Group Interim Report

as at June 30, 2010

Highlights and Key Figures

Key business data for the first six months of 2010:
- 7.1 percent more passengers Group-wide (majority-holdings), 1.4 percent increase at Frankfurt Airport despite ash cloud influence
- With €1,015.4 million, Group revenue was up 5.5 percent on the previous year's level, adjusted increase: 6.1 percent
- EBITDA rose by 15.8 percent year-on-year to €304.6 million, adjusted increase: 17.7 percent
- Due to investment program free cash flow was still negative at minus €221.6 million
- With €52.0 million, Group profit fell 21.9 percent short of the previous year's level, decline among others due to positive special effect in 2009
- Basic earnings per share at €0.55

Airport charges at Frankfurt Airport

Having already reached agreement in December 2009 on FRA's schedule of airport charges for the years 2010 and 2011, Fraport and airline representatives also agreed on February 19, 2010, about the further development of airport charges during the years 2012 to 2015. The December agreement provides for a staggered increase in charges (4 percent on July 1, and 3 percent on October 1, 2010, another 3 percent on April 1, 2011, and a further 2.5 percent on October 1, 2011), while the February agreement provides for a 2.9 percent annual increase for the years 2012 to 2015. The increase in charges for the years 2012 to 2015 is based on current traffic development projections for Frankfurt Airport. The February agreement also includes a bonus-malus system for adjusting charges if FRA's actual passenger development is higher or lower than forecast.

Eruption of the Icelandic volcano Eyjafjallajökull

On April 15, 2010, an ash cloud from the erupting Eyjafjallajökull volcano drifted over Europe, causing an almost complete closure of European airspace. Frankfurt Airport's airspace was also closed from 8:00 a.m. on April 16 until about 9.30 a.m. on April 21. On April 20 and 21, restrictions were relaxed to allow flights to operate under VFR (visual flight rules). Closure of the airspace and losses incurred during the first few days following reopening of the airspace, before operations were fully restored in keeping with the regular coordinated flight schedule, considerably depressed passenger traffic at FRA by – 16.9 percent in April. The impact of the ash resulted in a negative effect of 1 million passengers less in the full year 2010 (– 2 pecent), respectively a negative effect on the Group revenue/ EBITDA of €20 million.

Takeover of operation at Pulkovo Airport, St. Petersburg

In the night from April 28 to 29, 2010, the Northern Capital Gateway Consortium, in which Fraport holds a 35.5 percent stake, took over operation of St. Petersburg's Pulkovo Airport. The 30-year operating concession agreement provides for the construction of a new passenger terminal, expansion of apron areas, and modernization of other airport infrastructure. Ranked as Russia's fourth largest aviation gateway after the three Moscow airports, Pulkovo welcomed 6.8 million passengers in 2009.

First regular A380 service at FRA

On June 11, 2010, the first A380 went into regular service at Frankfurt. With more than 500 available seats, the largest passenger plane in the world connects Frankfurt Airport among others with Tokyo's Narita Airport in the summer timetable. As soon as three further A380s have been delivered to Deutsche Lufthansa, additional A380 services to Beijing and Johannesburg are planned from Frankfurt later this year.

Key figures

€ million	6M 2010	6M 2009 [1]	Change	Change in %
Revenue	1,015.4	962.5	52.9	5.5
EBITDA	304.6	263.0	41.6	15.8
EBITDA margin	30.0%	27.3%	–	–
EBIT	167.7	147.1	20.6	14.0
EBT	75.1	107.1 [2]	– 32.0	– 29.9
Group profit	52.0	66.6 [2]	– 14.6	– 21.9
Earnings per share in € (basic)	0.55	0.72	– 0.17	– 23.6
Shareholders' equity	2,494.5	2,557.8 [3]	– 63.3	– 2.5
Total assets	9,078.5	8,865.2 [3]	213.3	2.4
Operating cash flow	125.0	158.6	– 33.6	– 21.2
Free cash flow	– 221.6	– 560.8	339.2	–
Capital expenditures	509.6	708.6	– 199.0	– 28.1
Average number of employees	19,524	20,139	– 615	– 3.1

€ million	Q2 2010	Q2 2009 [1]	Change	Change in %
Revenue	539.3	506.0	33.3	6.6
EBITDA	188.8	160.0	28.8	18.0
EBITDA margin	35.0%	31.6%	–	–
EBIT	119.5	101.3	18.2	18.0
EBT	69.2	73.2	– 4.0	– 5.5
Group profit	48.0	46.6	1.4	3.0
Earnings per share in € (basic)	0.50	0.50	0.00	0.0

[1] Figures for 2009 adjusted in accordance with IFRIC 12. A detailed table of the adjustments can be found in the Notes of this Interim Report

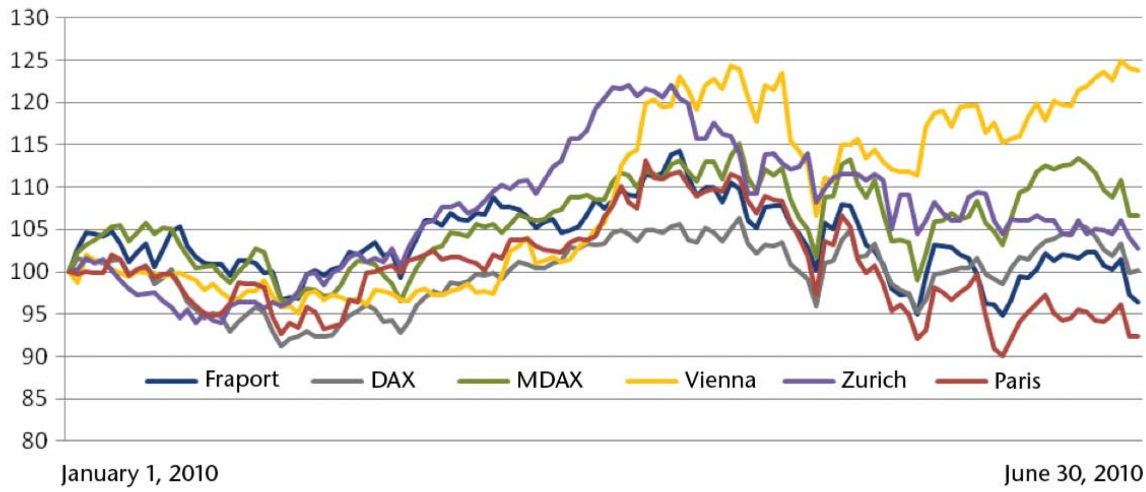
[2] Including positive one-off interest income from advanced Ticona payment of €9.4 million in Q1 2009

[3] Figures as of December 31, 2009

The Fraport Share

With a closing price of €34.96 on the June 30, 2010 reporting date, the Fraport Share was down 3.6 percent on the 2009 year-end price of €36.28. While the share still closed positive in the first quarter, it dropped by 10.3 percent in the second quarter, mainly because of economic uncertainties in the wake of the weak euro, negative effects from the ash cloud and an announcement by the German government to impose a tax on air traffic. The DAX and MDAX benchmark indices were up 0.1 percent and 6.7 percent respectively at the end of the same period. The DAX therefore closed the first half of the year at almost the same level, but the MDAX benefited from the increased price of some selected shares. The shares of Fraport AG's competitors developed in the first half as follows: Aéroports de Paris down 7.6 percent, Vienna Airport up 23.8 percent and Zurich Airport up 2.8 percent.

Development of the Fraport Share compared with the DAX and MDAX and Fraport's European competitors, Index base 100



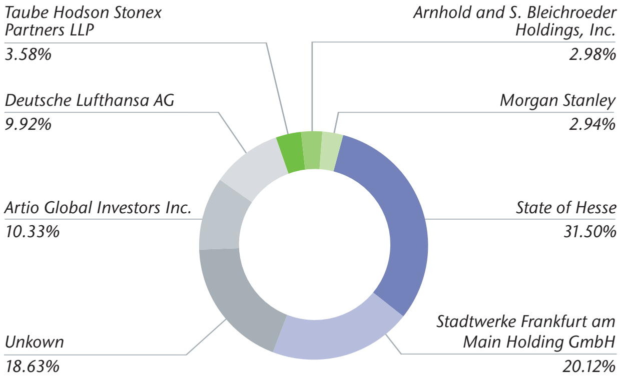
Source: Bloomberg

Shareholder Structure

In accordance with Section 21 (1) of the German Securities Trading Act (WpHG), Deutsche Lufthansa AG informed us on June 25, 2010, that it continued to hold 9.92 percent of voting rights in Fraport AG as at June 23, 2010. 7.09 percent of these 9.92 percent of voting rights were attributable to Deutsche Lufthansa AG pursuant to Section 22 (1) sentence 1 no. 1 WpHG. Those attributable voting rights were held among others via the following companies controlled by Deutsche Lufthansa AG, whose shares in voting rights of Fraport AG exceeded the thresholds of 3 percent and 5 percent on June 23, 2010, amounting to 5.66 percent on that day: Lufthansa Pension Beteiligungs GmbH, Lufthansa Pension GmbH & Co. KG, Lufthansa Malta Pension Holding Ltd. and Malta Pension Investments.

As at June 30, 2010, the shareholder structure was as follows:

*Shareholder structure as at June 30, 2010**



** The relative ownership interest of the individual shareholders was adjusted to the current total number of shares as at June 30, 2010 and therefore may differ from the figures given at the time of reporting an excess/shortfall of the threshold or from the respective shareholders' own disclosures.*

Dividend Distribution

The 2010 Annual General Meeting approved the proposal of the Supervisory Board and Executive Board to distribute a dividend for fiscal year 2009 of €1.15 per share. This corresponds to the same absolute amount as in 2008 and a dividend yield for fiscal year 2009 of 3.2 percent (compared to the share price of €36.28 at the 2009 balance sheet date). Because of the desired dividend continuity and positive long-term profit expectations, the Executive Board plans – excluding extraordinary circumstances – to keep dividend for fiscal year 2010 stable.

Organization

Fraport's organizational structure in the first half of 2010 did not change significantly compared to the structure described on page 37 et seq. of Fraport's Annual Report 2009.

Business Development

Air Traffic Development

The Airports Council International (ACI) recorded global growth in passenger traffic of 5.5 percent from January to May 2010. Airfreight increased significantly by 23.8 percent in the same period. Passenger figures according to ACI for European airports from January to May 2010 grew by 1.3 percent and were particularly impacted by the effects of the ash cloud. Airfreight grew by 23.2 percent despite the ash cloud.

From January to June 2010, 38.6 million passengers used the five **Group airports** (majority-owned investments) of Fraport AG, corresponding to a 7.1 percent rise year-on-year. While the number of flight movements went up by 4.2 percent, the cargo tonnage (airfreight and airmail) climbed by 30.0 percent. The total number of passengers served by all **Fraport Group airports** (including minority-owned airports and airports under management contracts as well) rose by 11.1 percent year-on-year to approximately 74.2 million.

Development at the Frankfurt site

Passenger numbers at **Frankfurt Airport** grew by 1.4 percent in the first six months of fiscal year 2010. Reason for this moderate increase were in particular a large number of flight cancellations in the first quarter. The eruption of the Icelandic volcano Eyjafjallajökull had an extremely detrimental effect on FRA's figures in the second quarter, as large parts of the European airspace were closed for almost an entire week. The closure of airspace resulted in air traffic dropping by a total of 16.9 percent in April. By the end of the period under review, air traffic was up again as volumes began to grow significantly again by around 7 percent in May and June. The number of air passengers would have increased by around 5 percent in the first half of 2010 had it not been for the negative effects mentioned above.

Irrespective of the moderate development of passenger traffic, **intercontinental air traffic**, which is important for the creation of value at Frankfurt Airport, increased considerably by 5.4 percent in the first half of the year, the main reason being the quick recovery of the global economy, particularly in the Far East and overall less flight cancellations than in European and domestic air traffic. While **domestic air traffic** managed to rise slightly by 0.3 percent, high-volume **European air traffic** dropped by 1.8 percent at the end of the period under review.

Transfer passengers still amounted to 52 percent of all air traffic in the reporting period, whereas the trend towards falling numbers of business travelers became even more pronounced. The **seat load factor** rose 2.7 percentage points year-on-year to 73.5 percent. The average number of **passengers per passenger flight** climbed from around 114 to 118.

Cargo tonnage saw a trend reversal as early as May 2009, starting to achieve new records again as from January this year. Despite flight restrictions, Frankfurt Airport processed a total of 1.1 million metric tonnes of cargo in the period under review – the best result for the first half of a year in its history. This volume exceeded that of the first half of 2008 by more than 27 thousand tonnes or 2.5 percent and that of the first half of 2009 by almost 260 thousand tonnes or 30.5 percent.

The number of **flight movements** went down by 1.8 percent to a total of 223,757 in the first half of the year due to a large number of flight cancellations. Freighter movements went up 13.6 percent, but this was not enough to compensate for the 2.7 percent drop in passenger flights.

Development of Investment airports

Antalya Airport processed 8.5 million passengers in the first half of the year, corresponding to a rise of 24.7 percent. International air traffic grew by 25.4 percent, particularly benefiting from increased demand from Germany, Russia and Great Britain, all of them important tourist destinations for Antalya. Domestic air traffic went up by 22.1 percent, largely due to favorably priced domestic flight connections, especially to and from Istanbul and Ankara.

In the first six months of 2010, **Lima** recorded a 12.4 percent increase in passenger numbers to almost 4.8 million. Domestic air travel particularly benefited from additional connections provided by Peruvian Airlines and LAN offers (domestic air travel rose by 23.6 percent), but because of problems with access to the Inca site Machu Picchu, international air traffic went up only moderately by 3.3 percent. Cargo volumes, on the other hand, increased significantly international by 26.9 percent. Domestic cargo tonnage rose by 9.2 percent.

Off-season traffic development (main season: July to September) at our Bulgarian investment airports **Burgas** and **Varna** is of little significance because of low traffic volumes. While passenger numbers in Burgas increased by around 4 percent to 441 thousand in the first six months, they dropped by 3.5 percent in Varna to 372 thousand.

The economic recovery in India is also reflected in air traffic figures for **Delhi** Airport. Passenger air traffic went up by 17.0 percent and cargo volumes by 31.0 percent. Both types of air traffic therefore developed extremely positively in the first half of the year. International tourist traffic and domestic low-cost traffic, in particular, were major factors driving passenger demand.

With almost 18 percent passenger growth, **Xi'an** Airport in central China continued to be among the strongest growing passenger airports worldwide with more than 5 million passengers. Reasons for the continuing increase of air traffic mainly were the positive development of the Chinese gross domestic product, measures taken to expand the hub function of the airport, the increased slot capacity and improved slot management.

At the Pulkovo Airport in **St. Petersburg**, the number of passengers increased in the first half-year of 2010 from 2.8 million to approximately 3.6 million passengers or about 29.6 percent. The airport benefited from the economic recovery and the introduction of new air routes, in particular. Approximately 1.7 million passengers have been counted since the takeover of the airport's operational business at the end of April. Compared to the previous year, this amounts to an increase of 0.4 million.

With around 2.2 million passengers, **Hanover** Airports passenger figure was at the end of the second quarter 4.5 percent below the previous year. Although figures went up significantly to 4 percent in March and May, this positive trend was not enough to compensate for the negative effects from the airspace closure due to the ash cloud in April (passenger numbers dropped by 29 percent in April).

Traffic figures for the Fraport Group

Fully and proportionately consolidated airports

6M 2010	Share of the Airport in %	Passengers [1] 2010	% change over 2009	Cargo (airfreight and airmail in m. t.) 2010	% change over 2009	Movements 2010	% change over 2009
Frankfurt	100.00	24,492,562	1.4	1,108,245	30.5	223,757	– 1.8
Antalya	51.00/50.00	8,515,998	24.7	n. a.	n. a.	59,416	23.8
Lima	70.01	4,751,616	12.4	113,594	24.5	57,000	13.1
Burgas	60.00	441,168	4.3	2,775	62.6	5,008	4.2
Varna	60.00	371,661	– 3.5	31	– 18.8	4,712	– 3.0
Group		**38,573,005**	**7.1**	**1,224,645**	**30.0**	**349,893**	**4.2**

[1] Commercial traffic only, in + out + transit

Minority-owned airports and airports under management contracts [2]

6M 2010	Share of the Airport in %	Passengers [1] 2010	% change over 2009	Cargo (airfreight and airmail in m. t.) 2010	% change over 2009	Movements 2010	% change over 2009
Delhi	10.00	14,108,333	17.0	287,221	31.0	128,932	8.6
Xi'an	24.50	8,348,931	17.9	72,394	32.1	77,004	15.2
Cairo	0.00	7,341,864	12.8	156,588	6.2	73,018	8.7
St. Petersburg [3]	35.50	3,636,554	29.6	n. a	n. a.	45,477	14.6
Hanover	30.00	2,206,873	– 4.5	7,173	– 3.3	35,390	– 7.1
Total		**35,642,555**	**15.8**	**523,376**	**21.5**	**359,821**	**8.8**

[1] Commercial traffic only, in + out + transit

[2] The traffic figures for Riyadh and Jeddah (management contracts) were not available until the publication of the Interim Report.

[3] Since April 29, 2010, 35.5% Fraport share in the operating concession. In the May to June period 1,691,344 passengers (+33.2%) and 19,197 Movements (+20.0%) were recorded

Results of Operations

Adjustment of revenue and earnings figures

Because of the first-time application of IFRIC 12 the previous year's figures were adjusted. A reconciliation statement of consolidated values is contained in the Notes to this Report. In addition, revenue and expense items in the first six months have been adjusted for the following extraordinary effects:

6M 2010	Segment	Revenue	Total revenue	Personnel expenses	Non-staff costs	EBITDA	EBIT
Revenue and earnings		1,015.4	1,057.6	448.4	304.6	304.6	167.7
Adjustments:							
–	–	–	–	–	–	–	–
Revenue and earnings		1,015.4	1,057.6	448.4	304.6	304.6	167.7

6M 2009	Segment	Revenue	Total revenue	Personnel expenses	Non-staff costs	EBITDA	EBIT
Revenue and earnings		962.5	1,005.9	433.2	309.7	263.0	147.1
Adjustments:							
Adjustment for the figures of the sold Hahn investment until deconsolidation on February 28, 2009	External Activities & Services	– 5.8	– 6.6	– 2.9	– 5.2	1.5	3.4
Adjustment for the booked accounts receivable for the loss compensation of the sold Hahn investment	External Activities & Services	–	– 5.6	–	–	– 5.6	– 5.6
Adjusted revenue and earnings		956.7	993.7	430.3	304.5	258.9	144.9

Revenue and earnings development in the first half of 2010

Fraport Group generated **revenue** of €1,015.4 million in the first half of 2010. Despite negative effects from the ash cloud at Frankfurt Airport, Group revenue in the first half 2010 therefore increased by €52.9 million or 5.5 percent year-on-year (negative effect from the ash cloud on revenue and EBITDA: around €20 million). Adjusted for the investment in Hahn Airport, which was sold in the previous year, revenue went up by €58.7 million or 6.1 percent. Major reasons for this positive development were the growing air traffic volume at Frankfurt Airport (up €19.6 million), and the positive development in Antalya (up €26.1 million) and Lima (up €3.9 million). The increase in air traffic at Frankfurt Airport completely offset the drop in revenue that resulted from changes in billing for aircraft cabin cleaning services (down €5.1 million) at the airport, which came into effect January 1, 2010, and the BMI (Federal Ministry of the Interior) awarding a contract for security services in Terminal 2 to a competitor, as of January 1, 2010. On top of rising passenger demand, the investment airport in Antalya benefited from including its second international terminal in reporting for the first time in the period under review. **Other income** amounted to €42.2 million, €1.2 million down on 2009. This slight drop was mainly due to the €5.6 million receivable from the loss compensation from the sold Hahn investment, which had been recognized in the previous year. At €1,057.6 million, **total revenue** was up €51.7 million or 5.1 percent year-on-year as a result of the positive revenue development. Adjusted for the receivable from the loss compensation, as well as income from the sold Hahn investment, total revenue increased by €63.9 million or 6.4 percent in the reporting period.

Personnel expenses amounted to €448.4 million in the first six months, up €15.2 million or 3.5 percent year-on-year. Some of the reasons for this rise were the need for more employees in the Ground Handling segment in response to larger numbers of air traffic and additions to personnel provisions. Both, the decreasing number of security employees at Frankfurt Airport due to the BMI awarding the contract for security services in Terminal 2 to a competitor, and the lower personnel expenses due to the sale of the Hahn investment compensated in parts for the rise in personnel expenses. Adjusted for the deconsolidation of the investment Hahn Airport, personnel expenses went up by €18.1 million or 4.2 percent. **Non-staff costs** came in at €304.6 million, down €5.1 million or 1.6 percent year-on-year. After adjusting for the expenses of Hahn Airport, they rose slightly by €0.1 million. The reasons for this moderate development of non-staff costs included increased expenses due to higher air traffic volumes and a rise in costs for winter services on the one hand, and lower expenses for third-party personnel in the security business and changes in billing for aircraft cabin cleaning services on the other. **Total operating expenses** were up €10.1 million or 1.4 percent year-on-year and amounted to €753.0 million. Adjusted for the deconsolidation of Hahn Airport, operating expenses rose by €18.2 million or 2.5 percent.

Due to revenue rising considerably but expenses only moderately, **Group EBITDA** went up from €263.0 million to €304.6 million (up 15.8 percent) in the reporting period. Adjusted for the special effects from the sale of Hahn Airport, EBITDA increased by €45.7 million or 17.7 percent. The **EBITDA margin** improved accordingly from 27.3 percent to

30.0 percent on the reported basis or from 27.1 percent to 30.0 percent on the adjusted basis. Higher depreciation and amortization due to the takeover of the second international passenger terminal at Antalya Airport and continued capital spending at Frankfurt Airport resulted in a **Group EBIT** of €167.7 million. Year-on-year, this represents an increase of €20.6 million or 14.0 percent and an adjusted increase of €22.8 million or 15.7 percent.

The **financial result** deteriorated noticeably compared to the previous year, falling from – €40.0 million to – €92.6 million (down €52.6 million). Responsible for this drop was among others a rise in net financial debt. In addition, unrealized losses from interest rate hedges and unrealized currency translation effects resulted in the other financial result dropping from €1.7 million to – €26.8 million. At €20.6 million, interest income in the reporting period was €3.8 million below the 2009 result, despite higher Group liquidity. This was due to the partial payment to Celanese AG/Ticona GmbH in the previous year, which had a positive one-off effect on interest income of €9.4 million in 2009.

Group profit declined by €14.6 million (down 21.9 percent) year-on-year to €52.0 million because of the deteriorating financial result. **Basic earnings per share** decreased accordingly from €0.72 to €0.55. The **tax rate** reached 30.8 percent in the reporting period.

Segment Reporting

Because of the first-time application of IFRIC 12 and reallocation measures, which mainly affected the airport clinic and fire stations at Frankfurt Airport in the Aviation, Retail & Real Estate and Ground Handling segments, the segments revenue and earnings for the first half 2009 have been adjusted. A reconciliation statement can be found in the Notes of this Report.

Aviation

€ million	6M 2010	6M 2009 adjusted	Change	Change in %
Revenue	324.5	330.2	– 5.7	– 1.7
EBITDA	57.2	51.3	5.9	11.5
EBIT	20.6	15.3	5.3	34.6
Average number of employees	6,051	6,441	– 390	– 6.1

€ million	Q2 2010	Q2 2009 adjusted	Change	Change in %
Revenue	168.6	175.4	– 6.8	– 3.9
EBITDA	43.7	38.6	5.1	13.2
EBIT	25.3	20.5	4.8	23.4
Average number of employees	6,099	6,353	– 254	– 4.0

The development of the Aviation segment in the first half of 2010 was impacted by two different effects. On the one hand, the positive development of air traffic volumes at Frankfurt Airport resulted in revenue increasing by around €3 million – despite the negative effects from the ash cloud in April. On the other hand, the decision by BMI to award the contract for passenger screening security services in FRA's Terminal 2 to a competitor as of January 1, 2010, impacted revenue and also resulted in the drop in revenue in this segment.

However, as no further expenses were incurred for this service, the negative effects on revenue were essentially negligible as far as the segment's EBITDA was concerned. The segment EBITDA increased correspondingly from €51.3 million to €57.2 million or 11.5 percent. Because of continuously high depreciation and amortization, EBIT for the segment reached €20.6 million, up €5.3 million year-on-year.

Retail & Real Estate

€ million	6M 2010	6M 2009 adjusted	Change	Change in %
Revenue	186.0	178.3	7.7	4.3
EBITDA	144.9	140.7	4.2	3.0
EBIT	111.9	114.1	– 2.2	– 1.9
Average number of employees	606	602	4	0.7

€ million	Q2 2010	Q2 2009 adjusted	Change	Change in %
Revenue	95.1	89.7	5.4	6.0
EBITDA	75.6	74.1	1.5	2.0
EBIT	58.2	60.3	– 2.1	– 3.5
Average number of employees	606	603	3	0.5

Revenue in the Retail & Real Estate segment grew by €7.7 million or 4.3 percent year-on-year to €186.0 million. The increase was mainly due to higher proceeds from the retail and parking business. Net retail revenue per passenger increased by €0.12 or 4.1 percent year-on-year to €3.02. Segment costs increased slightly, one of the reasons being higher energy costs.
Because revenue increased disproportionately compared to costs, the segment EBITDA rose from €140.7 million to €144.9 million, in other words by 3.0 percent. Higher depreciation and amortization due to newly and retrospectively recognized items resulted in the segment EBIT decreasing by €2.2 million or 1.9 percent to €111.9 million. The segment's EBITDA and EBIT margins remained at high levels at 77.9 percent and 60.2 percent respectively.

Ground Handling

€ million	6M 2010	6M 2009 adjusted	Change	Change in %
Revenue	319.2	298.6	20.6	6.9
EBITDA	14.1	7.2	6.9	95.8
EBIT	– 2.7	– 9.3	6.6	–
Average number of employees	8,462	8,222	240	2.9

€ million	Q2 2010	Q2 2009 adjusted	Change	Change in %
Revenue	160.0	155.9	4.1	2.6
EBITDA	8.8	11.6	– 2.8	– 24.1
EBIT	1.5	3.5	– 2.0	– 57.1
Average number of employees	8,537	8,212	325	4.0

Revenue in the Ground Handling segment rose from €298.6 million to €319.2 million (up 6.9 percent), mainly due to positive air traffic developments. In addition to the increase in passenger figures and maximum take-off weights, the positive development of the airfreight business handled by Fraport's FCS cargo subsidiary contributed strong with €16.2 million to revenue growth. In contrast, changes in billing for aircraft cabin cleaning services, effective as of January 1, 2010, depressed segment revenue by €5.1 million. Since January 1, 2010, the at equity investment ASG bills cabin cleaning services directly to Deutsche Lufthansa instead of via Fraport AG. However, concurrent cost reductions curbed the negative effect on the segment EBITDA.
The segment EBITDA increased significantly by €6.9 million or 95.8 percent to €14.1 million in the reporting period because the cost development was below average compared to revenue. Depreciation on capital expenditures resulted in a comparatively lower increase in the segment EBIT. With – €2.7 million, segment EBIT improved by €6.6 million on the previous year's level.

External Activities & Services

€ million	6M 2010	6M 2009 adjusted	Change	Change in %
Revenue	185.7	155.4	30.3	19.5
EBITDA	88.4	63.8	24.6	38.6
EBIT	37.9	27.0	10.9	40.4
Average number of employees	4,405	4,874	– 469	– 9.6

€ million	Q2 2010	Q2 2009 adjusted	Change	Change in %
Revenue	115.6	85.0	30.6	36.0
EBITDA	60.7	35.7	25.0	70.0
EBIT	34.5	17.0	17.5	>100
Average number of employees	4,619	4,980	– 361	– 7.2

Reaching €185.7 million in the first half of 2010, revenue of the External Activities & Services segment increased considerably by €30.3 million or 19.5 percent above the previous year's level. Adjusted for the investment in Hahn Airport, which was sold in the previous year, revenue went up by €36.1 million or 24.1 percent in the reporting period [3]. This increase was mainly due to the positive development in Antalya (up €26.1 million) and Lima (up €3.9 million). In addition to rising passenger demand, the Antalya shareholding profited from the first-time inclusion of the second international terminal. The segment's operating expenses were 0.5 percent down year-on-year as expenses for Hahn Airport were no longer recognized. Adjusted for this investment, operating expenses saw a below average increase compared to revenue by 3.7 percent.
The segment EBITDA went up despite the €5.6 million receivable from the loss compensation from Hahn Airport, which had been recognized in the previous year, from €63.8 million to €88.4 million or 38.6 percent. Adjusted for the receivable from Hahn Airport and the deconsolidation after the sale of the investment, the segment EBITDA rose from €60.5 million in the previous year to €88.4 million in the reporting period, corresponding to an increase of €27.9 million or 46.1 percent. At €37.9 million, the segment EBIT was €10.9 million or 40.4 percent up year-on-year despite higher depreciation and amortization due to the second international terminal at Antalya Airport being included in reporting period for the first time. Adjusted for the one-off effects described before, EBIT rose by €12.3 million or 48.1 percent.

The following table shows the **pre-consolidation business figures** for Fraport's key investments outside Frankfurt (previous year's values adjusted due to IFRIC 12):

	Fraport share	Revenue € million		
		6M 2010	6M 2009	Δ %
Antalya [1]	51%/50%	104.4	52.2	100.0
Lima [2]	70.01%	63.1	59.1	6.8
Twin Star	60%	11.3	10.5	7.6

	Fraport share	EBITDA € million		
		6M 2010	6M 2009	Δ %
Antalya [1]	51%/50%	74.4	17.9	>100
Lima [2]	70.01%	23.4	20.6	13.6
Twin Star	60%	4.2	3.5	20.0

	Fraport share	EBIT € million		
		6M 2010	6M 2009	Δ %
Antalya [1]	51%/50%	28.1	0.3	>100
Lima [2]	70.01%	17.4	14.5	20.0
Twin Star	60%	0.5	0.1	>100

[1] Since September 24, 2009 including the second international terminal. Proportionate consolidation with 51% voting interest and 50% equity share since January 5, 2009. Values correspond to 100% figures before proportionate consolidation

[2] Figures in accordance with IFRS accounting standards, local GAAP figures might differ

[3] In contrast to the adjustment of revenue and earnings figures at Group level, the values for the segment levels may differ from those shown in the table on page 6 due to internal cost allocation.

Asset and Financial Situation

Adjustment of the asset and financial situation

Because of the first-time application of IFRIC 12 the previous year's values have been adjusted. A reconciliation statement of consolidated values is contained in the Notes to this report.

Capital expenditures

Fraport Group invested a total of €509.6 million in the first half of 2010. Year-on-year, this corresponds to a decrease of just under €200 million, of which the majority of around €150 million was attributable to Fraport Group's investments (amongst them in the previous year: acquisition of further shares in the operating company of the Antalya concession).
Frankfurt Airport, Fraport Group's home base, accounted for the lion's share of the investment volume with approximately €290 million (including €25.9 million in recognized interest expenses, according to IAS 23). Investments continued to focus on expanding the airport (around €120 million) and measures for expanding and modernizing the existing terminals and facilities, the "FRA North projects" (around €85 million). As part of those projects, capital expenditure mainly concentrated on building Pier A-Plus and remodelling the terminals for the Airbus 380. Fraport Group's **equity investments** amounted to approximately €15 million in the reporting period. Most of the **financial investments** (around €205 million) were securities and promissory note loans (almost €185 million).

Cash flow statement

Cash flow from operating activities reached €125.0 million in the first half of 2010. This represents a year-on-year drop of €33.6 million or 21.2 percent. The main reason for this decline was an increase in receivables and a decrease in trade accounts payable, as of the reporting date.
Cash flow used in investing activities was down by €792.8 million or 80.9 percent year-on-year to €186.9 million. This was primarily due to the advance partial payment to Celanese AG/Ticona GmbH in the first quarter 2009, which caused additional cash outflow of €322.1 million in the previous year. In addition, proceeds from the disposal of current and non-current financial assets in the amount of €293.6 million, reduced the reported cash outflow additionally in the period under review.
Cash flow from financing activities dropped by €780.6 million, or 86.3 percent compared to the previous year, to €124.4 million. This low cash inflow was mainly due to fewer non-current financial liabilities being taken on. In the previous year, these loans were mainly taken for increasing the reserve financing for the capital expenditures at Frankfurt Airport (– €970.8 million).
According to the cash flow statement **cash and cash equivalents** at the end of the first half therefore amounted to €140.2 million, around €1,055 million less than in the previous year. In addition, €1,649.8 million term money had a remaining term of more than three months at the time of acquisition, thus contributing to the difference between cash and cash equivalents reported in the balance sheet and cash and cash equivalents recognized in the cash flow statement (term money as of December 31, 2009: €1,698.4 million). Fraport Group's **liquidity** (cash and cash equivalents reported in the balance sheet plus short-term realizable assets recognized in "Other financial assets" and "Other receivables and financial assets") amounted to €2,521.8 million at the end of the first half of the year (previous year: €1,726.0 million). In connection with financing the concession in Antalya, a bank deposit of €34.4 million cash additionally is subject to drawing restriction.

Due to the ongoing investment in property, plant and equipment, **free cash flow** remained negative at – €221.6 million after the first six months (previous year: – €560.8 million as a result of the early Ticona payment).

Asset and capital structure

Compared to the balance sheet total on December 31, 2009, **total assets of Fraport Group** rose by almost €215 million or 2.4 percent to €9,078.5 million in the first six months of 2010. The reason therefore being an increase in non-current assets and non-current liabilities.

The rise in **non-current assets** in the reporting period by roughly €295 million or 4.6 percent to €6,645.5 million resulted mainly from ongoing capital spending at Frankfurt Airport (item: Property, plant and equipment) as well as from investing non-current financial assets as part of financial asset management (item: Other financial assets). **Current assets**, on the other hand, dropped from €2,512.2 million to €2,433.0 million (– 3.2 percent), the main reason being the disposal of cash investments for financing capital expenditure.

Due to the distribution of Group retained earnings for fiscal year 2009, **shareholders' equity** was €63.3 million or 2.5 percent lower than on December 31, 2009, and amounted to €2,494.5 million in the period under review. The **equity ratio** (equity excluding minority interests and Group retained earnings) therefore dropped slightly from 27.4 percent to 27.2 percent.

Non-current liabilities rose by approximately €190 million to €5,746.0 million. The main part resulted from the investments in Antalya and Lima. The €73.7 million increase in other liabilities resulted, amongst other things, from a loss in the fair value of derivatives. **Current liabilities** rose by around €105 million or 14.5 percent to €838.0 million in the period under review, particularly due to increased current financial liabilities.

Fraport Group's **gross debt** totaled €4,508.8 million at the end of the first half of the year, an increase of around €265 million compared to the reporting date on December 31, 2009. After deducting the **Group's liquidity** of €2,521.8 million, **net debt** reached €1,987.0 million as at June 30, 2010, exceeding the level of December 31, 2009, by €342.5 million or 20.8 percent. The **gearing ratio** therefore reached 82.2 percent at the end of the first half of the year (adjusted value as at December 31, 2009: 67.9 percent).

Employees

	6M 2010	6M 2009	Change	Change in %
Fraport Group	19,524	20,139	– 615	– 3.1
thereof				
in Frankfurt	17,352	17,514	– 162	– 0.9
Investments	8,375	8,765	– 390	– 4.4

Compared to the first six months of 2009, the average number of employees at Fraport Group dropped by 615 or 3.1 percent to 19,524 in the first half of 2010. A major reason for these numbers going down was the subsidiary FraSec employing 349 fewer people in the wake of the BMI awarding the contract for security services in FRA's Terminal 2 to a competitor. In addition, headcount at the investments Fraport Twin Star in Bulgaria and Fraport IC Ictas in Turkey declined. In contrast, benefiting from growing traffic, Fraport's APS and FCS subsidiaries expanded their workforce in Frankfurt by 332 and 55 people respectively.

Miscellaneous

Business Forecast

Curbed by the economic crisis since the end of 2008, business travel activity, which is vital for Frankfurt Airport, is likely to gradually recover during 2010. However, it will not be able to fully offset the slumps seen in the previous year. Fraport considers the booking situation in leisure travel as slightly positive. Overall, Fraport expects passenger air traffic at Frankfurt Airport to grow by 3 to 4 percent (driven especially by rising intercontinental traffic) in view of the low base-year level, the positive development in 2010 so far and the moderate recovery of the German economy.
Cargo tonnage at Frankfurt Airport will show strong double-digit growth for the entire year 2010, due to the global economy and global trade picking up noticeably.

Stock Option Plan

Fraport AG's second stock option plan (MSOP 2005) became effective upon resolution of the Annual General Meeting on June 1, 2005, replacing the old stock option plan (MSOP 2001). This second stock option plan also complies with the German Corporate Government Code's increased requirements regarding the design of the variable remuneration for Fraport AG Executive Board members, directors of affiliated companies and other selected managers of Fraport AG and Fraport affiliates. As at June 30, 2010, the total number of stock options issued under both stock option plans amounted to 2,016,150. With the start of the fifth and final tranche in 2009, a total of 1,143,100 stock options have been issued under the MSOP 2005, some 282,800 of which have expired and 44,700 of which have been exercised.

Treasury Shares

Fraport AG held 77,365 treasury shares on June 30, 2010. This represents a decrease of 6,864 shares compared to the end of fiscal year 2009. These shares were issued as part of the Executive Board remuneration.

Contingent Liabilities and Other Financial Commitments

Fraport contractually agreed on a Group shareholder loan to Northern Capital Gateway LLC (project company) for financing the development and modernization of Pulkovo Airport in Saint Petersburg. As at the reporting date, Fraport incurred €155.5 million in financial liabilities from this agreement.

Compared to December 31, 2009, order commitments were up by €84.0 million.

There have been no other major changes since December 31, 2009.

Risk and Opportunity Report

For details on the effects of the eruption of the Icelandic volcano Eyjafjallajökull on April 15, 2010, please refer to the section "Highlights and Key Figures" on page 1 of this Interim Report. In case of events which cause disruption to air traffic at a domestic and international level (e.g., natural disasters, terror attacks), there is a potential risk that these events will impact the business operations of one or several of the Fraport Group's airports.

Under the austerity measures introduced on June 7, 2010, the German government intends to levy an eco tax on air traffic for all passengers departing from German airports. Especially the inclusion of transfer passengers and/or cargo as well as an overcharging of intercontinental passengers poses a risk of air traffic shifting from Frankfurt Airport to tax-free airport abroad as passengers will try to avoid these taxes. This would have a significant negative financial impact on Fraport AG.

As of December 31, 2009, as in previous years, Fraport reported that the majority of capital expenditure already capitalized for the expansion of Frankfurt Airport would be significantly impaired if the airport expansion was not feasible due to the remaining legal risks or serious delays. Due to construction work progressing, total capital expenditure already capitalized for the expansion of the airport and ordered goods went up from €1,459.8 million as at December 31, 2009, to €1,666.7 million as at June 30, 2010.

Fraport reported in its Annual Report 2009 as at December 31, 2009, that there was a serious risk of air traffic suffering from the effects of so-called "swine flu". Based on current knowledge about the virus, this risk no longer exists.

There were no other significant changes in the risks and opportunities presented in the Annual Report 2009 (page 70 et seq.) Currently no risks are discernable that could jeopardize Fraport Group's ongoing business.

Significant Events After the Balance Sheet Date

With the partial arbitral award rendered in the PIATCO arbitration procedures on July 22, 2010, the ICC International Court of Arbitration dismissed both PIATCO's arbitration claim as well as the Philippine government's counterclaim. Like the World Bank's International Centre for Settlement of Investment Disputes (ICISD), with its decision of August 16, 2007, the ICC arbitration tribunal arrived at the conclusion that PIATCO violated the anti-dummy law and that the action should therefore be dismissed. Fraport is currently evaluating the decision in detail.

There were no other significant events after the June 30, 2010, balance sheet date.

Outlook 2010

Because of the positive business development in the first half of 2010, Fraport AG expects passenger traffic at **Frankfurt Airport** to increase by 3 to 4 percent for the entire fiscal year 2010, despite the negative impact of the volcano eruption. **Group EBITDA** is expected to reach around €670 million to €680 million. **Group profit** is expected to be up year-on-year due to improved EBITDA.

After conclusion of the first half of 2010, the forecasts for development at a segment level published in Fraport's Annual Report 2009 and the Group Interim Report as at March 31, 2010, have been revised as follows:

In view of business developments up to now and the positive forecast for the second half of 2010, Fraport AG now anticipates that segment revenue, EBITDA and EBIT will increase in the **Aviation** and **Ground Handling** segments. The **Retail & Real Estate** segment should also continue the positive development of the current fiscal year. Segment revenue as well as EBITDA are therefore expected to rise compared to fiscal year 2009. The segment EBIT should fall slightly below figures in 2009 due to continuing negative effects from depreciation and amortization. The 2009 forecast given in the Annual Report 2009 for the **External Activities & Services** segment, on the other hand, remains the same.

The outlook is based on the business development to date and does not take into account any negative effects resulting from possible new financial market turbulences or latent risks such as volcanic eruptions, terrorism, epidemics or similar disruptive events.

Where the statements made in this document relate to the future rather than the past, these statements are based on a number of assumptions about future events and are subject to a number of uncertainties and other factors, many of which are beyond the control of Fraport AG Frankfurt Airport Services Worldwide and which could have the effect that the actual results will differ materially from these statements. These factors include not only the competitive environment in liberalized markets, regulatory changes, the success of business operations, as well as a substantial deterioration of basic economic conditions in the markets in which Fraport AG Frankfurt Airport Services Worldwide and its investments operate. Readers are cautioned not to rely to an inappropriately large extent on statements made about the future.

Consolidated Financial Statements as at June 30, 2010

Consolidated Income Statement

€ million	6M 2010	6M 2009 adjusted	Q2 2010	Q2 2009 adjusted
Revenue	**1,015.4**	**962.5**	**539.3**	**506.0**
Change in work-in-process	– 0.3	0.1	– 0.5	– 0.3
Other internal work capitalized	15.8	18.1	8.1	11.4
Other operating income	26.7	25.2	17.1	7.8
Total revenue	**1,057.6**	**1,005.9**	**564.0**	**524.9**
Cost of materials	– 230.7	– 230.8	– 109.4	– 113.4
Personnel expenses	– 448.4	– 433.2	– 225.9	– 214.1
Other operating expenses	– 73.9	– 78.9	– 39.9	– 37.4
EBITDA	**304.6**	**263.0**	**188.8**	**160.0**
Depreciation and amortization	– 136.9	– 115.9	– 69.3	– 58.7
EBIT (= Operating profit)	**167.7**	**147.1**	**119.5**	**101.3**
Interest income	20.6	24.4	10.7	6.1
Interest expenses	– 90.1	– 61.3	– 46.5	– 29.5
Share of results from investments accounted for using the equity method	3.7	2.2	3.7	2.6
Write-downs on financial assets	0.0	– 7.0	0.0	– 7.0
Income from investments	0.0	0.0	0.0	0.0
Other financial result	– 26.8	1.7	– 18.2	– 0.3
Financial result	**– 92.6**	**– 40.0**	**– 50.3**	**– 28.1**
EBT (= Result from ordinary operations)	**75.1**	**107.1**	**69.2**	**73.2**
Taxes on income	– 23.1	– 40.5	– 21.2	– 26.6
Group profit	**52.0**	**66.6**	**48.0**	**46.6**
Profit attributable to minority interests	**1.1**	**0.2**	**1.7**	**0.7**
Profit attributable to equity holders of Fraport AG	**50.9**	**66.4**	**46.3**	**45.9**
Earnings per €10-share in €				
basic	**0.55**	**0.72**	**0.50**	**0.50**
diluted	**0.55**	**0.72**	**0.50**	**0.50**

Consolidated Statement of Comprehensive Income

€ million	6M 2010	6M 2009 adjusted	Q2 2010	Q2 2009 adjusted
Group profit	52.0	66.6	48.0	46.6
Fair value changes of derivatives				
Changes directly recognized in equity	– 68.7	– 12.0	– 44.6	24.2
thereof realized gains (+)/losses (–)	– 15.9	– 3.0	– 19.6	– 1.0
Deferred taxes related to those items	15.7	2.6	7.1	– 7.5
Changes in the figures recognized in equity	**– 37.1**	**– 6.4**	**– 17.9**	**17.7**
Fair value changes of financial instruments held for sale				
Changes directly recognized in equity	7.0	– 3.8	– 9.6	6.6
thereof realized gains (+)/losses (–)	– 1.0	0.0	– 1.0	0.0
Deferred taxes related to those items	– 0.4	0.3	0.3	– 0.1
Changes in the figures recognized in equity	**7.6**	**– 3.5**	**– 8.3**	**6.5**
Foreign currency translation of subsidiaries	**18.9**	**3.3**	**11.6**	**1.7**
Total income and expenses recognized in equity	**– 10.6**	**– 6.6**	**– 14.6**	**25.9**
Comprehensive income	**41.4**	**60.0**	**33.4**	**72.5**
thereof attributable to				
Minority interest	3.3	0.2	4.5	0.7
Shareholders of Fraport AG	38.1	59.8	28.9	71.8

Consolidated Statement of Financial Position

Assets

€ million	June 30, 2010	December 31, 2009 adjusted
Non-current assets		
Goodwill	40.0	40.0
Other intangible assets	33.7	34.0
Investments in airport operating projects	1,118.3	1,098.4
Property, plant and equipment	4,658.4	4,486.4
Investment property	34.7	34.7
Investments accounted for using the equity method	97.1	72.9
Other financial assets	520.6	474.7
Other receivables and financial assets	23.0	20.0
Income tax receivables	24.1	23.6
Deferred tax assets	95.6	68.3
	6,645.5	**6,353.0**
Current assets		
Inventories	54.8	54.0
Trade accounts receivable	188.1	158.4
Other receivables and other assets	359.8	492.2
Income tax receivables	5.9	5.3
Cash and cash equivalents	1,824.4	1,802.3
	2,433.0	**2,512.2**
	9,078.5	**8,865.2**

Liabilities and equity

€ million	June 30, 2010	December 31, 2009 adjusted
Shareholders' equity		
Issued capital	918.4	917.7
Capital reserves	581.1	578.3
Revenue reserves	919.2	933.0
Group retained earnings		106.2
Group result Jan. 1 – June 30, 2010	50.9	
Issued capital and reserves attributable to equity holders of Fraport AG	2,469.6	2,535.2
Minority interests presented within equity	24.9	22.6
	2,494.5	**2,557.8**
Non-current liabilities		
Financial liabilities	4,275.0	4,126.9
Trade accounts payable	71.7	114.7
Other liabilities	978.4	904.7
Deferred tax liabilities	152.6	143.9
Provisions for pensions and similar obligations	21.5	20.3
Provisions for income taxes	118.0	135.0
Other provisions and accruals	128.8	129.9
	5,746.0	**5,575.4**
Current liabilities		
Financial liabilities	233.8	118.9
Trade accounts payable	193.6	219.8
Other liabilities	186.9	147.7
Provisions for income taxes	4.2	6.7
Other provisions and accruals	219.5	238.9
	838.0	**732.0**
	9,078.5	**8,865.2**

Consolidated Statement of Cash Flows

€ million	6M 2010	6M 2009 adjusted
Profit attributable to equity holders of Fraport AG	**50.9**	**66.4**
Profit attributable to minority interests	1.1	0.2
Adjustments for:		
Taxes on income	23.1	40.5
Depreciation (incl. impairments on financial assets)	136.9	115.9
Interest result	69.5	36.9
Gains/losses from disposal on non-current assets	2.1	0.3
Others	8.1	5.6
Changes in investments accounted for using the equity method	– 3.7	– 2.2
Changes in inventories	– 0.8	3.0
Changes in receivables and other assets	– 48.2	– 37.4
Changes in liabilities	– 36.3	6.4
Changes in provisions	– 13.2	– 25.6
Operational activities	189.5	210.0
Financial activities		
Interest paid	– 32.4	– 31.9
Interest received	7.9	22.7
Taxes on income paid	– 40.0	– 42.2
Cash flow from operating activities	**125.0**	**158.6**
Capital expenditures for intangible assets	– 1.9	– 2.5
Investments in airport operating projects	– 61.9	– 10.9
Capital expenditures for property, plant and equipment	– 282.8	– 705.9
Investment property	0.0	– 0.1
Capital expenditures for investments accounted for using the equity method	– 13.8	0.0
Other financial investments (long-term)	– 184.8	– 150.3
Other financial investments (short-term)	0.0	– 110.6
Changes in cash and cash equivalents (with a duration of more than three months)	48.6	0.0
Acquisition of consolidated companies	0.0	– 4.3
Disposal of consolidated companies	0.0	– 0.8
Proceeds from disposal of non-current assets	16.1	5.7
Proceeds from disposals of current and non-current financial assets	293.6	0.0
Cash flow used in investing activities	**– 186.9**	**– 979.7**
Dividends paid to shareholders of Fraport AG (parent company)	– 105.5	– 105.4
Dividends paid to minority shareholders	– 1.0	– 1.2
Capital increase	3.3	5.3
Proceeds from issuance of long-term debt	128.6	1,099.4
Repayment of long-term debt	– 2.4	– 28.2
Changes in short-term debt	101.4	– 64.9
Cash flow from financing activities	**124.4**	**905.0**
Consolidation effects on cash and cash equivalents	0.0	0.6
Restricted cash	– 34.4	– 42.4
Change in cash and cash equivalents	**28.1**	**42.1**
Cash and cash equivalents on January 1	73.9	1,120.6
Foreign currency translation effects on cash and cash equivalents	8.2	0.1
Restricted cash previous year	30.0	34.2
Cash and cash equivalents on June 30	**140.2**	**1,197.0**

Consolidated Statement of Changes in Equity

€ million	Issued capital	Capital reserves	Revenue reserves: Legal reserves	Revenue reserves: Revenue reserves	Revenue reserves: Foreign currency reserves	Revenue reserves: Revaluation reserves	Group retained earnings	Equity attributable to shareholders of Fraport AG	Equity attributable to minority interests	Total equity
Balance at Jan. 1, 2010, adj.	**917.7**	**578.3**	**36.5**	**957.6**	**– 5.2**	**– 55.9**	**106.2**	**2,535.2**	**22.6**	**2,557.8**
Foreign currency translation differences	–	–	–	–	16.7	–	–	16.7	2.2	18.9
Fair value of financial assets held for sale	–	–	–	–	–	7.6	–	7.6	–	7.6
Fair value changes of derivatives	–	–	–	–	–	– 37.1	–	– 37.1	–	– 37.1
Net gain (+)/Net costs (–) directly included in equity	0.0	0.0	0.0	0.0	16.7	– 29.5	0.0	– 12.8	2.2	– 10.6
Issue of shares for employee investment plan	0.6	1.5	–	–	–	–	–	2.1	–	2.1
Transfer of treasury shares	0.1	0.1	–	–	–	–	–	0.2	–	0.2
Management stock options plan										
– Capital increase for the exercise of options	–	–	–	–	–	–	–	0.0	–	0.0
– Value of performed services	–	1.2	–	–	–	–	–	1.2	–	1.2
Distribution	–	–	–	–	–	–	– 105.5	– 105.5	– 1.0	– 106.5
Group profit Jan. 1 to June 30, 2010	–	–	–	–	–	–	50.9	50.9	1.1	52.0
Consolidation activity/ other changes	–	–	–	– 1.0	–		– 0.7	– 1.7	–	– 1.7
Balance at June 30, 2010	**918.4**	**581.1**	**36.5**	**956.6**	**11.5**	**– 85.4**	**50.9**	**2,469.6**	**24.9**	**2,494.5**
Balance at Jan. 1, 2009, adj.	**916.1**	**573.1**	**36.5**	**919.2**	**– 1.3**	**– 52.1**	**105.6**	**2,497.1**	**50.1**	**2,547.2**
Foreign currency translation differences	–	–	–	–	3.3	–	–	3.3		3.3
Fair value changes of financial assets held for sale	–	–	–	–	–	– 6.4	–	– 6.4	–	– 6.4
Fair value changes of derivatives	–	–	–	–	–	– 3.5	–	– 3.5	–	– 3.5
Net gain (+)/Net costs (–) directly included in equity	0.0	0.0	0.0	0.0	3.3	– 9.9	0.0	– 6.6	0.0	– 6.6
De-consolidation Hahn Airport	–	–	–	–	–	–	–	0.0	– 33.7	– 33.7
Issue of shares for employee investment plan	1.4	2.4	–	–	–	–	–	3.8	–	3.8
Transfer of treasury shares	0.1	0.1	–	–	–	–	–	0.2	–	0.2
Management stock option plan										
– Capital increase for the exercise of options	0.1	0.1	–	–	–	–	–	0.2	–	0.2
– Value of performed services	–	1.3	–	–	–	–	–	1.3	–	1.3
Distribution	–	–	–	–	–	–	– 105.4	– 105.4	– 1.2	– 106.6
Group profit Jan. 1 to June 30, 2009	–	–	–	–	–	–	66.4	66.4	0.2	66.6
Consolidation activity/other changes	–	–	–	1.3	–	–	– 0.2	1.1	–	1.1
Balance at June 30, 2009, adj.	**917.7**	**577.0**	**36.5**	**920.5**	**2.0**	**– 62.0**	**66.4**	**2,458.1**	**15.4**	**2,473.5**

Segment Reporting

€ million		Aviation	Retail & Real Estate	Ground Handling	External Activities & Services	Adjustment	Group
Revenue	6M 2010	324.5	186.0	319.2	185.7		1,015.4
	6M 2009	330.2	178.3	298.6	155.4		962.5
Other income	6M 2010	21.9	6.7	8.8	4.8		42.2
	6M 2009	18.4	6.5	6.1	12.4		43.4
Third-party revenue	**6M 2010**	**346.4**	**192.7**	**328.0**	**190.5**		**1,057.6**
	6M 2009	**348.6**	**184.8**	**304.7**	**167.8**		**1,005.9**
Inter-segment revenue	6M 2010	28.7	94.5	10.9	142.9	– 277.0	
	6M 2009	30.5	96.3	10.7	142.1	– 279.6	
Total revenue	**6M 2010**	**375.1**	**287.2**	**338.9**	**333.4**	**– 277.0**	**1,057.6**
	6M 2009	**379.1**	**281.1**	**315.4**	**309.9**	**– 279.6**	**1,005.9**
EBITDA	**6M 2010**	**57.2**	**144.9**	**14.1**	**88.4**		**304.6**
	6M 2009	**51.3**	**140.7**	**7.2**	**63.8**		**263.0**
Depreciation and amortization	6M 2010	36.6	33.0	16.8	50.5		136.9
of segment assets	6M 2009	36.0	26.6	16.5	36.8		115.9
Segment result (EBIT)	**6M 2010**	**20.6**	**111.9**	**– 2.7**	**37.9**		**167.7**
	6M 2009	**15.3**	**114.1**	**– 9.3**	**27.0**		**147.1**
Book value of segment assets	**6M 2010**	**4,128.6**	**2,343.0**	**713.1**	**1,768.2**	**125.6**	**9,078.5**
	FY 2009 adjusted	**3,998.1**	**2,299.8**	**737.6**	**1,732.5**	**97.2**	**8,865.2**

Selected Notes

Accounting Policies

Fraport Group's interim financial statements for the period ending June 30, 2010, have been prepared in accordance with IAS 34 and – like the consolidated financial statements for the year ended December 31, 2009 – in compliance with the International Financial Reporting Standards (IFRS) issued by the International Accounting Standards Board (IASB) and the interpretation thereof by the International Financial Reporting Interpretations Committee (IFRIC). All official bulletins of the IASB with mandatory application within the EU as of January 1, 2010, have been taken into account.
This interim report also meets the requirements of the German Accounting Standard (DRS 16) on interim financial reporting approved on May 5, 2008, by the German Accounting Standards Committee (GASC) and published by the German Ministry of Justice (BMJ) on July 24, 2008.
Regarding the accounting policies used in Group accounting, we refer to the Group notes of the Annual Report (pages 94 et seq.) for the period ended December 31, 2009.

The interim financial statements were not reviewed or audited by an independent auditor.

On November 30, 2006, IFRIC issued the Interpretation **IFRIC 12** "Service Concession Arrangements". IFRIC 12 clarifies the accounting of service concession arrangements by private sector operators which provide public services on behalf of government or other public sector entities. IFRIC 12 is effective for annual periods beginning on or after January 1, 2008, and **is generally to be applied retroactively**. However, the EU has changed the effective date for application set out in the IASB standard (Commission Regulation No 254/2009 from March 26, 2009). According to Article 2 of the EU regulation, a company has to apply IFRIC 12, at the latest, as from the commencement date of its first financial year starting after March 29, 2009. Service concession arrangements existing as at January 1, 2010, as part of Fraport's airport management projects in Peru, Bulgaria and Turkey will be retroactively recognized in the Fraport Group accounts according to IFRIC 12. The following table shows the effects of the first-time application of IFRIC 12 on the consolidated financial position and consolidated income statement:

€ million	*Dec. 31, 2009*	*Dec. 31, 2009 adjusted*	*Adjustment*	*June 30, 2009*	*June 30, 2009 adjusted*	*Adjustment*
Financial position adjustments						
Investments in airport operating projects	902.3	1,098.4	196.1	919.4	1,120.5	201.1
Deferred tax assets	56.2	68.3	12.1	36.2	48.2	12.0
Other liabilities						
non-current	692.1	904.7	212.6	706.6	924.4	217.8
current	131.2	147.7	16.5	105.6	120.5	14.9
Deferred tax liabilities	139.7	143.9	4.2	165.6	169.9	4.3
Shareholders' equity	2,582.9	2,557.8	– 25.1	2,497.4	2,473.5	– 23.9
Income statement adjustments						
Revenue	1,972.6	2,010.3	37.7	945.5	962.5	17.0
Cost of materials	– 450.7	– 471.6	– 20.9	– 221.4	– 230.8	– 9.4
Depreciation and amortization	– 262.5	– 268.8	– 6.3	– 112.6	– 115.9	– 3.3
Interest expenses	– 123.1	– 140.3	– 17.2	– 52.4	– 61.3	– 8.9
Taxes on income	– 43.9	– 42.5	1.4	– 41.6	– 40.5	1.1
Net income for the year/ result for the period	157.3	152.0	– 5.3	70.1	66.6	– 3.5

Because of the first-time application of IFRIC 12 and reallocation measures, which mainly affected the airport clinic and fire stations at Frankfurt Airport in the Aviation, Retail & Real Estate and Ground Handling segments, the segment revenue and earnings for the first half 2009 have been adjusted as follows:

Aviation

€ million	6M 2009 reported	6M 2009 adjusted	Adjustment
Revenue	329.5	330.2	0.7
EBITDA	51.5	51.3	– 0.2
EBIT	15.7	15.3	– 0.4
Employees	6,418	6,441	23

Retail & Real Estate

€ million	6M 2009 reported	6M 2009 adjusted	Adjustment
Revenue	178.6	178.3	– 0.3
EBITDA	139.8	140.7	0.9
EBIT	113.0	114.1	1.1
Employees	603	602	– 1

Ground Handling

€ million	6M 2009 reported	6M 2009 adjusted	Adjustment
Revenue	299.0	298.6	– 0.4
EBITDA	7.5	7.2	– 0.3
EBIT	– 9.0	– 9.3	– 0.3
Employees	8,244	8,222	– 22

External Activities & Services

€ million	6M 2009 reported	6M 2009 adjusted	Adjustment
Revenue	138.4	155.4	17.0
EBITDA	56.6	63.8	7.2
EBIT	23.1	27.0	3.9
Employees	4,874	4,874	0

Companies Included in Consolidation

As at June 30, 2010, a total of 54 companies have been consolidated in the Fraport Group. There were no changes regarding the companies included in consolidation compared to December 31, 2009.

Related Party Disclosures

There were no material changes as of the balance sheet date June 30, 2010. As disclosed under item 51 (page 154 et seq.) of the Group notes in the Annual Report 2009, there are numerous other party relationships. Fraport will continue to apply and adhere to the arm’s length principle for all transactions carried out with these related parties.

Procedure for Determining Income Tax

In the interim reporting period, income tax is recognized on the basis of the best estimates made for the weighted average annual income tax rate expected for the full year.

Responsibility Statement

To the best of our knowledge, and in accordance with the applicable reporting principles for interim financial reporting, the Fraport interim consolidated financial statements give a true and fair view of the assets, liabilities, financial position and profit or loss of the Group. Furthermore, the interim management report of the Group includes a fair review of the development and performance of the business and the position of the Group, together with a description of the principal opportunities and risks associated with the expected development of the Group for the remaining months of the fiscal year.

Frankfurt am Main, August 5, 2010

Fraport AG
Frankfurt Airport Services Worldwide
The Executive Board

Dr. S. Schulte H. Mai P. Schmitz Dr. M. Zieschang

Financial calendar

Thursday, November 4, 2010	Report on the 1st nine months of 2010
Friday, March 11, 2011	Preliminary figures 2010
Thursday, March 24, 2011	Annual Report 2010
Thursday, May 12, 2011	Report on the 1st quarter of 2011
Wednesday, June 1, 2011	Annual General Meeting
Thursday, August 4, 2011	Report on the 1st half of 2011
Thursday, November 10, 2011	Report on the 1st nine months of 2011

Traffic calendar

Wednesday, August 11, 2010	July 2010
Friday, September 10, 2010	August 2010
Tuesday, October 12, 2010	September 2010/9M 2010
Wednesday, November 10, 2010	October 2010
Friday, December 10, 2010	November 2010
Friday, January 14, 2011	December 2010/ FY 2010
Thursday, February 10, 2010	January 2011
Friday, March 11, 2010	February 2011
Tuesday, April 12, 2011	March 2011/3M 2011
Thursday, May 12, 2011	April 2011
Tuesday, June 15, 2011	May 2011
Tuesday, July 12, 2011	June 2011/6M 2011
Wednesday, August 10, 2011	July 2011
Monday, September 12, 2011	August 2011
Thursday, October 13, 2011	September 2011/9M 2011
Thursday, November 10, 2011	October 2011
Monday, December 12, 2011	November 2011

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