

Framework agreement



We enable reliable planning ...

.. by airlines and the airport. And that is very important to us. The current framework agreement minimizes financial risks while maximizing opportunities for increasing transportation volumes. It is a fair arrangement, because both we and the airlines operating at Frankfurt benefit from it. If, for example, passenger volumes grow faster than planned, the airlines will receive back one-third of the resulting additional revenues. The increase of the variable share of the airport fees from 67% to 69% is also good for our customers, because these variable fees are only charged when passengers actually use the passenger facilities.

Framework Agreement on Airport Fees

Since 2002, the amount of the fees has been tied to growth in passenger volumes (actual/target), and this will continue until the current agreement expires on December 31, 2006. If the passenger volumes increase faster than planned, the airlines will receive back one-third of the resulting additional revenues. Conversely, in the event that passenger volumes fall short of the target figures, Fraport AG can make up for the losses by charging higher fees. This divides both the financial risks and the chances of earning extra revenue equally between the airport and the airlines. Fraport AG has intentionally refrained from fully exercising its latitude for raising the fees out of respect for the difficult economic situation of many airlines. The increase in the variable share of the airport fees from 67% to 69% is also good for our customers because it ties the revenues of Fraport AG more strongly to the seat load factor. This framework agreement lets both the airport and the airlines plan ahead with greater confidence.

Another part of this framework agreement concerns refinancing of the passive noise-abatement measures implemented by Fraport AG. By the end of 2006, a total of 76.7 million euros will have been invested to equip houses and apartments in the area with acoustically insulating windows, outside doors, blinds and/or ventilators, depending on their architectural design. Since November 1, 2002 the airlines have been paying a surcharge of 0.50 euro per departing passenger, 0.25 euro per 100 kg of airfreight and mail leaving the airport, as well as an additional fee that depends on the noise class of the aircraft and the takeoff or landing time. This noise surcharge is much higher during nighttime hours (10 p.m. to 6 a.m.) than during the daytime.