

Translation
(The German text shall prevail)

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Ihr Zeichen Unser Zeichen Telefon +49 69 690-66634 Datum 2007-09-07

**- Invitation to the Consultation Meeting on Airport Charges 2008
- Notification on the intended changes to the current Schedule of Charges
for Frankfurt Main Airport as of January 01, 2008
(Landing and Take-off Charges, Passenger, Parking and Security Charges)**

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Ladies and Gentlemen,

with this letter we invite to this year's Consultation Dialogue. At the same time, we would like to inform you about the planned adjustment of airport charges effective January 01, 2008. Should it be necessary in the period up to the consultation that further adjustments are inevitable, we reserve the right to do so.

Sitz der Gesellschaft:
Frankfurt/Main
Amtsgericht Frankfurt/Main
HRB 7042

The consultation on airport charges 2008 takes place on

US-IdNr.: DE 114150623

**Monday, September 24, 2007,
10.00 a.m. until approx. 02.00 p.m.,
Frankfurt Airport, Airport Conference Center,
Room K 20.**

Vorsitzender des Aufsichtsrates:
Hessischer Minister der Finanzen
Karlheinz Weimar

Vorstand:
Dr. Wilhelm Bender
(Vorsitzender)
Dr. Stefan Schulte
(Stellv. Vorsitzender)
Herbert Mai
Dr. Matthias Zieschang

Please let us know on the enclosed **Reply Form (Attachment 7)** by September 17, 2007 at the latest whether you will take part in the meeting and how many participants of your company/association we may expect.

General development of charges

Following a reduction of the airport charges by an average of 3.3 % (taking into account the abolishment of the charges for the passive noise abatement program) as of January 01, 2007 and a further reduction of charges as of

Commerzbank AG:
SWIFT-Code/BIC COBADEFF
BLZ 500 400 00, Kto. 588942300 EUR
IBAN DE67 5004 0000 0588 9423 00
Deutsche Bank AG:
SWIFT-Code/BIC DEUTDEFF
BLZ 500 700 10, Kto. 2008407 EUR
BLZ 500 700 10, Kto. 2008407 USD
IBAN DE44 5007 0010 0200 8407 00

Dresdner Bank AG:
SWIFT-Code/BIC DRESDEFF
BLZ 500 800 00, Kto. 330000600 EUR
IBAN DE34 5008 0000 0330 0006 00
BLZ 500 800 00, Kto. 330000602 USD
IBAN DE77 5008 0000 0330 0006 02
Frankfurter Sparkasse:
SWIFT-Code/BIC HELADEF1822
BLZ 500 502 01, Kto. 36814
IBAN DE05 5005 0201 0000 0368 14

Landesbank Hessen-Thüringen:
SWIFT-Code/BIC HELADEF
BLZ 500 500 00, Kto. 14690002 EUR
IBAN DE09 5005 0000 0014 6900 02
BLZ 500 500 00, Kto. 964333603 USD
IBAN DE24 5005 0000 0964 3336 03

July 01, 2007 by an average of 1.5 %, Fraport AG envisages to refrain from an increase of airport charges in 2008. Despite cost increases expected in the Aviation division, we are prepared to accommodate the airlines with this measure again in the coming year in order to take into account the general situation of the aviation market.

As to the structure of airport charges in 2008, we are planning various changes. In terms of their effect on the overall airport charges however, these structural adjustments are volume-neutral. A comparison of the planned charges with those being effective actually can be found in Attachment 1.

1. FIXED CHARGES

1.1. Emission charge

As a new charging component, we intend to apply for an emission-oriented charge based on the certified emission values of nitrogen oxides (NO_x) and hydrocarbons (HC) per LTO cycle (= standardized landing and take-off cycle). The determination of the emission values is based on the calculation according to the ERLIG formula. Basis for the calculation of the emission values are the ICAO Aircraft Engine Emissions Databank for turbofan and jet engines as well as the FOI Swedish Defence Research Agency Database for propeller-driven engines. Both databases are publicly accessible. If not included in one of the databases described above, engines are instead evaluated on the basis of DLR-studies.

The emission-oriented charge shall amount to € 3.00 per each kg nitrogen oxide equivalent (NO_x/HC). The emission value will be considered up to the third decimal. The charge will be invoiced per movement.

The emission-oriented charge is based on an environmental policy initiative of the German Ministry of Transport, Building and Urban Affairs (Bundesverkehrsministerium). Its introduction on a test basis was decided upon after intensive consultation with the Ministry of Transport, the associations of the airlines, Lufthansa and the Association of German Airports (ADV). Besides Frankfurt Airport, Munich Airport is also planning to introduce an emission-oriented charge calculated on the same basis and at the same level as of January 01, 2008.

1.2. Noise component

In connection with the introduction of the emission-oriented charge, we have revised the existing noise category system. The noise component is

assessed on the basis of unweighted noise level data measured at FRA over the past three years 2004 to 2006. A review of the current classification of aircraft to the noise categories showed that the noise level of numerous aircraft types has increased significantly, which requires a re-tailoring of the noise categories.

In addition there will be a new noise category 0 for particularly less noisy types of aircraft. The number of noise categories thus increases from presently seven to eight.

The principle of assessing aircraft noise based on the actual noise measured remains unchanged.

To account for the demand for a distinct weighting of the noise aspect within the two environmentally-oriented charge components, the rates per noise category were raised both for the noise component for 24 hours and the surcharges during night times.

Please see Attachment 2 for a comparison of the present noise categories and the intended new classifications as of January 01, 2008.

1.3. Weight based charges, minimum charges

The effects in charges as a result of introduction of the emission-oriented charge and the rise in the rates for the noise component will be compensated for by a significant reduction in the MTOW-based charge per landing and take-off from presently € 1.35 to €0.88 for each 1,000 kg MTOW.

This measure results in a volume-neutral effect in the overall calculation of the charges. However, for structural reasons, aircraft with comparatively high emission values and/or classification in the higher noise categories may face above-average charges.

No changes are planned in the charges for ferry and helicopter flights as well as in the minimum charges for aircraft less or equal 35 tons.

Allocation of standardized MTOW per aircraft type

We intend to change the current practice of determining the maximum take off weight (MTOW) as the basis for calculating the weight based charges.

In general, we will set only one single weight for each aircraft type. Given specific circumstances the setting of the weight may be done according to the version or by naming of more than one weight per aircraft type if the spread of the weights is significant. Basis for the setting of the standard weights is the individual weight per registration available from our aircraft data base 2006 and weighted with the number of movements.

You may find the weight assessed to the various aircraft types in *Attachment 3*. We are ready to inform you about the specific weight of the aircraft types used by your airline on request.

1.4. Parking charges

In general, the basis for assessment remains unchanged. Minor adjustments of the rates will be made. Please refer to *Attachment 4*.

Position Group 1

The billing of parking time of Position Group 1 (Specified positions in the "General Aviation" area, GAT) will be changed. Instead of the present charging of a parking charge per 24 hrs, parking will be charged on an hourly basis. For parking periods of up to 10 hours, a charge of € 6.00 per hour will be billed, with a maximum per day of € 60.00. For parking of more than 24 hours, a flat rate of € 60.00 for each 24 hours will be invoiced. With this change, we are accounting for the fact that most of the aircraft of Position Group 1 show a maximum parking time of 4 hours, and after the change to hourly charges these will thus no longer have to pay the current daily rate of € 28.00.

Position Group 7

Due to their dimensions, the Boeing 777-200 LR and Boeing 777-200 F will be assigned to Position Group 7.

2. VARIABLE CHARGES

2.1. Passenger charges

Charging will continue per departing passenger. For transfer and transit passengers the charge will be reduced to € 9.80. This rate in 2008 is approx. 28 % lower than the rate for originating domestic passengers and corresponds to the cost allocation.

The spread of the charges for originating passengers related to the price for domestic passengers will change slightly due to the rise of this charge. It is planned to further close the gap between the charges for domestic and EU passengers. Please refer to *Attachment 5* for the allocation of countries.

2.2. Security charges

The security charges shall remain on the current level.

2.3. Variable take-off / landing charges

The charging of variable landing and take-off charges will be retained. For departing passengers, the rate will increase from € 0.48 to € 0.73. For freight and mail flights the charge remains at € 0.12 (in-/outbound) per each 100 kg. The split between the charges was adjusted under consideration of the cost allocation.

3. Passenger Fee Cap

We intend to maintain the passenger fee cap in 2008. A seat load factor based on an established standard number of seats offered per aircraft type leads to a refund of a fixed amount of € 9.25 for each passenger above a the limit of 80% for all passenger flights operated by an airline between January 01 and December 31, 2008. Starting 2008 we intend to take only those airlines into account which offer in average at least one weekly connection out of Frankfurt throughout the year. To qualify for a reimbursement, an airline therefore has to conduct a minimum of 50 flights per year. Quarterly lump sum payments of 75% of the calculated reimbursement will only be made if the amount exceeds € 10,000.00.

Please see [Attachment 6](#) for an updated overview of the standard seat numbers valid in 2008 for the various aircraft types as the basis for calculating the cap per aircraft type. The standard number of seats of an aircraft type is calculated on the basis of the seat configuration delivered by the airlines as an average of the years 2004 to 2006.

Datum

2007-09-07

Seite

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We would be delighted to welcome you to our Consultation Meeting on September 24, 2007. Please contact us if you may have any questions in advance .

Yours sincerely,

Fraport AG

ppa. Martin Bien

i.A. Rolf-Dieter Rolshausen

Attachments

Attachment 1: Comparison of charges 2007/2008

Attachment 2: Noise categories 2007/2008

Attachment 3: Standard MTOW

Attachment 4: Parking positions

Attachment 5: Allocation of countries

Attachment 6: Standard number of seats offered per aircraft type (capping limit)

Attachment 7: Reply Form on participation at the Consultation Meeting