes were replaced by 23 LED emitters. In the extended truck station 5 LED emitters was installed. In the cargo halls in the future 4,422 fluorescent lamps are replaced by LED lights.
	Energy-optimized planning of new buildings	2012	Energy optimized plans completed in four buildings (Fire station 4, Pier A-Plus, headquaters building, service buildings, ground handling services) for Terminal 3 in preparation.
	Establishment of CO_2 controlling	2011/2012	Measure being implemented und project duration of the measure extended to 2012 compared with the previous year.
	Use of alternative drive technologies – electric pallet loaders 20 percent – serial hybrid tow tractors in baggage handling 20 percent – electric conveyor-belts 100 percent	to 2015	The overall potential amounts to a projected 1,360 t CO_2. Previously deployed: – an electric pallet loader (approx. 1 percentage point of the planned 20 %) – four serial hybrid tow tractors in baggage handling (approx. 3 percentage points of planned 20 %) – 81 electric conveyor-belts (approx. 86 percentage points of planned 100 %) – four electric cars for trial operation
	Renewable energy generation – Investigation into use of geothermal energy at Frankfurt Airport	2013	A feasibility study has been completed with positive results. New interpretation of existing seismology data for the improvement of the geological database for project development took place. Furthermore, a geological variant study as well as a study of development of the technical concept have been completed. In the next project phases further seismic investigations are planned.
Attainment of level 3 in the Airport Carbon Accreditation Scheme of ACI Europe	Expansion of activities of climate protection and CO_2 reporting in accordance with Airport Carbon Accreditation, which are in connection with the airport, but not by Fraport to be accounted like air traffic or arrival or departure from passengers and employees	2012	Verification for Level 3 has been successfully achieved. For this purpose, we have developed CO_2 modeling in relation to – the arriving and departing traffic for passengersand employees – the emissions of aircraft in the LTO cycle up to 3,000 ft. – the energy consumption of the traffic caused by third parties at the site – the business trips by employees of Fraport AG
	Intensification of Stakeholder Dialog	Continuous	Various Stakeholder Dialogs were held at Frankfurt Airport, for example the Energy Saving Week, the competition to the Fraport Energy Award orexchange of ideas in the fields of deployment for electro-mobility.
Analyze and developing for operational and political action on climate change	Execution research project "Chamäleon" with the University of Oldenburg and Institute for ecological economic research: Adaptation to the climatic change in enterprises of the public supply	2014	Project in progress.

Status of the Environmental Program 2011 to 2014, supplemented and modified 20 (2)

Sustainable Building

Target	*Measures*	*Deadline*	*Status May 2012*
Further development of the concept "Sustainable Building" and integration in the business processes	*Definition of principles and scope for "Sustainable Building" in new buildings and portfolio*	*2011*	*Principles with focus on climate protection regulated in an internal guideline of Fraport AG.*
	Establishment of organizational unit "Sustainable Building" within the Corporate Infrastructure Management of Fraport AG	*2012*	*Organizational concept completed in 2011.*
	Conceptual approach for Life-Cycle-Costing (LCC) to provide planning and decision-making support, and implementation of an IT solution	*to 2013*	*Conceptual approach currently being processed.* *First IT-based tests completed for LCC assessment of selected buildings.*
	Involvement in research project Life-Cycle Benchmarking, supported by the Federal Ministry for Transport, Construction and Urban Development (BMVBS)	*to 2014*	*Project launched with partners.*
	Optimization of building planning processes on the basis of dynamic building simulations	*ongoing*	*Use of dynamic building simulation established.*
	Development of KPIs	*to 2013*	*Measure currently being planned.*
Certification of the new building for Terminal 3 in conformity with the DGNB Gold Standard (German Sustainable Building Council) and possible international standards	*Preparation of energy concepts taking account of renewable energy*	*2011*	*Conceptual approaches were drawn up in 2011.* *Completion inspections and evaluations were initiated for a final version.*
	Stakeholder Dialog on the energy concept with university researchers, politicians and NGOs	*2011*	*Important stakeholders were involved in drawing up and evaluating the concept within the framework of a "Round Table Discussion".*
	Implementation of sustainability criteria to support planning and construction of the new building for Terminal 3 for purposes of certification	*to 2016*	*Bidder selection launched for supporting the certification process.*

Status of the Environmental Program 2011 to 2014, supplemented and modified 20 (3)

Intermodality

Target	Measures	Deadline	Status May 2012
Improvement in intermodal services and services for passengers	Redesign of signage and routing tools	to 2013	Concept for new signage and routing has been completed, introduction of new signage in the area AiRail Terminal has been commenced.
	Further development of AiRail Check-in	2012	Number of airlines offering the AiRail Check-in at Frankfurt Airport increased by 5 % in 2011.
	Expansion of ICE Rail & Fly and Code Share links in cooperation with German Rail (DB) and the airlines	2012	Code Share Agreement by 5 airlines with German Rail (DB) in 2011, increase in service package by 2 further airlines planned for 2012.
	Co-operation at the electrical bus connection between Gateway Gardens and terminal 1 and terminal 2	2011 continuous	Project delays because of changed procurement planning of the public transport company "Verkehrsgesellschaft Frankfurt am Main" (VGF).
Improvement in intermodal package for airport employees	Review of improvements in rail and bus services, in particular in the marginal nighttime hours for shift workers	2012	Early ICE from Hamburg/Cologne (arrival FRA 4.45 am) timetabled on a test basis by German Rail (DB). Review of utilization of capacity by German Rail in mid-2012. Introduction of an additional local bus route (OF 67) from the Offenbach district via Gateway Gardens to the airport in the marginal daytime hours in 2011.
Expansion of the competitive position of the intermodal hub at Frankfurt Airport in the long-distance passenger rail travel	Initiatives with important joint-venture partners for expanding the integration of the airport in the Federal Transport Infrastructure Plan	to 2015	Study commissioned under the German Air Transport Initiative for usage evaluation currently being processed, Presentation of results planned for 2012.
Optimization of airfreight logistics chain for Cargo City with ecological and commercial perspectives	Support for developing a Cargo Community System to improve the workflows in airfreight handling	to 2013	First conceptual phase completed in 2011. Result: Launch of a pilot application with a new data platform for accelerating workflow in airfreight handling planned starting spring 2012.
	Feasibility study: Active management of traffic processes within CargoCity for purposes of traffic optimization and emission reduction	2012	Project launch with establishment of a "CargoCity Frankfurt Freight Task Force" was implemented with the inclusion of important stakeholders.
Transfer of the airfreight feeder service from road to rail	Implementation and completion of the research project "Air Cargo Rail Center" (ACRC)	2011	Research report shows: Airfreight volume alone is not adequate for a cost-effective shifting of freight transport to and from the airport from truck to rail. Opportunity: A potential shift might exist if landside goods traffic, which has not been shifted to date due to a technical solution, is included in attractive rail packages combined with the airfreight volume. Project completed.

Status of the Environmental Program 2011 to 2014, supplemented and modified 20 (4)

Air quality

Target	*Measures*	*Deadline*	*Status May 2012*
Reduction of emissions of air pollutants due to the operation of the airport	*Review of gradual introduction of stationary air-conditioning supply for (PCA) in new buildings (A-Plus Pier, C-Finger, Terminal 3)*	*2012 – 2013*	*Reviews started in the course of a pilot project 2011.*
	Introduction of electric ground handling equipment	*to 2015*	*See Sustainability Program for climate protection.*
	Continuous monitoring of air hygiene at Frankfurt Airport	*ongoing*	*Continuous measurements of air quality and annual publication in an air hygiene report on the Internet.*
	Development of a prototype for modeling air pollutant emissions for a) infrastructure and ground handling b) landside traffic	*2012 – 2013*	*Concept phase commenced in 2011.*
	Optimization of ground handling processes (saving of fuels) by development and employment of new software instruments, here for baggage transport (project team Plandis: Dispositionssytem ASTRO– Airport System for Transport and Operations)	*2011*	*The test of the new system starts in the second half of the year 2012 – the start-up of the system is at the end of 2012 planned.*
	*Procurement of 31 new vehicles in conformity with the EURO 5 exhaust standard (of which 18 vehicles by the end of 2011) (**N*ICE**)*	*Winter 2014/2015*	*Up-to-date 18 vehicles with euro 5-Abgasnorm are in use. At the end of 2012 further 11 vehicles with euro 5-Abgasnorm will become procured, altogether it thereby 29 vehicles to be.*
Maintenance of incentives for the airlines to use aircraft with lower emission levels	*Levying of airport charges for nitrogen oxides (NOx) and hydrocarbons (HC) beyond the trial phase*	*2012*	*System of airport charges established. A signal effect for aircraft manufacturers and operators is anticipated from the joint venture project with the German Air Transport Initiative.*

Status of the Environmental Program 2011 to 2014, supplemented and modified 20 (5)

Conservation of nature and resources

Target	Measures	Deadline	Status May 2012
Continuous improvement in environmental performance through management systems which are audited by environmental auditors	Continuation of validation in accordance with EMAS and certification in conformity with ISO 14001 at the Frankfurt site and selected Group sites	continuous	In 2011, the parent company Fraport AG and the subsidiary companies N*ICE and FCS operating at Frankfurt Airport again received the ISO 14001 certificate and were awarded with the EMAS site registration by the Chamber of Industry and Commerce. The Group airports Lima and Antalya are also certified in conformity with ISO 14001.
Reduction of the volume of waste produced. Maintaining the high recoverability rate for unavoidable waste at Fraport AG	Implementation of strategic status analysis of volume of waste with derivation of potential options for waste reduction and for recycling materials from unavoidable waste	2012	Measure currently being planned.
Reduction of paper consumption per member of staff at Fraport AG by 25 % by 2015 (based on 2009)	Implementation of a central printer concept and a project for electronic document administration at Fraport AG	to 2015	Central printer concept has been successfully implemented. Project for electronic document administration was started in 2011.
Reduction of the consumption of drinking water by higher usage of service water – in Terminal 1 (38 % by 2014) and – in the southern area (50 % by 2020)	Expansion of usage of service water – in Terminal 1 – in the southern area	 to 2014 to 2020	Measure – in Terminal 1: 173 out of 337 restroom facilities in Terminal 1 are supplied with service water. The service water supply for the buildings 208 und 200 A und B-West has been realized by April 2012. The service water supply of the buildings 205, 206 and 207 is realized and until December 2012 in the final development of central unit Ü3 is finished placed in the measure reorganization central unit Ü3. The buildings 200B-Ost and 200C, as well as building 202 and 203 are to be supplied to project end in 2016 with service water. With completion of the reorganization in the central unit Ü3 the supply for fire-extinguishing boxes and refill sprinklers is done likewise with service water. – in the southern area: is being implemented.
Maintenance and if possible increase in biodiversity on Fraport grounds	Implementation of a status analysis on biodiversity on Fraport grounds at the Frankfurt Airport site	to 2013	Measure is being prepared.
	Implementation of a Biodiversity Check (European Business and Biodiversity Campaign, Global Nature Fund) and review/implementation of recommendations	2011 – 2014	Biodiversity Check was carried out in 2011. Final evaluation envisaged for 2012.
Reduce the deployment of aircraft deicing agents by increasing the per centage of water per deiced aircraft by 20 % (**N*ICE**)	Equipping 49 vehicles with NAD technology (N*ICE Advanced Deicing System) (**N*ICE**)	2014 ff.	In the winter 2012/2013 altogether 62 vehicles will be used, of it 58 with NAD technology. With it 93.5 % of the fleet will be equipped with NAD.

Status of the Environmental Program 2011 to 2014, supplemented and modified 20 (6)

Noise abatement

Target	Measures	Deadline	Status May 2012
Achieving a lower number of people impacted by the aircraft noise than specified in the plan for an expansion in capacity with 701,000 aircraft movements	Support for measures relating to active noise abatement in the Airport and Region Forum	continuous	Monitoring for the first package of measures has already been done. Preparatory work on developing the second packages has been started. Establishment of the task force for air route optimization with involvement of Fraport.
	Selected runway and route use (Dedicated Runway Operations, DROps)	2011 continuous	DROPs was applied in the so-called mediation night from 23 to 5 hours successfully. Since in the meantime in this time no regular flights are more permitted, it is intended, the operating procedure in the time of 5 to 6 hours in the morning to use (drops early morning). The tests begins at 28. June 2012.
	Increasing the approach glide angle to 3.2 ° with ILS (Instrument Landing System) on the new northwest runway	2011 continuous	Study on safety and feasibility completed. Installation of an additional ILS (Instrument Landing System) was completed. One for 3,0 degrees and one for the increased angle of 3,2 degrees. The DFS German air traffic control GmbH counts on the beginning of the tests in October 2012.
	Support for noise impact study by the Environmental & Community Center	2011 continuous	2011 first surveys completed according to plan. The preparations for the next study period in mid-2012 have commenced.
	Further development of noise measurement and monitoring, and expansion of information provided on aircraft noise for citizens	continuous	Operation of two new aircraft noise measuring stations was implemented according to plan and included in regular reporting. The provision of information relating to passive noise abatement was supplemented.
Improvement of the noise situation for the residents affected	Bringing forward reimbursement of expenses for passive noise abatement to be paid to residents in the areas affected	2011 continuous	Bringing forward the reimbursements was officially announced and the entitled households were informed.

Environmental auditor's declaration on verification and validation activities

The undersigned Dr. Burkhard Kühnemann,
with EMAS environmental auditor 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 meets 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 site's 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.

Carried out at Frankfurt on 22/06/2012

The official German version of the Environmental Statement 2011 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, Germany
Registration number: D-V-0133

Schedule

The next abridged environmental statement, scheduled for July 2013, will be subject to validation by an environmental auditor before being released for publication.

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