Group Interim Report

January 1 to June 30, 2014

Contents

Group Interim Management Report

Information about reporting

As of the start of 2014, Fraport has applied the new IFRS 11 accounting standard “Joint Arrangements” for the first time. IFRS 11 stipulates that joint ventures that have until now been proportionately consolidated in the consolidated financial statements must be accounted for and consolidated using the equity method from January 1, 2014 onwards. At Fraport, this has a particular impact on the Group companies of Antalya, N*ICE Aircraft Services & Support GmbH, Medical Airport Service GmbH and AirIT Systems GmbH. The effects resulting from the first-time application of IFRS 11 on the Group interim financial statements are presented in the notes to this report.

An overview of the calculation of financial key figures and a description of specialist terms are presented on page 200 of the 2013 Annual Report.

Overview of Business Development

– Continuing passenger growth at the Frankfurt site despite strikes.

– Traffic development at the foreign airport sites remains positive.

– Group revenue down by 1.6% at €1,122.4 million due to lower capacitive capital expenditure in the Group companies Twin Star and Lima.

– Rise in adjusted revenue to €1,117.4 million (+1.0%)

– Group EBITDA at €354.2 million, an increase of 10.0% above the previous year.

– 11.7% improvement in the Group result to €91.7 million.

– Basic earnings per share at €0.96 (+12.0%).

– Sharp increase in free cash flow, up by €107.6 million to €82.4 million.

Key figures

€ million	6M 2014	6M 2013	Change	Change in %
Revenue	1,122.4	1,140.7	– 18.3	– 1.6
Revenue adjusted by IFRIC 12	1,117.4	1,106.1	11.3	1.0
EBITDA	354.2	322.0	32.2	10.0
EBIT	205.7	179.7	26.0	14.5
EBT	129.1	117.6	11.5	9.8
Group result	91.7	82.1	9.6	11.7
Earnings per share in € (basic)	0.96	0.86	0.1	12.0
Operating cash flow	205.9	205.7	0.2	0.1
Free cash flow	82.4	– 25.2	107.6	–
Shareholders' equity	3,100.5	3,116.7 [1]	– 16.2	– 0.5
Liquidity	1,210.0	1,368.1 [1]	– 158.1	– 11.6
Net financial debt	2,904.4	2,870.6 [1]	33.8	1.2
Total assets	8,698.5	8,835.8 [1]	– 137.3	– 1.6
Average number of employees	20,180	20,595	– 415	2.0

[1] Figures as at December 31, 2013.

€ million	Q2 2014	Q2 2013	Change	Change in %
Revenue	602.7	610.9	– 8.2	– 1.3
Revenue adjusted by IFRIC 12	600.1	594.2	5.9	1.0
EBITDA	219.7	200.5	19.2	9.6
EBIT	144.5	129.5	15.0	11.6
EBT	120.7	111.3	9.4	8.4
Group result	85.7	77.6	8.1	10.4
Earnings per share in € (basic)	0.89	0.80	0.09	11.3
Operating cash flow	131.5	138.4	– 6.9	– 5.0
Free cash flow	62.9	21.2	41.7	–
Average number of employees	20,120	20,663	– 543	– 2.6

Situation of the Group

Changes during the Reporting Period

During the reporting period, there have been no significant changes to the situation of the Fraport Group presented in the 2013 Group management report with respect to operating activities, structure, strategy and control (see 2013 Annual Report beginning on page 26).

Economic Report

General Statement of the Executive Board

Operationally, the first six months of the 2014 fiscal year at the Frankfurt site were characterized by a positive development in passenger traffic. Despite a large number of strike-related flight cancellations, passenger numbers rose 2.4% to around 27.8 million travelers. Cargo tonnage rose by 2.5% to just over 1.0 million metric tons. Passenger numbers at the Group airports outside Germany continued to increase very positively.

In addition to the operating development, in particular the increase in airport and infrastructure charges at the Frankfurt site had a revenue-increasing effect. Adjusted for the recognition of earnings-neutral capacitive capital expenditure in the Group companies Twin Star and Lima, Group revenue grew by 1.0% to €1,117.4 million. Group EBITDA improved by 10.0% to €354.2 million and the Group result was €9.6 million above the previous year at €91.7 million.

Also due to the ongoing solid liquidity resources, the Executive Board describes the Fraport Group's performance in the first half of 2014 overall as positive.

Economic and industry-specific Conditions

Development of the economic conditions

The global economy remained on a growth path in the first half of 2014. Industrialized economies remained key drivers of the economic upturn and trade, although the US economy performed worse in the first quarter of 2014 than previously expected. The weaker momentum of the emerging markets continued to depress the global economy. The Euro zone continued to recover from the recession, even though there continued to be considerable differences between the member states. Supported by Germany's domestic economy, the upturn in the country's economy stabilized in the first half of 2014. Private consumption and capital expenditure remained on an upward trend.

Development of the legal environment

During the reporting period, there were no changes to the legal environment that had a significant influence on the business development of the Fraport Group.

Development of the global aviation market

According to the preliminary figures from Airports Council International (ACI), global passenger traffic grew by 4.8% in the January to May 2014 period. In the same period, air freight volume rose by 3.9%. The European airports managed to achieve disproportionate growth rates both in passenger volume (+5.4%) and in air freight tonnage (+5.1%). In particular, the decreasing effects of the debt crisis and corresponding catch-up effects led to an upturn. The passenger volume of the German airports grew by 2.0% up to and including June 2014. The cargo tonnage (air freight and air mail) also developed positively with an increase of 2.2%.

Passenger and freight development by region

Changes compared to the previous year in %	*Passengers January to May 2014*	*Air freight January to May 2014*
Germany (January to June 2014)	*2.0*	*2.2*
Europe	*5.4*	*5.1*
North America	*2.6*	*2.2*
Latin America	*8.3*	*1.1*
Middle East	*10.0*	*3.9*
Asia/Pacific	*5.4*	*5.0*
Africa	*1.0*	*– 1.6*
World	***4.8***	***3.9***

Source: ACI Passenger Flash and Freight Flash January to May 2014 (ACI, July 8, 2014), ADV for Germany – cargo in place of air freight, figures from January to June 2014 (July 28, 2014).

Significant Events

Zoning decision for the expansion of the airport in Frankfurt supplemented

The Hessian Ministry of Economics, Energy, Transport and Regional Development significantly further extended the zoning decision of December 18, 2007 with the zoning supplement decision of May 26, 2014 regarding existing protection requirements in respect of wake turbulences in relation to the protected zone compared to the first zoning supplement decision concerning wake turbulences of May 10, 2013. More detailed information on the effects on the interim financial statements of the Fraport Group as at June 30, 2014 can be found in the chapter "asset and financial position" beginning on page 7 of this report.

Business Development

Development at the Frankfurt site

The economic expansion also led to positive effects at the Frankfurt site. Almost 27.8 million **passengers** meant growth of 2.4% and a new high in the first half of 2014. However, the strikes by security staff, the public sector and Lufthansa pilots in February through April had negative effects. Around 340,000 passengers were affected by the 2,800 or so strike-related flight cancellations. Without this effect, passenger growth would have been around 1 to 1.5 percentage points higher in the reporting period.

European traffic showed the strongest growth (+6.5%). Increases in the flight schedule in the 2013/14 winter season and in the 2014 summer season largely benefited this region. Southern European traffic additionally benefited from the weakness of North Africa. **Domestic traffic** grew by a slightly less than average 1.9% with a considerable increase in seat capacity. Positive effects resulted, for example, from the high number of weather-related cancellations in the previous year. However, the aforementioned strikes had negative effects. Due to the reductions in the number of services in the regions of South America, Central Africa and the Far East, **intercontinental traffic** fell by 2.4%. In addition to the reductions in the number of services, political unrest in North and Central Africa and in Asia led to declines in demand.

The positive trend in the **cargo division** continued in the first half of 2014. Around 1.0 million metric tons handled meant growth of 2.5%. Cargo traffic above all benefited from the development of the economy. Headed by the Chinese market, the Far East and Middle East regions increased disproportionately. European traffic recorded growth of 3.5% and the high-volume North American traffic saw an increase of 1.2%.

Due to the strike-related cancellations and the airlines' continuing consolidation measures, the number of **aircraft movements** stagnated in the first half at around 229,000 (– 0.1%). Without the flight cancellations, growth of at least 1% would have been achieved. A higher growth rate of at least one percentage point might also been expected in the **maximum takeoff weights** (+1.9%). The proportion of **transfer passengers** remained high at around 54%.

Development outside of the Frankfurt site

At **Lima** Airport, the number of passengers in the first half of 2014 increased by 4.1% to just over 7.4 million. Despite the economic slowdown in Peru and neighboring countries, both domestic traffic (+5.2%) and international traffic (+2.9%) contributed to the passenger growth. At around 131,000 metric tons, cargo throughput was slightly above the previous year's level (+2.1%).

The Bulgarian airports at **Varna** and **Burgas** carried almost 1.1 million passengers in the reporting period and thus around 68,000 more than in the previous year (+6.7%). While the Burgas site recorded a 5.7% increase to around 667,000 passengers, the airport in Varna exhibited significant growth of 8.3% to almost 421,000 passengers.

In the first half of 2014, around 11.0 million passengers carried meant growth of 6.5% compared to the previous year for **Antalya** Airport. While the number of international passengers increased by 5.1%, the number of passengers traveling within Turkey continued to increase by 11.1% noticeably.

With around 6.4 million travelers, passenger traffic at **St. Petersburg** Airport achieved a 12.8% increase in the first half of 2014 compared with the previous year. In national traffic, significant growth of 25,4% was recorded.

Traffic figures for the Fraport Group

Airports [1]	Fraport share in %	Passengers [2] 6M 2014	Change in % over 2013	Cargo (air freight and air mail in m.t.) 6M 2014	Change in % over 2013	Movements 6M 2014	Change in % over 2013
Frankfurt	100.00	27,787,828	2.4	1,042,927	2.5	229,039	– 0.1
Lima	70.01	7,410,625	4.1	130,584	2.1	74,539	– 0.1
Burgas	60.00	666,533	5.7	2,754	> 100	5,766	3.6
Varna	60.00	420,650	8.3	22	64.5	4,245	6.7
Antalya	51.00/50.00 [3]	11,003,326	6.5	n. a.	n. a.	72,555	5.5
St. Petersburg	35.50	6,367,697	12.8	n. a.	n. a.	68,936	10.6
Hanover	30.00	2,334,266	– 2.3	7,344	– 1.4	37,011	1.9
Xi'an	24.50	13,654,108	10.6	86,545	4.4	116,022	7.6
Delhi	10.00	19,555,780	4.9	324,207	17.1	158,817	4.5

[1] In addition, Fraport holds 100% of the shares in the operating company of the new Dakar Airport, which is currently under construction. The management contracts to operate the airports in Riyadh and Jeddah ended as planned in June 2014. The management contract to operate Cairo Airport expired in January 2014.

[2] Commercial traffic only; in + out + transit.

[3] Voting rights: 51 %, Equity share: 50 %.

With 2.3 million passengers, **Hanover** Airport recorded a 2.3% decline in passenger volume compared with the previous year. The main cause of this was a drop in passenger volume at Air Berlin.

Xi'an Airport continued to show a strong performance, with passenger volume increased by 10.6% to almost 13.7 million in the first six months of 2014. Both domestic traffic, which had a high volume at around 13.1 million passengers, and international traffic (around 564,000 passengers) contributed to the positive first-half result with growth rates of 10.2% and 21.2%, respectively.

In the first half of 2014, **Delhi** Airport – with almost 19.6 million travelers – achieved a significant increase of 4.9% compared to the previous year. While there was continued strong growth in domestic traffic of 7.2%, international passenger volume increased slightly by 0.6%.

Results of Operations

Group

In the first six months of the 2014 fiscal year, the Fraport Group generated **revenue** of €1,122.4 million. Compared with the same period of the previous year, this was equivalent to a decrease of €18.3 million or 1.6%. Adjusted for the recognition of earnings-neutral capacitive capital expenditure in the Twin Star and Lima Group companies in connection with the application of IFRIC 12, revenue of €1,117.4 million was €11.3 million (+1.0%) higher than the corresponding figure for the previous year.

At the Frankfurt site the higher passenger numbers and the increase in airport and infrastructure charges in particular contributed to the rise in revenue. Outside of Frankfurt, the Group company Lima reported continuing revenue growth despite negative exchange rate effects. The Twin Star Group company also achieved an increase in adjusted revenue. Primarily the decreasing revenue in the Retail & Real Estate segment at the Frankfurt site had a negative effect.

As a consequence of reduced construction activity at the Frankfurt site, **internal work capitalized** fell from €15.7 million to €13.5 million in the reporting period (– 14.0%).

Other operating income rose from €15.2 million to €23.6 million (+55.3%) mainly due to releases of provisions.

At €1,159.9 million, **total revenue** was €11.9 million lower than the figure in the first half of 2013 (– 1.0%). When adjusted for the application of IFRIC 12, at €1,154.9 million, this was €17.7 million above the corresponding value of the previous year (+1.6%).

A decrease in the **cost of materials** at the Frankfurt site resulted, for weather-related reasons, in particular from lower expenses for winter services and energy supply services and utilities. In external business, lower capacitive capital expenditure in the Twin Star and Lima Group companies were the primary cause of a decrease in the cost of materials. In contrast, traffic-related concession fees in Lima increased. In total, the cost of materials fell €53.3 million to €245.4 million (– 17.8%) in the reporting period. Adjusted for the recognition of capacitive capital expenditure in the Twin Star and Lima Group companies, the cost of materials was €240.4 million and was thus €23.7 million below the adjusted figure for the previous year (– 9.0%).

At €487.8 million, **personnel expenses** were €11.6 million higher than the previous year's level of €476.2 million (+2.4%). One of the reasons for this was increases in pay under collective agreements.

Other operating expenses fell from €74.9 million to €72.5 million (– 3.2%) due to various slightly decreased items.

The growth in organic revenue and the decrease in cost of materials meant that **Group EBITDA** rose noticeably by €32.2 million to €354.2 million (+10.0%) in the reporting period. The **EBITDA margin** accordingly improved by 3.4 percentage points to 31.6%. Adjusted for the revenue and expenses from the recognition of capacitive capital expenditure in connection with the application of IFRIC 12, the EBITDA margin rose from 29.1% to 31.7%.

Depreciation and amortization of €148.5 million (6M 2013: €142.3 million) led to **Group EBIT** of €205.7 million. Compared with the previous year, this corresponded to an increase of €26.0 million or 14.5%.

The **financial result** deteriorated from – €62.1 million to – €76.6 million (– €14.5 million). The reason for the decrease was a worse interest result (interest income and interest expenses) and a deterioration in the other financial result. Whereas the worse interest result was partly due to decreased interest income in connection with interest rate effects, the deterioration in the other financial result was largely connected to the fair value changes of derivatives. The result from companies accounted for using the equity method improved, partly due to the positive performance by the Antalya Group company. Capitalized interest expenses relating to construction work of €7.5 million in the first half of 2014 (6M 2013: €9.2 million) had the effect of reducing the reported interest expenses.

Despite the worse financial result, **Group EBT** was €11.5 million higher than the previous year at €129.1 million (+9.8%) due to the clear improvement in the Group EBIT. At an expected tax rate of 29.0%, (6M 2013: 30.2%) the **Group result** was up by €9.6 million to €91.7 million compared with the previous year (+11.7%). At €0.96, **basic earnings per share** were €0.10 higher than those of the first half of 2013 (+12.0%).

Segments

Aviation

€ million	6M 2014	6M 2013	Change	Change in %
Revenue	418.4	402.7	15.7	3.9
Personnel expenses	148.4	141.4	7.0	5.0
EBITDA	104.4	86.7	17.7	20.4
EBITDA margin	25.0%	21.5%	3.5 PP	–
EBIT	46.1	30.0	16.1	53.7
Average number of employees	6,080	6,265	– 185	– 3.0

€ million	Q2 2014	Q2 2013	Change	Change in %
Revenue	229.0	217.7	11.3	5.2
Personnel expenses	76.1	71.7	4.4	6.1
EBITDA	74.1	67.3	6.8	10.1
EBITDA margin	32.4%	30.9%	1.5 PP	–
EBIT	44.5	39.4	5.1	12.9
Average number of employees	5,974	6,257	– 283	– 4.5

In the first six months of 2014, revenue in the Aviation segment increased from €402.7 million to €418.4 million (+3.9%). The key reasons for the higher revenue were the increased passenger numbers at the Frankfurt site and the increase in airport charges by an average of 2.9% as of January 1, 2014. On the expense side, lower expenses for winter services due to the mild winter were the primary reason for lower costs. Personnel expenses primarily increased due to increases in pay under collective agreements despite a decreased number of employees.

Segment EBITDA increased significantly by €17.7 million to €104.4million (+20.4%) due to the increase in revenue and decrease in expenses. Slightly higher depreciation and amortization led to a segment EBIT of €46.1 million. Compared with the figure for the previous year, this was equivalent to a noticeable increase of €16.1 million.

Retail & Real Estate

€ million	6M 2014	6M 2013	Change	Change in %
Revenue	218.7	228.7	– 10.0	– 4.4
Personnel expenses	23.9	22.5	1.4	6.2
EBITDA	172.3	172.1	0.2	0.1
EBITDA margin	78.8%	75.3%	3.5 PP	–
EBIT	131.1	132.4	– 1.3	– 1.0
Average number of employees	620	599	21	3.5

€ million	Q2 2014	Q2 2013	Change absolut	Change in %
Revenue	112.2	121.0	– 8.8	– 7.3
Personnel expenses	12.0	11.2	0.8	7.1
EBITDA	89.9	91.7	– 1.8	– 2.0
EBITDA margin	80.1%	75.8%	4.3 PP	–
EBIT	69.2	72.1	– 2.9	– 4.0
Average number of employees	611	599	12	2.0

At €218.7 million, revenue in the Retail & Real Estate segment in the first half of 2014 was €10.0 million below the figure for the previous year (– 4.4%). The decrease in revenue was attributable in particular to lower revenue in the Retail and Real Estate divisions and lower revenue from land sales. Whereas the decrease in retail revenue was primarily connected with a lower number of passengers on intercontinental routes – these passengers show above average purchasing patterns compared to passengers on continental connections – lower energy supply services and utilities due to the mild winter were largely responsible for the lower revenue in the Real Estate division. The key performance indicator "net retail revenue per passenger" fell accordingly from €3.56 to €3.42 (– 3.9%).

Despite the decrease in segment revenue, the segment EBITDA in the reporting period remained stable at €172.3 million (+0.1%). The development of the segment EBIDTA resulted, among other things, from a decrease in expenses from energy supply services and utilities, and lower expenses from land sales. Slightly higher depreciation and amortization led to a segment EBIT of €131.1 million, which was €1.3 million lower than the previous year (– 1.0%).

Ground Handling

€ million	6M 2014	6M 2013	Change	Change in %
Revenue	317.5	313.9	3.6	1.1
Personnel expenses	208.5	205.9	2.6	1.3
EBITDA	11.2	2.0	9.2	>100
EBITDA margin	3.5%	0.6%	2.9 PP	–
EBIT	– 7.3	– 17.1	9.8	–
Average number of employees	9,020	9,031	– 11	– 0.1

€ million	Q2 2014	Q2 2013	Change	Change in %
Revenue	168.8	165.9	2.9	1.7
Personnel expenses	106.1	102.0	4.1	4.0
EBITDA	14.0	7.5	6.5	86.7
EBITDA margin	8.3%	4.5%	3.8 PP	–
EBIT	4.6	– 2.3	6.9	–
Average number of employees	8,791	8,827	– 36	– 0.4

The higher passenger numbers and the increase in infrastructure charges led to a slight growth in revenue of €3.6 million to €317.5 million (+1.1%) in the Ground Handling segment in the first half of 2014. Whereas personnel expenses rose slightly because of increases in pay under collective agreements, material and other operating expenses fell because of one-off effects in the previous year and cost management.

With a slight increase in revenue and a decrease in expenses, segment EBITDA significantly improved by €9.2 million in the reporting period to €11.2 million. Almost unchanged depreciation and amortization led to a negative segment EBIT of – €7.3 million. Compared with the previous year, this meant an improvement of €9.8 million.

External Activities & Services

€ million	6M 2014	6M 2013	Change	Change in %
Revenue	167.8	195.4	– 27.6	– 14.1
Personnel expenses	107.0	106.4	0.6	0.6
EBITDA	66.3	61.2	5.1	8.3
EBITDA margin	39.5%	31.3%	8.2 PP	–
EBIT	35.8	34.4	1.4	4.1
Average number of employees	4,460	4,700	– 240	– 5.1

€ million	Q2 2014	Q2 2013	Change	Change in %
Revenue	92.7	106.3	– 13.6	– 12.8
Personnel expenses	53.2	53.0	0.2	0.4
EBITDA	41.7	34.0	7.7	22.6
EBITDA margin	45.0%	32.0%	13.0 PP	–
EBIT	26.2	20.3	5.9	29.1
Average number of employees	4,744	4,980	– 236	– 4.7

The External Activities & Services segment reported a decrease in revenue of €27.6 million to €167.8 million (– 14.1%) in the first half of 2014. An amount of €29.6 million of the fall in revenue was solely due to the lower recognition of earnings-neutral capacitive capital expenditure in the Twin Star and Lima Group companies in connection with the application of IFRIC 12. Adjusted for the application of IFRIC 12, segment revenue improved from €160.8 million in the previous year to €162.8 million in the reporting period (+1.2%). The reason for the positive revenue development was largely passenger growth in Lima, compensating for the negative exchange rate effect from converting US$ to € and the positive development in the Twin Star Group company. Segment operating expenses decreased primarily due to lower capacitive capital expenditure in the Twin Star and Lima Group companies.

Segment EBITDA increased by €5.1 million to €66.3 million (+8.3%) due to the positive organic revenue development and decrease in expenses. Increased depreciation and amortization, which arose, among other things, as a result of the terminal inaugurations in Varna and Burgas in the previous fiscal year, led to a segment EBIT of €35.8 million, an increase of €1.4 million compared to the previous year (+4.1%).

Development of the key Group companies outside of Frankfurt

The business figures of the key Group companies outside Frankfurt at 100% are shown in the following.

Key Group companies

Fully consolidated Group companies [1]	Share in %	Revenue [2] in € million			EBITDA in € million			EBIT in € million			Result in € million		
		6M 2014	6M 2013	Δ %	6M 2014	6M 2013	Δ %	6M 2014	6M 2013	Δ %	6M 2014	6M 2013	Δ %
Lima	70.01	99.7	98.4	1.4	36.2	34.3	5.6	29.1	27.5	5.8	12.9	10.4	23.6
Twin Star	60	15.6	42.6	– 63.4	7.2	5.1	40.2	1.5	1.5	0.0	– 2.2	– 1.0	–

Group companies accounted for using the equity method [1]	Share in %	Revenue [2] in € million			EBITDA in € million			EBIT in € million			Result in € million		
		6M 2014	6M 2013	Δ %	6M 2014	6M 2013	Δ %	6M 2014	6M 2013	Δ %	6M 2014	6M 2013	Δ %
Antalya [3]	51/50	118.2	115.4	2.4	98.7	94.1	4.9	49.5	44.9	10.0	7.8	– 0.5	>100
Pulkovo	35.5	141.7	317.7	– 55.4	39.9	25.1	58.7	19.4	16.3	19.0	– 29.9	– 14.5	–
Hanover	30	66.8	69.2	– 3.5	10.7	12.4	– 13.7	0.7	1.5	– 46.7	– 2.3	– 2.6	–
Xi'an [4]	24.5	67.6	64.4	5.0	28.1	30.8	– 8.7	10.2	12.0	– 15.2	7.0	11.0	– 36.4

[1] Percent deviations based on unrounded figures.

[2] Revenue adjusted by IFRIC 12: Lima 6M 2014: €95.0 million (6M 2013: €93.4 million); Twin Star 6M 2014: €15.3 million (6M 2013: €13.0 million), Pulkovo 6M 2014: €109.1 million (6M 2013: €97.4 million).

[3] Voting rights: 51%, Equity share: 50%.

[4] Figures according to the separate financial statement.

Despite the negative exchange rate effect from the conversion of the US$, the Lima Group company reported revenue, EBITDA, EBIT, and earnings growth in the single-digit million € range in the first half. The reason for the increase in earnings was the traffic growth at the site.

The Twin Star Group company's significant fall in revenue to €15.6 million (– €27.0 million) was entirely due to lower earnings-neutral recognition of capacitive capital expenditure in connection with the application of IFRIC 12 in the first six months of the fiscal year. Adjusted for the capacitive expenditure, the Twin Star Group company achieved an increase in revenue. An EBITDA growth was recorded. The stable development of EBIT and decrease in its result were linked to the terminal inaugurations in Varna and Burgas.

The Antalya Group company, which is accounted for using the equity method, reported a clear increase in its result in the first half of 2014 that was due to the strong passenger growth at the site.

The Pulkovo Group company, which is also accounted for using the equity method, showed a noticeable growth in its operating result in the first half of 2014 that reflected the continuing good traffic growth. However, negative effects from the terminal inauguration at the site and resulting from the currency translation of financial liabilities were reflected in the Group company's financial result. Collectively, these two effects led to a decrease in the Group company's result from – €14.5 million to – €29.9 million. Due to accounting using the equity method, the proportional loss of the Pulkovo Group company not recognized in the consolidated income statement was €10.6 million in the first half.

The decrease in traffic experienced by the Hanover Group company, which is accounted for using the equity method, was also reflected in the company's operating result. At €10.7 million, EBITDA was €1.7 million lower than the figure for the previous year and EBIT was €0.8 million lower at €0.7 million.

The revenue of the Xi'an Group company, which is accounted for using the equity method, reflected the positive traffic development in the first half of 2014. However, the traffic effect was depressed by a tax that was additionally introduced in August 2013 and an increase in the cost of materials and personnel expenses. Collectively, these effects led to a decrease in the Group company's half year EBITDA and result.

Asset and Financial Position

Capital expenditure

The Fraport Group recorded capital expenditure of €220.1 million in the first six months of the 2014 fiscal year and thus €122.4 million less than in the same period of the previous year (6M 2013: €342.5 million). In the reporting period, €134.5 million was used for property, plant and equipment (6M 2013: €212.8 million), €74.8 million for financial assets (6M 2013: €88.0 million), €3.9 million for investment property (6M 2013: €10.9 million) and €6.9 million for intangible assets and airport operating projects (6M 2013: €30.8 million). Capitalized interest expenses relating to construction work amounted to €7.5 million in the first half of 2014 (6M 2013: €9.2 million).

At €132.9 million, the greater part of capital expenditure for property, plant and equipment related to Fraport AG (6M 2013: €180.6 million). Capital expenditure for property, plant and equipment was focused on expanding Frankfurt Airport's capacity and modernizing the existing infrastructure. The addition to the financial assets related almost solely to securities.

Statement of cash flows

In the first six months of 2014, the Fraport Group realized, compared to the previous year, almost unchanged **cash flow from operating activities (operating cash flow)** of €205.9 million (6M 2013: €205.7 million). Despite a clear improvement in operating activities, the change to cash flow from operating activities was minimal, in particular because of higher taxes on income paid. Due to tax refunds in the previous year and the payment of tax for previous years in the reporting period as a consequence of amended tax assessments, the cash outflow for taxes on income was €30.2 million higher in the first half of 2014.

Cash flow used in investing activities without investments in cash deposits and securities at – €97.7 million was €124.9 million less than the figure for the same period of the previous year primarily due to lower capital expenditure for property, plant and equipment. **Free cash flow** improved accordingly in the first half of 2014 from – €25.2 million to €82.4 million (+€107.6 million). Including capital expenditure and proceeds from securities and promissory note loans as well as returns from time deposits with a term of more than three months, total **cash flow used in investing activities** was €73.9 million (6M 2013: cash flow used in investing activities of €21.2 million).

Cash flow used in financing activities of €272.2 million (6M 2013: €134.9 million) was mainly attributable to the repayment of non-current financial liabilities and the dividend payment.

In connection with the financing for the Antalya concession, bank deposits of €23.3 million were subject to drawing restrictions as at June 30, 2014. **Cash and cash equivalents** in the statement of cash flows therefore amounted to €139.3 million as at June 30, 2014. The following table shows a reconciliation to cash and cash equivalents as shown in the statement of financial position.

Reconciliation to the cash and cash equivalents as at the consolidated statement of financial position

€ million	*June 30, 2014*	*Dec. 31, 2013*	*June 30, 2013*
Cash and cash equivalents as at the consolidated statement of cash flows	*139.3*	*131.2*	*157.8*
Cash and cash equivalents with a term of more than three months	*202.8*	*332.4*	*404.2*
Restricted cash	*23.3*	*23.3*	*23.3*
Cash and cash equivalents as at the statement of financial position	***365.4***	***486.9***	***585.3***

Asset and capital structure

In comparison with the 2013 balance sheet date, the **total assets** of the Fraport Group as at June 30, 2014 decreased by €137.3 million to €8,698.5 million (– 1.6%) mainly due to the reduction in current assets and non-current liabilities.

At €7,695.9 million, **non-current assets** remained almost stable compared to the balance sheet date of the previous year, when these amounted to €7,704.8 million (– 0.1%). A decrease in the "investments in companies accounted for using the equity method", which resulted among other things from dividend payments by the Antalya Group company, was counterbalanced by a rise in the "other financial assets" item in connection with investments in the course of financial asset management. Non-current assets also included expenses for the extended protection requirements of €27.0 million which were capitalized as production costs in connection with the capacity expansion at the Frankfurt site. These expenses arose from the second zoning supplement decision on wake turbulences of May 26, 2014 (see page 2 of this report). **Current assets** decreased from €1,131.0 million to €1,002.6 million (– 11,4%). The key reasons for the decrease were the repayment of financial liabilities and the dividend payment. These had the effect of reducing cash and cash equivalents and current financial assets.

Shareholders' equity fell by €16.2 million in comparison to the 2013 balance sheet date to €3,100.5 million (– 0.5%). The decrease was particularly caused by the dividend payment for the 2013 fiscal year, which at € 115.4 million had the effect of reducing shareholders' equity. The **shareholders' equity ratio** increased by 1.7 percentage points to 35.1% (December 31, 2013: 33.4%).

Non-current liabilities fell by €441.4 million in comparison to the 2013 balance sheet date to €4,462.1 million (– 9.0%). The main reason for the decrease was lower financial liabilities, which was primarily due to reclassifications to current financial liabilities on the grounds of maturity. In connection with the obligations resulting from the second zoning supplement decision on wake turbulences of May 26, 2014, provisions totaling €27.0 million were formed in the reporting period. **Current liabilities** increased significantly from €815.6 million to €1,135.9 million due to the reclassification (+39.3%). The repayment of current financial liabilities had the opposite effect.

At €4,114.4 million as at June 30, 2014 **gross debt** was €124.3 million below its level at December 31, 2013 (– 2.9%). After deducting the **Group's liquidity** of €1,210.0 million (December 31, 2013: €1,368.1 million), the **net financial debt** of €2,904.4 million was 1.2% higher in comparison with the 2013 balance sheet date (December 31, 2013: €2,870.6 million). The **gearing ratio** reached a level of 95.1% (December 31, 2013: 97.1%).

Value Management

The schedule for reporting value management is once a year at the end of the fiscal year. It is not raised quarterly.

Non-Financial Performance Indicators

Indicators	6M 2014	6M 2013	Change	Change in %
Global satisfaction (Frankfurt)	81%	81%	0 PP	–
Punctuality rate (Frankfurt)	84.8%	80.7%	4.1 PP	–
Baggage connectivity (Frankfurt)	98.8%	98.3%	0.5 PP	–
Equipment availability rate (Frankfurt)	98.0%	92.4%	5.6 PP	–
Employee satisfaction	–	–	–	–
Total number of work accidents [1]	662	688	– 26	– 3.8

[1] Figures as at the reporting date June 30, 2014 and June 30, 2013 respectively. Due to late registrations there can still occur changes to the figures.

Customer satisfaction and product quality

Global satisfaction
At 81% in the reporting period, global satisfaction (general passenger satisfaction at the Frankfurt site) was higher than the annual target of 80% and remained at the previous year's high level.

Punctuality rate
The punctuality rate reached 84.8% and thus a record level at the Frankfurt site in the first half of 2014. Compared with the same period of the previous year, this meant an improvement of 4.1 percentage points. The improvement was particularly due to the better weather conditions at the beginning of the year.

Baggage connectivity
Baggage connectivity improved from 98.3% to 98.8% at the Frankfurt site in the first half of 2014. The months of February and March 2014 in particular recorded high connectivity of 99.0% each.

Equipment availability rate
The equipment availability rate reached an average of 98.0% in the first half of 2014 and was thus 5.6 percentage points above the level of the previous year. Compared with the first half of 2013, the availability of elevators (an average of 98.2% compared to 92.6%) and escalators (an average of 96.8% compared to 88.6%) showed particular improvement.
With an average availability of 99.9%, the gate bridges were available at almost all times during the reporting period (6M 2013: 99.7%).

Attractiveness as an employer

Employee satisfaction
Employee satisfaction, which has to date been measured annually or at least every other year, will in future be surveyed each year. Employee satisfaction was not measured during the reporting period. The next survey is planned for the third quarter of 2014.

Employee safety and health management
The total number of work accidents fell by 26 to 662 in the first half of 2014. Fewer accidents were most notably registered at the Group companies APS Airport Personal Service and FraSec Fraport Security Services.

Employees

Development of headcount

Average number of employees	6M 2014	6M 2013	Change	Change in %
Fraport Group	20,180	20,595	– 415	– 2.0
thereof Fraport AG	10,789	11,060	– 271	– 2.5
thereof Group companies	9,391	9,535	– 144	– 1.5
thereof in Germany	18,641	18,916	– 275	– 1.5
thereof abroad	1,539	1,679	– 140	– 8.3

Average number of employees	Q2 2014	Q2 2013	Change	Change in %
Fraport Group	20,120	20,663	– 543	– 2.6
thereof Fraport AG	10,762	11,035	– 273	– 2.5
thereof Group companies	9,358	9,628	– 270	– 2.8
thereof in Germany	18,307	18,691	– 384	– 2.1
thereof abroad	1,813	1,972	– 159	– 8.1

In the first six months of 2014, the average number of employees (employees excluding apprentices and employees on leave) in the Fraport Group fell by 415 to 20,180 employees (6M 2013: 20,595).
In Germany, there was a reduction in headcount at the Frankfurt site, in particular in the Group companies FraSec Fraport Security Services (– 136 employees) and GCS Gesellschaft für Cleaning Service (– 73 employees). The Group company APS Airport Personal Service reported an increase in headcount (+227 employees). The decrease in the number of employees at Fraport AG (– 271 employees) was, among other things,

due to the more optimized deployment of personnel, which was partially offset by an increase in employment by the Group companies. Outside of Germany, the headcount decreased most notably at the Lima Group company (– 99 employees).

Research and Development

As stated in the 2013 Group management report, as a service-sector group, Fraport does not engage in research and development in the strict sense (see 2013 Annual Report beginning on page 63). However, Fraport continues to utilize suggestions for improvements and innovations from employees as success factors in retaining and expanding its international competitiveness. In doing so, Fraport is currently focusing on research projects in baggage logistics and the offering of individualized services along the travel chain. In order to continue purposefully encouraging the creativity of employees, a Group innovation prize (last offered in 2012) will additionally be offered this year for the second time.

Significant changes from ideas and innovations influencing the business development did not take place in the reporting period.

Share and Investor Relations

Share performance from January 1 to June 30, 2014

In the first half of 2014, the development of the German equity markets presented a mixed picture. Whereas the DAX and MDAX showed an overall lateral movement in the first quarter with upward and downward tendencies, both indices closed the second quarter slightly positive. At 9,833 points, the DAX achieved growth of 2.9% in the first half of 2014. The MDAX, which closed at 16,816 points, increased 1.5%. Negative effects on price resulted primarily from the politically unstable situation in the Ukraine and the unrest in the Middle East region.

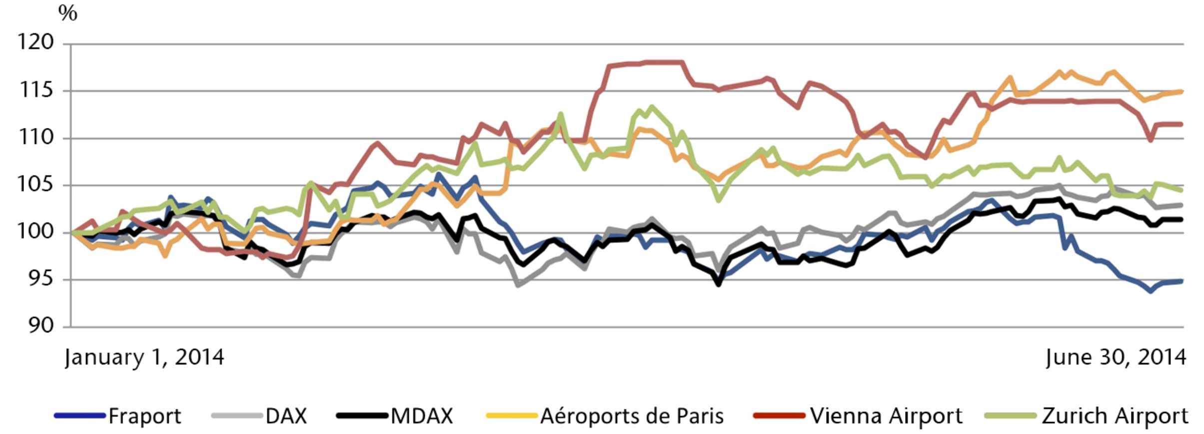
At €51.60, the Fraport share ended the first half 5.1% lower than the €54.39 closing price of the 2013 fiscal year. Following an almost unchanged share price of €54.22 at the end of the first quarter of 2014 (– 0.3% compared to the closing price of 2013), the value of the share dropped sharply by 4.8% in the second quarter primarily due to the profit warning by Deutsche Lufthansa AG on June 11, 2014. Taking into account the €1.25 per share dividend payment of June 2, 2014, the Fraport shares fell 2.8% in the first half and 2.5% in the second quarter. The share of the other stock-exchange listed European airports performed as follows in the reporting period: Aéroports de Paris +14.9%, Vienna Airport +11.5% and Zurich Airport +4.5%.

Fraport share

	6M 2014	6M 2013	Q2 2014	Q2 2013
Opening price in €	54.39	43.94	54.22	43.73
Closing price in €	51.60	46.48	51.60	46.48
Change [1]	– 2.79	2.54	– 2.62	2.75
Change in % [2]	– 5.1	5.8	– 4.8	6.3
Highest price in € (daily closing price)	57.77	47.53	56.28	47.53
Lowest price in € (daily closing price)	51.02	42.33	51.02	43.00
Average price in € (daily closing prices)	54.42	44.64	53.62	45.14
Average trading volume per day (number)	87,766	144,740	84,197	155,378
Market capitalization in € million (quarterly closing price)	4,765	4,289	4,765	4,289

[1] *Change incl. dividends: 6M 2014: – €1.54, Q2 2014: – €1.37, 6M 2013: +€3.79, Q2 2013: +€4.00.*
[2] *Change incl. dividends: 6M 2014: – 2.8 %, Q2 2014: – 2.5 %, 6M 2013: +8.6 %, Q2 2013: +9.1 %.*

Share price performance, index base 100



Source: Bloomberg

Development in shareholder structure

The following changes to the shareholder structure were reported to Fraport in the reporting period:

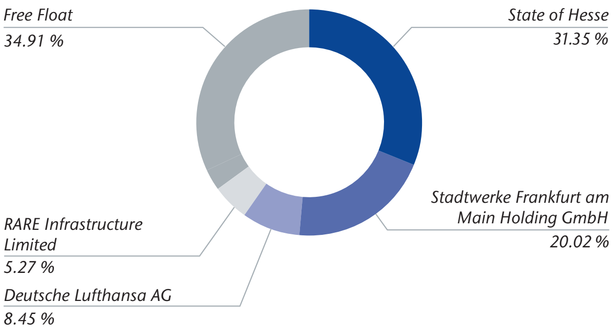
Voting right holder	Date of change	Type of change	New proportion of voting rights
RARE Infrastructure Limited [1]	January 31, 2014	Exceeded the 5%-threshold	5.27%
Lazard Asset Management [2]	May 9, 2014	Fell below the 3%-threshold	2.88%

[1] 5.27% of the voting rights were attributable to RARE Infrastructure Limited pursuant to Section 22 (1) sentence 1 no. 6 WpHG in conjunction with Section 22 (1) sentence 2.

[2] 2.88% of the voting rights were attributable to Lazard Asset Management pursuant to Section 22 (1) sentence 1 no. 6 WpHG.

As at June 30, 2014, the shareholder structure adjusted to the current total number of voting rights was as follows:

Shareholder structure as at June 30, 2014 [1]



[1] The relative ownership interests were adjusted to the current total number of shares as at June 30, 2014, and therefore may differ from the figures given at the time of reporting or from the respective shareholders' own disclosure. Interests below 3% are classified under "Free Float".

Dividend for the 2013 fiscal year (resolution for the appropriation of profit)

As in the previous year, the 2014 Annual General Meeting passed a resolution to pay out a dividend of €1.25 per share for the 2013 fiscal year. In relation to the share closing price at year end 2013, this corresponded to a dividend yield of 2.3% (previous year: 2.8%). The pay-out ratio thus represented 66.4% of Fraport AG's result of €173.8 million for the year 2013 (previous year: 65.6%) and 52.2% of the Group result attributable to shareholders of Fraport AG of €221.0 million (previous year: 48.5%).

Significant Events after the Balance Sheet Date

Fraport AG acquired 100% of the shares in AMU Holdings Inc., USA, with the purchase contract of July 23, 2014. The investments held by AMU Holdings Inc. operate commercial areas at four US airports in Pittsburgh, Boston, Baltimore and Cleveland and develop these via concession agreements. The company will be fully consolidated in Fraport's consolidated financial statements in future.

Outlook Report

General Statement of the Executive Board

The Executive Board continues to expect that the global economic growth forecasted will have a positive impact on passenger development in the Fraport Group in 2014. At the Frankfurt site, the increase in airport and infrastructure charges will continue to have a revenue-increasing effect. Furthermore, due to higher contributions from the Lima and Twin Star Group companies, the Executive Board continues to expect a rise in Group EBITDA and EBIT. The Executive Board continues to expect slight growth for the Group result in 2014.

The Executive Board does not see any significant risks that might jeopardize the Group as a going concern. The Executive Board furthermore examines opportunities for optimizing the asset and financial position of the Group on an ongoing basis. With regard to the external business, the objective of the Executive Board resolutely remains to expand this and to continuously improve the existing portfolio with a focus on earnings. As they are difficult to predict, material acquisitions and disposals of businesses are not included in the forecast. The Executive Board continues to assess the financial situation in the forecasted period as stable.

Risk and Opportunities Report

The Fraport Group has a comprehensive, Group-wide risk-management and opportunities-management system, which makes it possible for Fraport to identify and analyze risks at an early stage, and to control and limit those risks using appropriate measures, as well as to take advantage of opportunities. This results in the early identification of potential material risks that could jeopardize the Fraport Group.

Changes during the reporting period

Compared to the assessment in the Group management report as of December 31, 2013 (see 2013 Annual Report beginning on page 67), the Group's risk and opportunity profile changed as follows in the first half of 2014:

Fraport holds 35.5% in Northern Capital Gateway, the operating company of St. Petersburg Airport. Considerable uncertainties regarding the Group's interests there have arisen due to the current political developments around the Ukraine crisis and the uncertainty about whether further sanctions will be imposed against Russia and how strongly the Russian government could react to these, or what sanctions the Russian government will actively adopt itself. In addition to direct measures that could be taken against foreign investors, the political developments mean that negative economic effects, such as a falling ruble exchange rate or negative traffic development, cannot be ruled out. Due to the good overall economic relations between the Federal Republic of Germany and Russia and current assessments by experts, Fraport currently classifies the probability of occurrence of direct sanctions being made against German investors and financial effects on Fraport's interests arising from this as "low". If direct sanctions were enforced, this could, however, potentially result in a "high" impact level for Fraport. In order to protect its interests, the investments made by Fraport are largely protected by the German government's federal guarantees for direct investments abroad. In addition, Fraport acts in partnership with a renowned Russian partner, VTB Bank, one of the largest Russian banks, keeps in close contact with local management and is a member of the German-Russian Chamber of Foreign Trade.

There were no other significant changes in the risks and opportunities presented in the Group management report as of December 31, 2013 (see 2013 Annual Report beginning on page 67). The Executive Board is convinced that the change to the individual risks specified does not have any material impact on Fraport's overall risk and opportunity profile. Furthermore, in the Executive Board's estimation, there are no discernible risks that could jeopardize the Fraport Group as a going concern.

Business Outlook

Forecasted situation of the Group for 2014

The forecast of the situation of the Fraport Group for 2014 that was made in the 2013 Group management report remains unchanged (see 2013 Annual Report beginning on page 84). The Executive Board continues not to expect any fundamental changes with respect to the operating activities, structure, strategy and control of the Group. In connection with the scheduled expiry of the contract of Peter Schmitz, Executive Director Operations, the Executive Board will reallocate his divisional responsibilities from September 1, 2014 and from then on assign the Group's operating activities to the four members Dr Stefan Schulte (Chairman), Anke Giesen (Executive Director Operations), Michael Müller (Executive Director Labor Relations) and Dr Matthias Zieschang (Executive Director Controlling and Finance).

Forecasted economic and industry-specific conditions for 2014

Development of the economic conditions
Financial and economic institutions continue to expect the global economy to expand in the 2014 fiscal year. After achieving growth of around 3% in 2013, growth of 2.2% to 3.6% is expected for the global economy for the current year. Global trade will rise by around 4% in 2014. Overall, inflation is expected to be moderate. For 2014, relatively stable global oil prices at an average of US$105 to US$110 per barrel are expected, which is a forecast at the level of the last three years. The conflicts in the Ukraine and the Middle East pose certain risks.

The International Monetary Fund has significantly lowered its growth forecast for the US economy in the current year from 2.8% to 1.7%. Economic development in the first quarter of 2014 was considerably worse than initially expected due to the hard winter. A Euro zone recovery continues to be expected. Following – 0.4% in the 2013 fiscal year, growth of at least 1% in 2014 is forecasted. Germany should continue to develop more positively in this period. After achieving growth of 0.4% in the 2013 fiscal year, it is expected to achieve growth of between 1.7% and 2.2% in 2014. The forecasts have recently been raised again slightly.

Sources: Consensus of the leading German economic research institutions (April 2014), OECD (May 2014), IMF (July 2014).

Development of the legal environment
No changes to the legal environment that would have a significant influence on the business development of Fraport can currently be discerned.

Development of the global aviation market
On the basis of the expected development of economic conditions, by now the ACI anticipates passenger growth of 3.5% for European airports and 3.0% in freight tonnage for the 2014 fiscal year. Conversely, based on passenger kilometers, the International Air Transport Association (IATA) forecasts a global increase of 5.8% and a figure of 4.7% for Europe for 2014. In its forecast, IATA assumes a slightly reduced crude oil price, down 0.7% compared to the previous year.

Sources: ACI Press Release (June 17, 2014), IATA Industry Financial Forecast (March 2014).

Forecasted business development for 2014

Taking the economic and industry-specific conditions into account, the Executive Board continues to expect better development at the Frankfurt site than in the previous year for the 2014 fiscal year (see 2013 Annual Report beginning on page 84). It forecasts a growth rate in passenger traffic of between 2% and 3%. There will continue to be uncertainties from the airlines' short-term yield and capacity management. The strike activities of Deutsche Lufthansa AG pilots, for which no foreseeable solution was yet in existence by the editorial deadline and which had a clear negative impact on passenger development in April, also lead to additional uncertainties. Depending on the intensity of future strike measures, passenger growth could also be lower than before mentioned. With regard to cargo tonnage handled, the Executive Board continues to expect a growth rate in line with market growth for the Frankfurt site for 2014, which may even be higher than the moderate growth rate forecasted in the 2013 Group management report. Due to the volatile economic prospects of some emerging markets and the conflicts in the Ukraine and the Middle East, the cargo outlook remains subject to increased uncertainties.

On the basis of positive economic assumptions and a continuing good outlook for tourism, the Executive Board continues to expect an increase in passenger numbers for foreign Group airports in 2014. As at the Frankfurt site, negative developments as a result of the Ukraine crisis may also arise for the Varna, Burgas, Antalya and St. Petersburg sites due to the prevailing passenger structures.

Forecasted results of operations for 2014

On the basis of business development in the first six months of 2014 and the aforementioned forecasted business development, the Executive Board maintains its earnings outlook for the 2014 fiscal year (see 2013 Annual Report beginning on page 84), according to which the Executive Board expects revenue to increase up to a level of approximately €2.45 billion. Group EBITDA will lie between approximately €780 million and some €800 million. The Group result is forecasted to be slightly above the value of the previous year.

Forecasted segment development for 2014

The Executive Board's expectations for segment development for the 2014 fiscal year have changed slightly compared to the forecast at the start of the fiscal year (see 2013 Annual Report beginning on page 84). Whereas slightly better performance than in the 2013 management report is expected for the Aviation segment because of the first half of 2014 (2013 management report forecast: increase in revenue of up to 5%, EBITDA and EBIT growth of up to around €20 million), the Executive Board conversely expects slightly worse performance in the Retail & Real Estate segment than previously forecasted (2013 management report forecast: slight rise in revenue, EBITDA and EBIT). The Executive Board maintains its forecasts for the other segments. For the Ground Handling segment, a slight increase in revenue, and EBITDA and EBIT close to the previous year's level are expected. In the External Activities & Services segment, organic revenue will grow and the increase in EBITDA and EBIT will be in the single-digit million € range.

Forecasted asset and financial position for 2014

The Executive Board's forecast for the asset and financial position for the 2014 fiscal year remains unchanged (see 2013 Annual Report beginning on page 84). Lower capital expenditure and the positive expected business development will lead to an improvement in the free cash flow. Due to the dividend payment for the 2013 fiscal year, the Group's liquidity is likely to be slightly lower than the level as of December 31, 2013, while net financial debt will be slightly higher. In connection with the forecasted increase in shareholders' equity, the Executive Board continues to expect that the gearing ratio at the end of the 2014 fiscal year will be slightly lower than the level of the previous year.

Forecasted non-financial performance indicators for 2014

The Executive Board also confirms its 2014 forecast of non-financial performance indicators (see 2013 Annual Report beginning on page 84). The Executive Board continues to aim for global passenger satisfaction of at least 80% for the 2014 fiscal year. The punctuality rate is forecasted at an approximately unchanged high level. While baggage connectivity of above 98.5% is aimed for, a level significantly above 90% is expected for equipment availability.

The target for employee satisfaction is still an average grade of better than 3.0 (where 1 = very good and 5 = inadequate). A further reduction of work accidents is targeted.

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, but are not limited to, the competitive environment in deregulated markets, regulatory changes, the success of business operations and a substantial deterioration in basic economic conditions in the markets in which Fraport AG Frankfurt Airport Services Worldwide and its Group companies operate. Readers are cautioned not to rely to an inappropriately large extent on statements made about the future.

Consolidated Interim Financial Statements as at June 30, 2014

Consolidated Income Statement

€ million	6M 2014	6M 2013 adjusted	Q2 2014	Q2 2013 adjusted
Revenue	**1,122.4**	**1,140.7**	**602.7**	**610.9**
Change in work-in-process	0.4	0.2	0.3	0.0
Other internal work capitalized	13.5	15.7	6.8	7.2
Other operating income	23.6	15.2	18.5	7.5
Total revenue	**1,159.9**	**1,171.8**	**628.3**	**625.6**
Cost of materials	– 245.4	– 298.7	– 123.6	– 146.5
Personnel expenses	– 487.8	– 476.2	– 247.4	– 237.9
Other operating expenses	– 72.5	– 74.9	– 37.6	– 40.7
EBITDA	**354.2**	**322.0**	**219.7**	**200.5**
Depreciation and amortization	– 148.5	– 142.3	– 75.2	– 71.0
EBIT/Operating result	**205.7**	**179.7**	**144.5**	**129.5**
Interest income	18.6	22.7	9.5	11.6
Interest expenses	– 91.7	– 90.6	– 47.0	– 44.7
Result from companies accounted for using the equity method	3.6	– 2.2	17.4	11.7
Other financial result	– 7.1	8.0	– 3.7	3.2
Financial result	**– 76.6**	**– 62.1**	**– 23.8**	**– 18.2**
EBT/Result from ordinary operations	**129.1**	**117.6**	**120.7**	**111.3**
Taxes on income	– 37.4	– 35.5	– 35.0	– 33.7
Group result	**91.7**	**82.1**	**85.7**	**77.6**
thereof profit attributable to non-controlling interests	3.4	3.1	3.9	3.7
thereof profit attributable to shareholders of Fraport AG	88.3	79.0	81.8	73.9
Earnings per € 10 share in €				
basic	0.96	0.86	0.89	0.80
diluted	0.95	0.85	0.88	0.80

Consolidated Statement of Comprehensive Income

€ million	6M 2014	6M 2013 adjusted	Q2 2014	Q2 2013 adjusted
Group result	**91.7**	**82.1**	**85.7**	**77.6**
Items that will not be reclassified subsequently to profit or loss	**0.0**	**0.0**	**0.0**	**0.0**
Items that will be reclassified subsequently to profit or loss				
Fair value changes of derivatives				
Changes directly recognized in equity	19.8	20.8	31.1	18.3
thereof realized gains (+)/losses (–)	22.7	– 11.2	32.6	– 0.5
	– 2.9	**32.0**	**– 1.5**	**18.8**
(Deferred taxes related to those items	0.9	– 9.9	0.5	– 5.8)
Fair value changes of financial instruments held for sale				
Changes directly recognized in equity	12.0	– 3.8	6.0	– 8.7
thereof realized gains (+)/losses (–)	0.0	– 0.4	0.0	0.0
	12.0	**– 3.4**	**6.0**	**– 8.7**
(Deferred taxes related to those items	– 1.9	0.8	– 1.1	1.1)
Currency translation of foreign Group companies	**0.4**	**1.0**	**0.7**	**– 1.9**
Income and expenses from companies accounted for using the equity method directly recognized in equity	**– 1.4**	**10.3**	**1.3**	**4.4**
(Deferred taxes related to those items	0.1	– 1.9	0.0	– 1.7)
Other result after deferred taxes	**7.2**	**28.9**	**5.9**	**6.2**
Comprehensive income	**98.9**	**111.0**	**91.6**	**83.8**
thereof attributable to non-controlling interests	3.5	3.0	4.1	3.3
thereof attributable to shareholders of Fraport AG	95.4	108.0	87.5	80.5

Consolidated Statement of Financial Position

Assets

€ million	June 30, 2014	December 31, 2013 adjusted
Non-current assets		
Goodwill	22.7	22.7
Investments in airport operating projects	455.0	458.1
Other intangible assets	48.7	51.1
Property, plant and equipment	5,961.4	5,962.3
Investment property	51.4	47.7
Investments in companies accounted for using the equity method	191.9	213.9
Other financial assets	749.0	728.6
Other receivables and financial assets	171.6	172.2
Income tax receivables	15.6	20.3
Deferred tax assets	28.6	27.9
	7,695.9	**7,704.8**
Current assets		
Inventories	43.3	42.3
Trade accounts receivable	203.5	174.4
Other receivables and financial assets	379.4	426.4
Income tax receivables	11.0	1.0
Cash and cash equivalents	365.4	486.9
	1,002.6	**1,131.0**
	8,698.5	**8,835.8**

Liabilities and Equity

€ million	June 30, 2014	December 31, 2013 adjusted
Shareholders' equity		
Issued capital	922.7	922.1
Capital reserve	592.3	590.2
Revenue reserves	1,539.0	1,558.7
Equity attributable to shareholders of Fraport AG	3,054.0	3,071.0
Non-controlling interests	46.5	45.7
	3,100.5	**3,116.7**
Non-current liabilities		
Financial liabilities	3,478.8	3,948.1
Trade accounts payable	47.6	50.8
Other liabilities	490.6	491.6
Deferred tax liabilities	109.8	108.3
Provisions for pensions and similar obligations	27.4	26.7
Provisions for income taxes	49.9	54.1
Other provisions	258.0	223.9
	4,462.1	**4,903.5**
Current liabilities		
Financial liabilities	635.6	290.6
Trade accounts payable	153.4	159.6
Other liabilities	158.2	123.1
Provisions for income taxes	3.5	7.7
Other provisions	185.2	234.6
	1,135.9	**815.6**
	8,698.5	**8,835.8**

Consolidated Statement of Cash Flows

€ million	6M 2014	6M 2013 adjusted	Q2 2014	Q2 2013 adjusted
Profit attributable to shareholders of Fraport AG	**88.3**	**79.0**	**81.8**	**73.9**
Profit attributable to non-controlling interests	3.4	3.1	3.9	3.7
Adjustments for				
Taxes on income	37.4	35.5	35.0	33.7
Depreciation and amortization	148.5	142.3	75.2	71.0
Interest result	73.1	67.9	37.5	33.1
Gains/losses from disposal of non-current assets	– 0.1	– 0.1	0.0	0.0
Others	1.0	– 0.7	0.5	0.8
Fair value changes of companies accounted for using the equity method	– 3.6	2.2	– 17.4	– 11.7
Changes in inventories	– 1.0	3.8	– 0.7	3.2
Changes in receivables and financial assets	– 41.9	– 22.8	6.8	– 12.3
Changes in liabilities	13.6	– 24.3	2.5	– 6.5
Changes in provisions	– 22.6	– 22.4	– 30.3	– 17.7
Operating activities	**296.1**	**263.5**	**194.8**	**171.2**
Financial activities				
Interest paid	– 55.2	– 55.6	– 38.6	– 36.3
Interest received	14.3	16.9	8.5	9.8
Taxes on income paid	– 49.3	– 19.1	– 33.2	– 6.3
Cash flow from operating activities	**205.9**	**205.7**	**131.5**	**138.4**
Investments in airport operating projects	– 6.0	– 28.1	– 3.3	– 14.2
Capital expenditure for other intangible assets	– 0.9	– 2.8	0.8	– 1.1
Capital expenditure for property, plant and equipment	– 110.7	– 182.4	– 63.7	– 93.8
Investment property	– 5.9	– 17.6	– 2.4	– 8.1
Dividends from companies accounted for using the equity method	25.2	4.0	10.6	4.0
Proceeds from disposal of non-current assets	0.6	4.3	– 0.3	3.8
Cash flow used in investing activities without investments in cash deposits and securities	**– 97.7**	**– 222.6**	**– 58.3**	**– 109.4**
Financial investments in securities and promissory note loans	– 375.3	– 178.9	– 162.1	– 59.5
Proceeds from disposal of securities and promissory note loans	417.3	200.5	232.8	88.6
Decrease of time deposits with a term of more than three months	129.6	179.8	91.2	103.7
Cash flow from/used in investing activities	**73.9**	**– 21.2**	**103.6**	**23.4**
Dividends paid to shareholders of Fraport AG	– 115.3	– 115.2	– 115.3	– 115.2
Dividends paid to non-controlling interests	– 2.4	– 4.0	– 1.3	– 2.3
Capital increase	2.5	2.5	2.5	2.5
Cash inflow from long-term financial liabilities	0.0	58.5	0.0	51.8
Repayment of long-term financial liabilities	– 154.3	– 146.8	– 90.0	– 91.8
Changes in short-term financial liabilities	– 2.7	70.1	– 4.5	69.0
Cash flow used in financing activities	**– 272.2**	**– 134.9**	**– 208.6**	**– 86.0**
Change in cash and cash equivalents	**7.6**	**49.6**	**26.5**	**75.8**
Cash and cash equivalents as at January 1 respectively April 1	131.2	107.9	112.1	83.5
Exchange rate effects on cash and cash equivalents	0.5	0.3	0.7	– 1.5
Cash and cash equivalents as at June 30	**139.3**	**157.8**	**139.3**	**157.8**

Consolidated Statement of Changes in Equity

€ million	Issued capital	Capital reserve	Revenue reserves	Foreign currency reserve	Financial instruments	Revenue reserves (total)	Equity attributable to shareholders of Fraport AG	Non-controlling interests	Equity (total)
Balance as at January 1, 2014	**922.1**	**590.2**	**1,636.3**	**3.7**	**– 81.3**	**1,558.7**	**3,071.0**	**45.7**	**3,116.7**
Exchange rate effects	–	–	–	0.3	–	0.3	0.3	0.1	0.4
Income and expenses from companies accounted for using the equity method directly recognized in equity	–	–	–	– 1.0	– 0.3	– 1.3	– 1.3	–	– 1.3
Fair value changes of financial assets held for sale	–	–	–	–	10.1	10.1	10.1	–	10.1
Fair value changes of derivatives	–	–	–	–	– 2.0	– 2.0	– 2.0	–	– 2.0
Net income (+)/Net costs (–) directly recognized in equity	0.0	0.0	0.0	– 0.7	7.8	7.1	7.1	0.1	7.2
Issue of shares for employee investment plan	0.5	2.0	–	–	–	–	2.5	–	2.5
Management stock options plan									
– Capital increase for exercise of subscription rights	0.1	0.1	–	–	–	–	0.2	–	0.2
Distributions	–	–	– 115.3	–	–	– 115.3	– 115.3	– 2.4	– 117.7
Group result	–	–	88.3	–	–	88.3	88.3	3.4	91.7
Consolidation activities/other changes	–	–	0.2	–	–	0.2	0.2	– 0.3	– 0.1
Balance as at June 30, 2014	**922.7**	**592.3**	**1,609.5**	**3.0**	**– 73.5**	**1,539.0**	**3,054.0**	**46.5**	**3,100.5**
Balance as at January 1, 2013	**921.3**	**588.0**	**1,511.8**	**8.4**	**– 117.0**	**1,403.2**	**2,912.5**	**35.7**	**2,948.2**
Changes of first-time application of IFRS 11	–	–	18.1	–	–	18.1	18.1	–	18.1
Balance as at January 1, 2013 adjusted	**921.3**	**588.0**	**1,529.9**	**8.4**	**– 117.0**	**1,421.3**	**2,930.6**	**35.7**	**2,966.3**
Exchange rate effects	–	–	–	1.1	–	1.1	1.1	– 0.1	1.0
Income and expenses from companies accounted for using the equity method directly recognized in equity	–	–	–	1.9	6.5	8.4	8.4	–	8.4
Fair value changes of financial assets held for sale	–	–	–	–	– 2.6	– 2.6	– 2.6	–	– 2.6
Fair value changes of derivatives	–	–	–	–	22.1	22.1	22.1	–	22.1
Net income (+)/Net costs (–) directly recognized in equity	0.0	0.0	0.0	3.0	26.0	29.0	29.0	– 0.1	28.9
Issue of shares for employee investment plan	0.6	1.9	–	–	–	–	2.5	–	2.5
Management stock options plan									
– Capital increase for exercise of subscription rights	0.1	0.2	–	–	–	–	0.3	–	0.3
– Value of performed services (fair value)	–	–	–	–	–	–	0.0	–	0.0
Distributions	–	–	– 115.2	–	–	– 115.2	– 115.2	– 4.0	– 119.2
Group result	–	–	79.0	–	–	79.0	79.0	3.1	82.1
Consolidation activities/other changes	–	–	– 0.2	–	–	– 0.2	– 0.2	–	– 0.2
Balance as at June 30, 2013	**922.0**	**590.1**	**1,493.5**	**11.4**	**– 91.0**	**1,413.9**	**2,926.0**	**34.7**	**2,960.7**

Segment Reporting

€ million		Aviation	Retail & Real Estate	Ground Handling	External Activities & Services	Adjustment	Group
Revenue	6M 2014	418.4	218.7	317.5	167.8		1,122.4
	6M 2013 adjusted	402.7	228.7	313.9	195.4		1,140.7
Other income	6M 2014	16.7	5.8	8.5	6.5		37.5
	6M 2013 adjusted	13.2	5.1	6.1	6.7		31.1
Third-party revenue	**6M 2014**	**435.1**	**224.5**	**326.0**	**174.3**		**1,159.9**
	6M 2013 adjusted	**415.9**	**233.8**	**320.0**	**202.1**		**1,171.8**
Inter-segment revenue	6M 2014	38.4	115.2	16.5	174.2	– 344.3	
	6M 2013 adjusted	38.0	115.6	17.9	176.1	– 347.6	
Total revenue	**6M 2014**	**473.5**	**339.7**	**342.5**	**348.5**	**– 344.3**	**1,159.9**
	6M 2013 adjusted	**453.9**	**349.4**	**337.9**	**378.2**	**– 347.6**	**1,171.8**
EBITDA	**6M 2014**	**104.4**	**172.3**	**11.2**	**66.3**		**354.2**
	6M 2013 adjusted	**86.7**	**172.1**	**2.0**	**61.2**		**322.0**
Depreciation and amortization of segment assets	6M 2014	58.3	41.2	18.5	30.5		148.5
	6M 2013 adjusted	56.7	39.7	19.1	26.8		142.3
Segment result (EBIT)	**6M 2014**	**46.1**	**131.1**	**– 7.3**	**35.8**		**205.7**
	6M 2013 adjusted	**30.0**	**132.4**	**– 17.1**	**34.4**		**179.7**
Book value of segment assets	**June 30, 2014**	**4,085.8**	**2,570.5**	**693.3**	**1,293.7**	**55.2**	**8,698.5**
	Dec. 31, 2013 adjusted	**4,083.5**	**2,651.0**	**737.6**	**1,314.5**	**49.2**	**8,835.8**

Selected Notes

Accounting and Valuation Policies

The 2013 consolidated financial statements were prepared in compliance with the International Financial Reporting Standards (IFRS) issued by the International Accounting Standards Board (IASB) and the interpretations thereof by the International Financial Reporting Interpretations Committee (IFRIC) as applicable in the European Union. These abbreviated interim financial statements of the Fraport Group for the period ending June 30, 2014 have been prepared in accordance with IAS 34. As far as they apply to the Fraport Group, all official bulletins of the IASB as of January 1, 2014 have been taken into account. The interim report also meets the requirements of German Accounting Standard No. 16 (DRS 16) on interim financial reporting.

With respect to the accounting and valuation policies applied in Group accounting, please see the 2013 Annual Report (see 2013 Annual Report beginning on page 105).

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

Since the start of the year, Fraport uses five new and revised standards that amend the regulation of consolidation and accounting of investments in associates and joint ventures and the associated disclosures. They are: IFRS 10 "Consolidated Financial Statements", IFRS 11 "Joint Arrangements", IFRS 12 "Disclosure of Interests in Other Entities", IAS 27 "Separate Financial Statements" (revised 2011) and IAS 28 "Investments in Associates and Joint Ventures" (revised 2011). IFRS 10 replaces the consolidation guidelines in IAS 27 "Consolidated and Separate Financial Statements" and SIC 12 "Consolidation – Special Purpose Entities". In the revised IFRS 10, the term "control" has been comprehensively redefined. It now states that control is given if the potential parent company holds the decision-making power over the potential subsidiary based on voting or other rights, participates in positive or negative variable returns from the subsidiary and can influence these returns with its decision-making powers.

There have been no changes to the scope of consolidation in the Fraport Group as a result of the first-time application of IFRS 10.

In the course of adopting IFRS 11 "Joint Arrangements", adjustments were also made to IAS 28. IAS 28 regulates (as before) the use of the equity method. The adoption of IFRS 11 has significantly increased its scope, as all joint ventures and not just investments in associated companies have to be accounted for using the equity method. The previous year's figures have been restated for the disclosures required in this interim report.

The effects from the transition from proportionate consolidation (reported) to the equity method (adjusted) on the presentation of the asset, financial and earnings position of the Fraport Group are presented in the comparison of the financial statements.

Adjustment of the Consolidated Income Statement

€ million	6M 2013 reported	6M 2013 adjusted	Adjustment
Revenue	**1,212.4**	**1,140.7**	**– 71.7**
Change in work-in-process	0.3	0.2	– 0.1
Other internal work capitalized	16.1	15.7	– 0.4
Other operating income	16.4	15.2	– 1.2
Total revenue	**1,245.2**	**1,171.8**	**– 73.4**
Cost of materials	– 307.0	– 298.7	8.3
Personnel expenses	– 484.7	– 476.2	8.5
Other operating expenses	– 78.9	– 74.9	4.0
EBITDA	**374.6**	**322.0**	**– 52.6**
Depreciation and amortization	– 171.2	– 142.3	28.9
EBIT/Operating result	**203.4**	**179.7**	**– 23.7**
Interest income	23.6	22.7	– 0.9
Interest expenses	– 112.3	– 90.6	21.7
Result from companies accounted for using the equity method	– 2.6	– 2.2	0.4
Other financial result	7.3	8.0	0.7
Financial result	**– 84.0**	**– 62.1**	**21.9**
EBT/Result from ordinary operations	**119.4**	**117.6**	**– 1.8**
Taxes on income	– 37.3	– 35.5	1.8
Group result	**82.1**	**82.1**	**0.0**
thereof profit attributable to non-controlling interests	3.1	3.1	0.0
thereof profit attributable to shareholders of Fraport AG	79.0	79.0	0.0
Earnings per € 10 share in €			
basic	0.86	0.86	0.0
diluted	0.85	0.85	0.0

Adjustment of the Consolidated Statement of Comprehensive Income

€ million	6M 2013 reported	6M 2013 adjusted	Adjustment
Group result	**82.1**	**82.1**	**0.0**
Items that will be reclassified subsequently to profit or loss			
Fair value changes of derivatives			
Changes directly recognized in equity	18.8	20.8	2.0
thereof realized gains (+)/losses (–)	– 18.8	– 11.2	7.6
	37.6	**32.0**	**– 5.6**
(Deferred taxes related to those items	– 11.2	– 9.9	1.3)
Fair value changes of financial instruments held for sale			
Changes directly recognized in equity	– 3.8	– 3.8	0.0
thereof realized gains (+)/losses (–)	– 0.4	– 0.4	0.0
	– 3.4	**– 3.4**	**0.0**
(Deferred taxes related to those items	0.8	0.8	0.0)
Currency translation of foreign Group Companies	**1.0**	**1.0**	**0.0**
Income and expenses from companies accounted for using the equity method directly recognized in equity	**4.7**	**10.3**	**5.6**
(Deferred taxes related to those items	– 0.6	– 1.9	– 1.3)
Other result after deferred taxes	**28.9**	**28.9**	**0.0**
Comprehensive income	**111.0**	**111.0**	**0.0**
thereof attributable to non-controlling interests	3.0	3.0	0.0
thereof attributable to shareholders of Fraport AG	108.0	108.0	0.0

Adjustment of the Consolidated Statement of Financial Position

Assets

€ million	December 31, 2013 reported	December 31, 2013 adjusted	December 31, 2013 Adjustment	January 1, 2013 reported	January 1, 2013 adjusted	January 1, 2013 Adjustment
Non-current assets						
Goodwill	38.6	22.7	– 15.9	38.6	22.7	– 15.9
Investments in airport operating projects	1,006.1	458.1	– 548.0	1,031.2	433.3	– 597.9
Other intangible assets	57.8	51.1	– 6.7	44.2	39.6	– 4.6
Property, plant and equipment	5,988.1	5,962.3	– 25.8	5,927.3	5,902.4	– 24.9
Investment property	47.7	47.7	0.0	34.4	34.4	0.0
Investments in companies accounted for using the equity method	121.2	213.9	92.7	136.6	205.0	68.4
Other financial assets	727.6	728.6	1.0	742.7	749.4	6.7
Other receivables and financial assets	169.8	172.2	2.4	117.1	112.4	– 4.7
Income tax receivables	20.3	20.3	0.0	19.5	19.5	0.0
Deferred tax assets	43.7	27.9	– 15.8	49.2	28.7	– 20.5
	8,220.9	**7,704.8**	**– 516.1**	**8,140.8**	**7,547.4**	**– 593.4**
Current assets						
Inventories	75.3	42.3	– 33.0	77.7	43.4	– 34.3
Trade accounts receivable	181.6	174.4	– 7.2	180.0	173.0	– 7.0
Other receivables and financial assets	438.4	426.4	– 12.0	385.2	383.1	– 2.1
Income tax receivables	2.1	1.0	– 1.1	35.0	34.8	– 0.2
Cash and cash equivalents	605.1	486.9	– 118.2	821.9	715.2	– 106.7
	1,302.5	**1,131.0**	**– 171.5**	**1,499.8**	**1,349.5**	**– 150.3**
	9,523.4	**8,835.8**	**– 687.6**	**9,640.6**	**8,896.9**	**– 743.7**

Liabilites and Equity

€ million	December 31, 2013 reported	December 31, 2013 adjusted	December 31, 2013 Adjustment	January 1, 2013 reported	January 1, 2013 adjusted	January 1, 2013 Adjustment
Shareholders' equity						
Issued capital	922.1	922.1	0.0	921.3	921.3	0.0
Capital reserve	590.2	590.2	0.0	588.0	588.0	0.0
Revenue reserves	1,540.8	1,558.7	17.9	1,403.2	1,421.3	18.1
Equity attributable to shareholders of Fraport AG	3,053.1	3,071.0	17.9	2,912.5	2,930.6	18.1
Non-controlling interests	45.7	45.7	0.0	35.7	35.7	0.0
	3,098.8	**3,116.7**	**17.9**	**2,948.2**	**2,966.3**	**18.1**
Non-current liabilities						
Financial liabilities	4,146.8	3,948.1	– 198.7	4,401.0	4,179.1	– 221.9
Trade accounts payable	50.8	50.8	0.0	64.4	64.4	0.0
Other liabilities	889.4	491.6	– 397.8	1,006.4	578.0	– 428.4
Deferred tax liabilities	120.4	108.3	– 12.1	102.5	89.2	– 13.3
Provisions for pensions and similar obligations	26.7	26.7	0.0	27.4	27.4	0.0
Provisions for income taxes	54.1	54.1	0.0	80.2	80.2	0.0
Other provisions	235.1	223.9	– 11.2	211.2	200.5	– 10.7
	5,523.3	**4,903.5**	**– 619.8**	**5,893.1**	**5,218.8**	**– 674.3**
Current liabilities						
Financial liabilities	314.9	290.6	– 24.3	196.6	172.5	– 24.1
Trade accounts payable	162.4	159.6	– 2.8	214.4	210.3	– 4.1
Other liabilities	178.4	123.1	– 55.3	163.2	106.5	– 56.7
Provisions for income taxes	8.1	7.7	– 0.4	5.3	5.0	– 0.3
Other provisions	237.5	234.6	– 2.9	219.8	217.5	– 2.3
	901.3	**815.6**	**– 85.7**	**799.3**	**711.8**	**– 87.5**
	9,523.4	**8,835.8**	**– 687.6**	**9,640.6**	**8,896.9**	**– 743.7**

Adjustment of the Consolidated Statement of Cash Flows

€ million	6M 2013 reported	6M 2013 adjusted	Adjustment
Cash flow from operating activities	231.5	205.7	– 25.8
Cash flow used in investing activities	– 76.5	– 21.2	55.3
Cash flow used in financing activities	– 138.9	– 134.9	4.0

Adjustment of the Segment Reporting

€ million			Aviation	Retail & Real Estate	Ground Handling	External Activities & Services	Adjustment	Group
Revenue	reported	6M 2013	402.5	229.1	320.8	260.0		1,212.4
	adjusted	6M 2013	402.7	228.7	313.9	195.4		1,140.7
	Adjustment		0.2	– 0.4	– 6.9	– 64.6		– 71.7
Other income	reported	6M 2013	13.2	5.2	6.8	7.6		32.8
	adjusted	6M 2013	13.2	5.1	6.1	6.7		31.1
	Adjustment		0.0	– 0.1	– 0.7	– 0.9		– 1.7
Third-party revenue	**reported**	**6M 2013**	**415.7**	**234.3**	**327.6**	**267.6**		**1,245.2**
	adjusted	**6M 2013**	**415.9**	**233.8**	**320.0**	**202.1**		**1,171.8**
	Adjustment		**0.2**	**– 0.5**	**– 7.6**	**– 65.5**		**– 73.4**
Inter-segment revenue	reported	6M 2013	38.4	118.2	17.9	173.8	– 348.3	
	adjusted	6M 2013	38.0	115.6	17.9	176.1	– 347.6	
	Adjustment		– 0.4	– 2.6	0.0	2.3	0.7	
Total revenue	**reported**	**6M 2013**	**454.1**	**352.5**	**345.5**	**441.4**	**– 348.3**	**1,245.2**
	adjusted	**6M 2013**	**453.9**	**349.4**	**337.9**	**378.2**	**– 347.6**	**1,171.8**
	Adjustment		**– 0.2**	**– 3.1**	**– 7.6**	**– 63.2**	**0.7**	**– 73.4**
Segment result (EBIT)	**reported**	**6M 2013**	**28.6**	**132.6**	**– 14.6**	**56.8**		**203.4**
	adjusted	**6M 2013**	**30.0**	**132.4**	**– 17.1**	**34.4**		**179.7**
	Adjustment		**1.4**	**– 0.2**	**– 2.5**	**– 22.4**		**– 23.7**
EBITDA	**reported**	**6M 2013**	**85.4**	**172.3**	**5.5**	**111.4**		**374.6**
	adjusted	**6M 2013**	**86.7**	**172.1**	**2.0**	**61.2**		**322.0**
	Adjustment		**1.3**	**– 0.2**	**– 3.5**	**– 50.2**		**– 52.6**

Disclosures on Carrying Amounts and Fair Values

The following tables present the carrying amounts and fair values of the financial instruments as of June 30, 2014 and December 31, 2013, respectively:

€ million		Measured at amortized cost		Measured at fair value				June 30, 2014
				Recognized in income				
Measurement category according to IAS 39	Nominal volume	Loans and receivables		Fair value option	Held for trading	Available for sale	Hedging derivative	Total fair value
Assets	Liquid funds	Carrying amount	Fair value	Carrying amount [1]	Carrying amount [1]	Carrying amount [1]	Carrying amount [1]	
Cash and cash equivalents	365.4							365.4
Trade accounts receivable		203.5	203.5					203.5
Other financial receivables and assets		87.3	87.3			278.4		365.7
Other financial assets								
– Securities						527.5		527.5
– Other investments						65.2		65.2
– Loans to investments		124.6	124.6					124.6
– Other loans		31.7	31.7					31.7
Derivative financial assets								
– Hedging derivative								0.0
– Other derivatives								0.0
Total assets	**365.4**	**447.1**	**447.1**	**0.0**	**0.0**	**871.1**	**0.0**	**1,683.6**

		Other financial liabilities		Fair value option	Held for trading	IAS 17 liability		Hedging derivative	Total fair value
Liabilities and equity		Carrying amount	Fair value	Carrying amount [1]	Carrying amount [1]	Carrying amount	Fair value	Carrying amount [1]	
Trade accounts payable		201.0	206.1						206.1
Other financial liabilities		278.4	354.9						354.9
Financial liabilities		4,114.4	4,294.3						4,294.3
Liabilities from finance lease						53.9	59.7		59.7
Derivative financial liabilities									
– Hedging derivative								122.5	122.5
– Other derivatives					39.1				39.1
Total liabilities and equity		**4,593.8**	**4,855.3**		**39.1**	**53.9**	**59.7**	**122.5**	**5,076.6**

[1] The carrying amount equals the fair value of the financial instruments.

€ million		*Measured at amortized cost*		*Measured at fair value*				***Dec. 31, 2013***
				Recognized in income				
Measurement category according to IAS 39	*Nominal volume*	*Loans and receivables*		*Fair value option*	*Held for trading*	*Available for sale*	*Hedging derivative*	***Total fair value***
Assets	*Liquid funds*	*Carrying amount*	*Fair value*	*Carrying amount [1]*	*Carrying amount [1]*	*Carrying amount [1]*	*Carrying amount [1]*	
Cash and cash equivalents	*486.9*							***486.9***
Trade accounts receivable		*174.4*	*174.4*					***174.4***
Other financial receivables and assets		*102.7*	*102.7*			*304.0*		***406.7***
Other financial assets								
– Securities						*517.3*		***517.3***
– Other investments						*59.5*		***59.5***
– Loans to investments		*124.6*	*124.6*					***124.6***
– Other loans		*27.2*	*27.2*					***27.2***
Derivative financial assets								
– Hedging derivative								***0.0***
– Other derivatives								***0.0***
Total assets	***486.9***	***428.9***	***428.9***	***0.0***	***0.0***	***880.8***	***0.0***	***1,796.6***

		Other financial liabilities		*Fair value option*	*Held for trading*	*IAS 17 liability*		*Hedging derivative*	***Total fair value***
Liabilities and equity		*Carrying amount*	*Fair value*	*Carrying amount [1]*	*Carrying amount [1]*	*Carrying amount*	*Fair value*	*Carrying amount [1]*	
Trade accounts payable		*210.3*	*214.2*						***214.2***
Other financial liabilities		*288.3*	*362.0*						***362.0***
Financial liabilities		*4,238.7*	*4,332.0*						***4,332.0***
Liabilities from finance lease						*58.2*	*63.8*		***63.8***
Derivative financial liabilities									
– Hedging derivative								*119.9*	***119.9***
– Other derivatives					*33.6*				***33.6***
Total liabilities and equity		***4,737.3***	***4,908.2***		***33.6***	***58.2***	***63.8***	***119.9***	***5,125.5***

[1] The carrying amount equals the fair value of the financial instruments.

Given the short maturities for cash and cash equivalents, trade accounts receivable and other financial receivables and assets, the carrying amounts as of the reporting date correspond to the fair value.

The valuation of unlisted securities is based on market data applicable on the valuation date using reliable and specialized sources and data providers. The values are determined using established valuation models.

The derivative financial instruments mainly relate to interest rate hedging transactions. The fair values of these financial instruments are determined on the basis of discounted future expected cash flows, using market interest rates corresponding to the terms to maturity.

In order to determine the fair value of financial liabilities, the future expected cash flows are determined and discounted based on the yield curve on the reporting date. The market risk premium for the term and the respective borrower on the reporting date is added to the cash flows.

The fair values of listed securities are identical to the stock market prices on the reporting date.

There are no price quotations or market prices for shares in partnerships and other unlisted investments, as there are no active markets for them. The carrying amount is assumed to equal the fair value, since the fair value cannot be determined reliably. These assets are not intended for sale as of the balance sheet date.

The carrying amounts of other loans and loans to investments correspond to the respective fair values. Some of the other loans are subject to a market interest rate and their carrying amounts therefore represent a reliable valuation for their fair values. Another part of the other loans is reported at present value as of the balance sheet date. Here, it is also assumed that the present value equals the fair value. The remaining other loans are promissory note loans with a remaining term of less than four years. Due to the lack of an active market, no information is available on the risk premiums of their respective issuers. As a result, their carrying amounts were used as the most reliable value for their fair values. There is no intention to sell as of the balance sheet date.

Non-current liabilities are recognized at their present value. Interest rates with similar terms on the date of addition are used as a basis for discounting future cash outflows. To determine fair value, the respective cash outflows are discounted at interest rates with similar terms and with the Fraport credit risk as of the reporting date. The carrying amounts of current liabilities are equal to the fair value.

The financial instruments recognized at fair value in the statement of financial position belong to the following measurement categories of the hierarchy within the meaning of IFRS 13:

€ million		*Level 1*	*Level 2*	*Level 3*
Assets	***June 30, 2014***	*Quoted prices*	*Derived prices*	*Prices that cannot be derived*
Other financial receivables and financial assets				
– Available for sale	*278.4*	*278.4*	*0.0*	*0.0*
– Fair value option	*0.0*	*0.0*	*0.0*	*0.0*
Other financial assets				
– Securities available for sale	*527.5*	*527.5*	*0.0*	*0.0*
– Securities fair value option	*0.0*	*0.0*	*0.0*	*0.0*
– Other investments	*64.9*	*0.0*	*64.9*	*0.0*
Derivative financial assets				
– Derivatives without hedging relationships	*0.0*	*0.0*	*0.0*	*0.0*
– Derivatives with hedging relationships	*0.0*	*0.0*	*0.0*	*0.0*
Total assets	***870.8***	***805.9***	***64.9***	***0.0***
Liabilities and equity				
Derivative financial liabilities				
– Derivatives without hedging relationships	*39.1*	*0.0*	*39.1*	*0.0*
– Derivatives with hedging relationships	*122.5*	*0.0*	*122.5*	*0.0*
Total liabilities and equity	***161.6***	***0.0***	***161.6***	***0.0***

As of December 31, 2013, the financial instruments recognized at fair value in the statement of financial position belonged to the following measurement categories of the hierarchy within the meaning of IFRS 13:

€ million		*Level 1*	*Level 2*	*Level 3*
Assets	***December 31, 2013***	*Quoted prices*	*Derived prices*	*Prices that cannot be derived*
Other financial receivables and financial assets				
– Available for sale	*304.0*	*304.0*	*0.0*	*0.0*
– Fair value option	*0.0*	*0.0*	*0.0*	*0.0*
Other financial assets				
– Securities available for sale	*517.3*	*517.3*	*0.0*	*0.0*
– Securities fair value option	*0.0*	*0.0*	*0.0*	*0.0*
– Other investments	*59.2*	*0.0*	*59.2*	*0.0*
Derivative financial assets				
– Derivatives without hedging relationships	*0.0*	*0.0*	*0.0*	*0.0*
– Derivatives with hedging relationships	*0.0*	*0.0*	*0.0*	*0.0*
Total assets	***880.5***	***821.3***	***59.2***	***0.0***
Liabilities and equity				
Derivative financial liabilities				
– Derivatives without hedging relationships	*33.6*	*0.0*	*33.6*	*0.0*
– Derivatives with hedging relationships	*119.9*	*0.0*	*119.9*	*0.0*
Total liabilities and equity	***153.5***	***0.0***	***153.5***	***0.0***

Disclosures on Companies Included in Consolidation

As at June 30, 2014, a total of 58 companies including associates were consolidated in the Fraport Group, the same number as at December 31, 2013.

Disclosures on Related Parties

There were no material changes arising regarding type and scope as of June 30, 2014. As disclosed in note 48 of the Group notes to the 2013 Annual Report (see 2013 Annual Report beginning on page 169), there continue to be numerous business relationships with related parties, which are unchanged concluded under conditions customary in the market.

Disclosures on the Procedure for Determining Taxes on Income

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

Disclosures on the Calculation of Earnings per Share

The calculation of earnings per share was based on the following parameters:

	6M 2014 basic	6M 2014 diluted	6M 2013 basic	6M 2013 diluted
Profit attributable to shareholders of Fraport AG in € million	88.3	88.3	79.0	79.0
Weighted average number of shares	92,215,666.96	92,866,322.96	92,139,465.41	92,521,315.41
Earnings per €10 share in €	0.96	0.95	0.86	0.85

	Q2 2014 basic	Q2 2014 diluted	Q2 2013 basic	Q2 2013 diluted
Profit attributable to shareholders of Fraport AG in € million	81.8	81.8	73.9	73.9
Weighted average number of shares	92,217,683.80	92,868,343.10	92,141,339.82	92,512,889.82
Earnings per €10 share in €	0.89	0.88	0.80	0.80

Disclosures on the Development of Shareholders' Equity

The breakdown and development of shareholders' equity from January 1 to June 30, 2014 is presented in the statement of changes in equity in the Group interim financial statements as of June 30, 2014. The statement of changes in equity also shows the development for the previous year.

Stock Options Plans

As of June 30, 2014, a total of 2,016,150 stock options had been issued under Fraport AG's stock options plans (see 2013 Annual Report beginning on page 138). A total of 1,143,100 stock options were issued in 2009 when the fifth and final tranche was issued under the 2005 Fraport Management Stock Options Plan. As of June 30, 2014, 870,400 of these stock options had expired and 272,700 subscription rights had been exercised. The exercise period of the final tranche of the 2005 Fraport Management Stock Options Plan ended on April 10, 2014. A new plan was not issued.

Disclosures on Contingent Liabilities and Other Financial Commitments

Compared to December 31, 2013, order commitments related to capital expenditure on non-current assets rose by €20.9 million from €199.6 million to €220.5 million.

The first-time application of IFRS 11 did not have any significant effects on contingent liabilities or other financial commitments.

In the contingent liabilities and other financial commitments, payment commitments for the interests in Delhi (€17.6 million) and Antalya (€17.5 million) no longer exist. There have been no other material changes compared with December 31, 2013.

Responsibility Statement

To the best of our knowledge, in accordance with the applicable accounting principles for interim financial reporting and taking the generally accepted German accounting principles into account, the Group interim financial statements give a true and fair view of the asset, financial and earnings position of the Group. Furthermore, the Group interim management report presents the development and performance of the business and the situation of the Group in such a way as to give a true and fair view and describes the material opportunities and risks associated with the expected development of the Group for the remaining fiscal year.

Frankfurt am Main, August 7, 2014
Fraport AG
Frankfurt Airport Services Worldwide
The Executive Board

Dr Schulte   Giesen   Müller   Schmitz   Dr Zieschangg

Financial Calendar

Thursday, November 6, 2014	**Group Interim Report January 1 to September 30, 2014** Online publication, press conference and conference call with analysts and investors
Thursday, March 19, 2015	**Annual Report 2014** Online publication, press conference, conference with analysts and investors and video conference
Thursday, May 7, 2015	**Group Interim Report January 1 to March 31, 2015** Online publication, conference call with analysts and investors
Friday, May 29, 2015	**Annual General Meeting 2015** Frankfurt am Main, Jahrhunderthalle
Monday, June 1, 2015	**Dividend payment**
Thursday, August 6, 2015	**Group Interim Report January 1 to June 30, 2015** Online publication, conference call with analysts and investors
Thursday, November 5, 2015	**Group Interim Report January 1 to September 30, 2015** Online publication, press conference and conference call with analysts and investors

Traffic Calendar (Online publication)

Tuesday, August 12, 2014	July 2014
Wednesday, September 10, 2014	August 2014
Monday, October 13, 2014	September 2014/9M 2014
Wednesday, November 12, 2014	October 2014
Wednesday, December 10, 2014	November 2014
Thursday, January 15, 2015	December 2014/FY 2014
Wednesday, February 11, 2015	January 2015
Wednesday, March 11, 2015	February 2015
Tuesday, April 14, 2015	March 2015/3M 2015
Wednesday, May 13, 2015	April 2015
Thursday, June 11, 2015	May 2015
Friday, July 10, 2015	June 2015/6M 2015
Wednesday, August 12, 2015	July 2015
Thursday, September 10, 2015	August 2015
Monday, October 12, 2015	September 2015/9M 2015
Wednesday, November 11, 2015	October 2015
Thursday, December 10, 2015	November 2015

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Disclaimer

In case of any uncertainties which arise due to errors in translation, the German version of the Group interim report is the binding one.

Rounding

The use of rounded amounts and percentages means slight discrepancies may occur due to commercial rounding.