Getting Greener: PV expansion and new Sky Line railroad are making progress

After the tests of the demonstration system at Runway West were successful, further expansion is now starting.

The planned expansion path for own PV systems along the Runway West and Runway Northwest as well as additional PV roof systems with a total capacity of up to 42 MWp will make it possible to generate up to 40 GWh of electricity p.a. over the next five years in the final expansion phase, depending on the duration of sunshine.

As part of the construction of Terminal 3, Fraport is building a new Sky Line train which will supplement the existing system and connect the new passenger building to the northern airport operations.

In future, passengers will be able to travel 365 days a year from the long-distance and regional train station to Terminal 3 within eight minutes over a distance of 5.6 kilometers. Six of the twelve vehicles of the new Sky Line train have already been delivered. In addition to ample space for luggage, specially designed handrails provide more freedom of movement. Successful test runs have already been carried out.

New standards are also being set in terms of "green financing": Part of the financing for the Sky Line train is being provided in connection with the classification of the EU taxonomy. This makes it the first "green financing" of Fraport AG.

Consolidated Financials Statements for the 2023 Fiscal Year

Consolidated Income Statement

€ million	Notes	2023	2022
Revenue	(5)	**4,000.5**	**3,194.4**
Other internal work capitalized	(6)	50.5	39.9
Other operating income	(7)	59.0	139.3
Total revenue		**4,110.0**	**3,373.6**
Cost of materials	(8)	–1,637.3	–1,101.6
Personnel expenses	(9)	–1,076.0	–1,036.7
Depreciation and amortization	(10)	–501.2	–465.3
Other operating expenses	(11)	–192.7	–205.5
Operating result		**702.8**	**564.5**
Interest income	(12)	100.9	53.0
Interest expenses	(12)	–317.9	–313.5
Result from companies accounted for using the equity method	(13)	84.5	77.0
Other financial result	(14)	–16.4	–147.1
Financial result		**–148.9**	**–330.6**
Result from ordinary operations		**553.9**	**233.9**
Taxes on income	(15)	–123.4	–67.3
Group result		**430.5**	**166.6**
thereof profit attributable to non-controlling interests		37.3	34.2
thereof profit attributable to shareholders of Fraport AG		393.2	132.4
Earnings per €10 share in €	(16)		
basic		4.26	1.43
diluted		4.26	1.43
EBITDA (= EBIT + depreciation and amortization)		**1,204.0**	**1,029.8**
EBIT (= operating result)		**702.8**	**564.5**

Consolidated Statement of Comprehensive Income

€ million	**2023**	**2022**
Group result	**430.5**	**166.6**
Remeasurements of defined benefit pension plans	–2.9	11.0
(Deferred taxes related to those items	0.9	–3.4)
Equity instruments measured at fair value	–12.5	21.2
Other comprehensive income of companies accounted for using the equity method	0.4	0.0
(Deferred taxes related to those items	–0.1	0.0)
Items that will not be reclassified subsequently to profit or loss	**–14.2**	**28.8**
Fair value changes of derivatives		
Changes directly recognized in equity	18.0	11.5
realized gains (+)/losses (–)	7.9	8.3
	10.1	**3.2**
(Deferred taxes related to those items	–2.2	–1.0)
Debt instruments measured at fair value		
Changes recognized directly in equity	30.0	–61.9
realized gains (+)/losses (–)	0.0	0.0
	30.0	**–61.9**
(Deferred taxes related to those items	–9.1	19.2)
Currency translation of foreign subsidiaries		
Changes recognized directly in equity	–10.2	51.6
realized gains (+)/losses (–)	0.0	0.0
	–10.2	**51.6**
Income and expenses from companies accounted for using the equity method directly recognized in equity		
Changes recognized directly in equity	0.2	0.0
realized gains (+)/losses (–)	–8.7	33.4
	8.9	**–33.4**
(Deferred taxes related to those items	0.0	0.0)
Items that will be reclassified subsequently to profit or loss	**27.5**	**–22.3**
Other result	**13.3**	**6.5**
Comprehensive income	**443.8**	**173.1**
thereof attributable to non-controlling interests	34.5	39.4
thereof attributable to shareholders of Fraport AG	409.3	133.7

Consolidated Statement of Financial Position

Assets

€ million	Notes	December 31, 2023	December 31, 2022
Non-current assets			
Goodwill	(17)	19.3	19.3
Investments in airport operating projects	(18)	4,146.8	3,769.1
Other intangible assets	(19)	97.0	95.9
Property, plant, and equipment	(20)	8,951.5	8,371.8
Investment property	(21)	69.5	69.1
Investments in companies accounted for using the equity method	(22)	518.0	491.4
Other financial assets	(23)	953.1	1,173.4
Other financial receivables and assets	(24)	100.2	87.2
Other non-financial receivables and assets	(25)	95.4	129.4
Deferred tax assets	(27)	102.3	159.5
		15,053.1	**14,366.1**
Current assets			
Inventories	(28)	28.0	25.5
Trade accounts receivable	(29)	271.5	177.1
Other current financial assets	(23)	849.2	269.7
Other current financial receivables and assets	(24)	112.2	55.2
Other current non-financial receivables and assets	(25)	123.8	84.1
Income tax receivables	(26)	42.5	33.3
Cash and cash equivalents	(30)	2,410.5	2,585.2
		3,837.7	**3,230.1**
Non-current assets held for sale	**(2)**	**0.1**	**11.4**
Total		**18,890.9**	**17,607.6**

Liabilities and equity

€ million	Notes	December 31, 2023	December 31, 2022
Shareholders´ equity			
Issued capital	(31)	923.9	923.9
Capital reserve	(31)	598.5	598.5
Revenue reserves	(31)	2,796.3	2,387.0
Equity attributable to shareholders of Fraport AG	(31)	4,318.7	3,909.4
Non-controlling interests	(32)	273.6	222.5
		4,592.3	**4,131.9**
Non-current liabilities			
Financial liabilities	(33)	10,232.5	9,716.0
Trade accounts payable	(34)	78.6	62.3
Other financial liabilities	(35)	1,090.2	1,098.1
Other non-financial liabilities	(36)	62.9	69.9
Deferred tax liabilities	(37)	52.1	41.3
Provisions for pensions and similar obligations	(38)	35.8	31.7
Provisions for income taxes	(39)	47.3	77.0
Other provisions	(40)	118.9	136.3
		11,718.3	**11,232.6**
Current liabilities			
Financial liabilities	(33)	1,521.4	1,209.6
Trade accounts payable	(34)	430.8	444.4
Other current financial liabilities	(35)	150.9	190.3
Other current non-financial liabilities	(36)	220.8	162.8
Provisions for income taxes	(39)	73.3	24.7
Other provisions	(40)	183.1	199.2
		2,580.3	**2,231.0**
Liabilities related to assets held for sale	**(2)**	**0.0**	**12.1**
Total		**18,890.9**	**17,607.6**

Consolidated Statement of Cash Flows

€ million	Notes	2023	2022
Result attributable to shareholders of Fraport AG		**393.2**	**132.4**
Result attributable to non-controlling interests		37.3	34.2
Adjustments for			
Taxes on income	(15)	123.4	67.3
Depreciation and amortization	(10)	501.2	465.3
Interest result	(12)	217.0	260.5
Gains/losses from disposals of non-current assets		2.1	1.3
Others		–14.9	67.8
Changes in the measurement of companies accounted for using the equity method	(13)	–84.5	–77.0
Changes in inventories	(28)	–2.6	–5.0
Changes in receivables and financial assets	(24 – 25), (29)	–115.9	–74.1
Changes in liabilities	(34 – 36)	63.3	96.4
Changes in provisions	(37 – 40)	–46.0	–7.8
Operating activities		**1,073.6**	**961.3**
Financial activities			
Interest paid		–205.2	–156.6
Interest received		50.6	19.6
Paid taxes on income		–55.8	–37.0
Cash flow from operating activities	**(43)**	**863.2**	**787.3**
Investments in airport operating projects	(18)	–579.6	–407.1
Investments for other intangible assets	(19)	–7.7	–4.7
Capital expenditure for property, plant, and equipment	(20)	–942.9	–741.6
Investments for “Investment property”	(21)	–1.3	–0.1
Investments in companies accounted for using the equity method	(22)	0.0	–377.3
Sale of consolidated subsidiaries	(2)	–10.6	0.0
Sale of shares in companies accounted for using the equity method	(2)	0.8	173.5
Dividends from companies accounted for using the equity method	(22)	57.1	50.7
Proceeds from disposal of non-current assets		1.6	0.8
Cash flow used in investing activities excluding investments in cash deposits and securities		**–1,482.6**	**–1,305.8**
Financial investments in securities and promissory note loans	(23)	–838.1	–812.3
Proceeds from disposal of securities and promissory note loans		496.1	364.9
Changes in time deposits with a term of more than three months	(30)	5.7	537.2
Cash flow used in investing activities	**(43)**	**–1,818.9**	**–1,216.0**
Dividends paid to non-controlling interests		–13.9	0.0
Capital increase non-controlling interests		33.7	0.0
Transactions with non-controlling interests	(2)	0.0	82.3
Cash inflow from long-term financial liabilities	(33)	2,055.3	2,011.6
Repayment of non-current financial liabilities		–923.9	–1,307.2
Changes in current financial liabilities		–355.8	95.6
Cash flow used in financing activities	**(43)**	**795.4**	**882.3**
Change in restricted cash		13.1	–64.6
Change in cash and cash equivalents		**–147.2**	**389.0**
Cash and cash equivalents as at January 1		826.2	431.2
Foreign currency translation effects on cash and cash equivalents		–8.7	6.0
Cash and cash equivalents as at December 31	**(30), (43)**	**670.3**	**826.2**

Consolidated Statement of Changes in Equity

€ million	Notes	Issued capital	Capital reserve
As at January 1, 2023		**923.9**	**598.5**
Foreign currency translation effects		–	–
Income and expenses from companies accounted for using the equity method directly recognized in equity		–	–
Remeasurement of defined benefit plans		–	–
Equity instruments measured at fair value		–	–
Debt instruments measured at fair value		–	–
Fair value changes of derivatives		–	–
Other result		**0.0**	**0.0**
Distributions		–	–
Group result		–	–
Transactions with non-controlling interests		–	–
Capital increase non-controlling interests		–	–
As at December 31, 2023	**(31),(32)**	**923.9**	**598.5**
As at January 1, 2022		**923.9**	**598.5**
Foreign currency translation effects		–	–
Income and expenses from companies accounted for using the equity method directly recognized in equity		–	–
Remeasurement of defined benefit plans		–	–
Equity instruments measured at fair value		–	–
Debt instruments measured at fair value		–	–
Fair value changes of derivatives		–	–
Other result		**0.0**	**0.0**
Distributions		–	–
Group result		–	–
Transactions with non-controlling interests		–	–
As at December 31, 2022	**(31),(32)**	**923.9**	**598.5**

Revenue reserves	Foreign currency reserve	Financial instruments	Revenue reserves (total)	Equity attributable to shareholders of Fraport AG	Non-controlling interests	Shareholders' equity (total)
2,439.3	**–92.7**	**40.4**	**2,387.0**	**3,909.4**	**222.5**	**4,131.9**
–	–5.8	–	–5.8	–5.8	–4.4	–10.2
0.3	0.9	8.0	9.2	9.2	–	9.2
–2.0	–	–	–2.0	–2.0	–	–2.0
–	–	–12.5	–12.5	–12.5	–	–12.5
–	–	20.9	20.9	20.9	–	20.9
–	–	6.3	6.3	6.3	1.6	7.9
–1.7	**–4.9**	**22.7**	**16.1**	**16.1**	**–2.8**	**13.3**
–	–	–	–	–	–13.9	–13.9
393.2	–	–	393.2	393.2	37.3	430.5
–	–	–	–	–	–3.2	–3.2
–	–	–	–	–	33.7	33.7
2,830.8	**–97.6**	**63.1**	**2,796.3**	**4,318.7**	**273.6**	**4,592.3**
2,276.7	**–106.4**	**60.4**	**2,230.7**	**3,753.1**	**155.9**	**3,909.0**
–	47.1	–	47.1	47.1	4.5	51.6
–	–33.4	–	–33.4	–33.4	–	–33.4
7.6	–	–	7.6	7.6	–	7.6
–	–	21.2	21.2	21.2	–	21.2
–	–	–42.7	–42.7	–42.7	–	–42.7
–	–	1.5	1.5	1.5	0.7	2.2
7.6	**13.7**	**–20.0**	**1.3**	**1.3**	**5.2**	**6.5**
–	–	–	–	–	–	–
132.4	–	–	132.4	132.4	34.2	166.6
22.6	–	–	22.6	22.6	27.2	49.8
2,439.3	**–92.7**	**40.4**	**2,387.0**	**3,909.4**	**222.5**	**4,131.9**

Lima expansion project

In order to do justice to the importance of Lima Airport as an international hub airport in the future as well, extensive infrastructure and expansion measures are taking place. Numerous airside construction projects, such as a new tower, have already been completed. In April 2023 the second runway was also inaugurated with the first commercial flight on it.

The first construction phase with a capacity of 30 million passengers is scheduled to be put into operation at the end of 2024. The new terminal is scheduled to serve up to 40 million passengers a year when it becomes fully operational in 2025.

The new terminal will make an important contribution to the strategic development of Lima Airport.

Group Notes for the 2023 Fiscal Year

Consolidated Statement of Changes in Non-current Assets

(Note 17 to 21)

€ million	Goodwill	Investments in airport operating projects	Other intangible assets
Acquisition/production costs			
As at January 1, 2023	**132.3**	**4,539.1**	**272.4**
Foreign currency translation effects	0.0	–17.7	–0.4
Additions	0.0	536.9	7.7
Disposals	0.0	–20.7	–29.5
Reclassifications	0.0	–0.8	7.4
As at December 31, 2023	**132.3**	**5,036.8**	**257.6**
Accumulated depreciation and amortization			
As at January 1, 2023	**113.0**	**770.0**	**176.5**
Foreign currency translation effects	0.0	–6.5	–0.4
Additions	0.0	130.6	14.0
Disposals	0.0	–0.5	–29.5
Reclassifications	0.0	–3.6	0.0
As at December 31, 2023	**113.0**	**890.0**	**160.6**
Residual carrying amounts			
As at December 31, 2023	**19.3**	**4,146.8**	**97.0**
Acquisition/production costs			
As at January 1, 2022	**132.3**	**4,053.4**	**265.1**
Foreign currency translation effects	0.0	122.3	2.3
Additions	0.0	374.1	4.7
Disposals	0.0	–9.1	–4.8
Reclassifications	0.0	–1.6	5.2
IFRS 5 reclassifications	0.0	0.0	-0.1
As at December 31, 2022	**132.3**	**4,539.1**	**272.4**
Accumulated depreciation and amortization			
As at January 1, 2022	**113.0**	**637.0**	**159.3**
Foreign currency translation effects	0.0	19.5	1.2
Additions	0.0	113.5	17.4
Impairment losses	0.0	0.0	3.4
Disposals	0.0	0.0	–4.8
Reclassifications	0.0	0.0	0.0
As at December 31, 2022	**113.0**	**770.0**	**176.5**
Residual carrying amounts			
As at December 31, 2022	**19.3**	**3,769.1**	**95.9**

Land, land rights, and buildings, including buildings on leased lands	Technical equipment and machinery	Other equipment, operating, and office equipment	Right of use assets leases	Construction in progress	Property, plant, and equipment (total)	Investment property
6,503.1	**3,426.3**	**565.0**	**349.0**	**3,295.2**	**14,138.6**	**79.6**
0.0	0.0	–2.6	–10.4	–0.6	**–13.6**	0.0
39.9	74.4	28.6	8.6	804.3	**955.8**	1.3
–15.0	–27.3	–53.8	–15.9	–1.8	**–113.8**	0.0
91.5	15.6	32.6	0.0	–146.3	**–6.6**	0.0
6,619.5	**3,489.0**	**569.8**	**331.3**	**3,950.8**	**14,960.4**	**80.9**
3,330.8	**1,891.8**	**385.7**	**157.4**	**1.1**	**5,766.8**	**10.5**
0.0	0.0	–1.7	–5.7	0.0	**–7.4**	0.0
174.7	106.1	37.7	37.2	0.0	**355.7**	0.9
–13.2	–26.9	–53.8	–15.9	0.0	**–109.8**	0.0
–4.7	–0.1	8.4	0.0	0.0	**3.6**	0.0
3,487.6	**1,970.9**	**376.3**	**173.0**	**1.1**	**6,008.9**	**11.4**
3,131.9	**1,518.1**	**193.5**	**158.3**	**3,949.7**	**8,951.5**	**69.5**
6,432.2	**3,410.7**	**559.6**	**333.4**	**2,653.8**	**13,389.7**	**98.2**
0.0	0.0	4.1	16.3	0.5	**20.9**	0.0
16.4	28.4	22.5	0.2	712.3	**779.8**	0.1
–9.3	–29.6	–22.7	–1.1	–3.7	**–66.4**	0.0
63.8	16.8	2.0	0.2	–67.7	**15.1**	–18.7
0.0	0.0	-0.5	0.0	0.0	-0.5	0.0
6,503.1	**3,426.3**	**565.0**	**349.0**	**3,295.2**	**14,138.6**	**79.6**
3,188.2	**1,825.2**	**364.7**	**112.1**	**1.1**	**5,491.3**	**9.6**
0.0	0.0	2.2	5.1	0.0	**7.3**	0.0
150.2	97.3	37.9	41.3	0.0	**326.7**	0.9
0.0	0.0	3.4	0.0	0.0	**3.4**	0.0
–9.2	–29.1	–22.5	–1.1	0.0	**–61.9**	0.0
1.6	–1.6	0.0	0.0	0.0	**0.0**	0.0
3,330.8	**1,891.8**	**385.7**	**157.4**	**1.1**	**5,766.8**	**10.5**
3,172.3	**1,534.5**	**179.3**	**191.6**	**3,294.1**	**8,371.8**	**69.1**

Segment Reporting

(Note 42)

€ million		**Aviation**	**Retail & Real Estate**	**Ground Handling**	**International Activities & Services**	**Reconcilia-tion**	**Group**
	2023	1,098.8	498.8	676.8	1,726.1	–	**4,000.5**
Revenue	2022	828.1	446.4	550.1	1,369.8	–	**3,194.4**
	2023	40.8	16.5	8.5	43.7	–	**109.5**
Other income	2022	27.9	30.7	8.0	112.6	–	**179.2**
	2023	**1,139.6**	**515.3**	**685.3**	**1,769.8**	**–**	**4,110.0**
Income with third parties	**2022**	**856.0**	**477.1**	**558.1**	**1,482.4**	**–**	**3,373.6**
	2023	96.8	237.1	38.7	383.7	–756.3	**–**
Inter-segment income	2022	87.8	213.8	34.4	338.4	–674.4	**–**
	2023	**1,236.4**	**752.4**	**724.0**	**2,153.5**	**–756.3**	**4,110.0**
Total income	**2022**	**943.8**	**690.9**	**592.5**	**1,820.8**	**–674.4**	**3,373.6**
	2023	**151.8**	**274.0**	**–74.0**	**350.9**	**–**	**702.7**
Segment result EBIT	**2022**	**40.6**	**256.3**	**–111.6**	**379.2**	**–**	**564.5**
	2023	156.5	95.9	39.9	208.9	–	**501.2**
Depreciation and amortization of segment assets	2022	134.8	86.6	37.7	206.2	–	**465.3**
	2023	**308.3**	**369.9**	**–34.1**	**559.8**	**–**	**1,203.9**
EBITDA	**2022**	**175.4**	**342.9**	**–73.9**	**585.4**	**–**	**1,029.8**
Share of result from companies accounted for using the equity method	2023	2.4	–7.8	–0.7	90.6	–	**84.5**
	2022	0.1	–3.5	9.2	71.2	–	**77.0**
	2023	0.0	0.0	0.3	0.0	–	**0.3**
Income from investments	2022	0.0	0.0	0.1	0.0	–	**0.1**
	December 31, 2023	7,060.6	3,999.1	1,160.6	6,525.8	144.8	**18,890.9**
Carrying amounts of segment assets	December 31, 2022	6,406.9	3,727.4	1,035.3	6,245.2	192.8	**17,607.6**
	December 31, 2023	6,003.6	3,342.3	954.0	3,812.3	186.4	**14,298.6**
Segment liabilities	December 31, 2022	5,603.7	3,191.8	890.8	3,630.0	159.4	**13,475.7**
Acquisition cost of additions to property, plant, and equipment, investments in airport operating projects, goodwill, intangible assets, and investment property	2023	553.4	242.1	116.1	590.1	–	**1,501.7**
	2022	426.0	230.7	92.9	409.1	–	**1,158.7**
	2023	41.2	23.7	15.0	11.9	0.2	**92.0**
Other considerable non-cash effective expenses	2022	88.0	46.0	18.1	17.5	6.1	**175.7**
Investments in companies accounted for using the equity method	December 31, 2023	19.3	31.1	10.8	456.8	–	**518.0**
	December 31, 2022	0.6	29.0	12.5	449.3	–	**491.4**

Geographical information

€ million		Germany	Rest of Europe	Asia	America	Reconcilia-tion	Group
Revenue	2023	2,328.8	639.8	15.8	1,016.1	–	**4,000.5**
	2022	1,886.1	513.1	10.8	784.4	–	**3,194.4**
Other income	2023	73.1	1.8	0.9	33.7	–	**109.5**
	2022	73.1	24.4	54.6	27.1	–	**179.2**
Income with third parties	**2023**	**2,401.9**	**641.6**	**16.7**	**1,049.8**	**–**	**4,110.0**
	2022	**1,959.2**	**537.5**	**65.4**	**811.5**	**–**	**3,373.6**
Carrying amounts of segment assets	December 31, 2023	12,472.7	3,000.0	576.5	2,696.9	144.8	**18,890.9**
	December 31, 2022	11,398.0	3,113.3	691.4	2,212.1	192.8	**17,607.6**
Acquisition cost of additions to property, plant, and equipment, investments in airport operating projects, intangible assets, and investment property	2023	942.2	36.9	0.0	522.6	–	**1,501.7**
	2022	770.3	20.7	0.0	367.7	–	**1,158.7**

Notes to the Consolidation and Accounting Policies

1 Basis for the Preparation of the Consolidated Financial Statements

Fraport AG Frankfurt Airport Services Worldwide, Frankfurt/Main (hereinafter: Fraport AG), is a global airport operator and its main business focus is the operation of Frankfurt Main airport, one of Europe's most important air transport hubs. Fraport AG is headquartered at Frankfurt Airport, Germany. Fraport AG is registered in the Frankfurt am Main District Court, Department B, under number 7042.

Fraport AG has prepared its consolidated financial statements as at December 31, 2023 in accordance with the standards issued by the International Accounting Standards Board (IASB).

We have applied the International Financial Reporting Standards (IFRS) for the consolidated financial statements and the interpretations about them issued by the International Financial Reporting Committee (IFRS, IC) as adopted in the European Union (EU), in force on the balance sheet date, completely and without any restriction in accounting, measurement, and disclosure in the 2023 consolidated financial statements. Pursuant to Section 315e (1) of the German Commercial Code (HGB), these notes to the financial statements contain the supplementary disclosures according to Sections 313, 314 HGB.

As a capital market-oriented parent company of the Fraport Group, Fraport AG must prepare its consolidated financial statements in accordance with IFRS, pursuant to Regulation (EC) No 1606/2002 of the European Parliament and the Council dated July 19, 2002 (new version dated April 9, 2008) on the application of international accounting standards.

The consolidated income statement is prepared according to the nature of expenditure method.

The consolidated financial statements are prepared in euros (€). All figures are in € million unless stated otherwise.

The business activities and the organization of the Fraport Group are presented in the combined management report.

The Executive Board of Fraport AG prepared the consolidated financial statements as of December 31, 2023, submitted the prepared consolidated financial statements to the audit committee and the Supervisory Board for review and approval and released them for publication at its meeting on March 12, 2024.

2 Companies included in the Consolidation and Balance Sheet Date

Companies included in the consolidation and balance sheet date

Fraport AG and all subsidiaries are included in the consolidated financial statements in full. Joint ventures and associated companies are accounted for in the consolidated financial statements using the equity method.

Companies controlled by Fraport AG are considered to be subsidiaries. A company is controlled by Fraport AG if Fraport AG holds decision-making power on the basis of voting or other rights allowing it to determine the significant activities of the affiliated company, participates in positive or negative variable returns from the affiliated company, and is able to affect these returns through its decision-making power.

Inclusion in the consolidated financial statements commences on the date when control is obtained.

A joint arrangement applies if the Fraport Group makes joint decisions on operations on the basis of a contractual agreement with third parties. Joint management is exercised if decisions on significant activities require the unanimous agreement of all parties. A joint arrangement is either a joint operation or a joint venture.

For all joint arrangements in the Fraport Group, the partners have a share in the net assets of a jointly managed, legally independent company; these are therefore joint ventures.

Associated companies are Fraport investments in which Fraport AG is able to exercise major influence on financial and business policies.

The annual financial statements of the companies included in the consolidated financial statements are prepared on the basis of shared accounting and valuation principles.

The fiscal year of Fraport AG and all consolidated companies is the calendar year.

The consolidated financial statements of Fraport AG are dominated by the parent company. The companies included in the consolidated financial statements changed as follows during the 2023 fiscal year:

Companies included in consolidation

	Germany	Other countries	Total
Fraport AG	**1**	**0**	**1**
Fully consolidated subsidiaries			
December 31, 2022	25	30	55
Additions	0	2	2
Interim consolidation	–1	0	–1
Disposals	0	0	0
December 31, 2023	**24**	**32**	**56**
Companies accounted for using the equity method			
Joint ventures			
December 31, 2022	12	4	16
Additions	0	0	0
Interim consolidation	1	0	1
Disposals	0	0	0
December 31, 2023	**13**	**4**	**17**
Associated companies			
December 31, 2022	3	1	4
Additions	1	0	1
Disposals	–1	0	–1
December 31, 2023	**3**	**1**	**4**
Companies consolidated including companies accounted for using the equity method on December 31, 2022	41	35	76
Companies consolidated including companies accounted for using the equity method on December 31, 2023	**41**	**37**	**78**

In a second stage, effective January 1, 2023, FraSec Fraport Security Services GmbH sold 25% of the shares in FraSec Aviation Security GmbH, formerly FraSec Luftsicherheit GmbH to the Dr. Sasse Group. As a result of this sale, the Dr. Sasse Group holds a majority stake of 51% in FraSec Aviation Security GmbH. The company has been included in the consolidated financial statements as of January 1, 2023 as a joint venture. The deconsolidation of the Group company and the recognition of the remaining interest (49%) at fair value resulted in other operating income of €11.1 million. The company's assets and liabilities as of December 31, 2022 accounted for in accordance with IFRS 5 were disposed of in this connection.

On June 6, 2023, the associated company FraScout GmbH was founded. FraSec Services GmbH holds 49% of the shares in the company. The remaining 51% of the shares are held by Connect Holding GmbH. The objective of the company is the provision of personnel services, in particular at and in airports.

In the context of the tender for the center management at Washington Dulles International Airport (IAD) and Ronald Reagan Washington National Airport (DCA), Fraport USA founded the companies Fraport Washington LLC and Fraport Washington Partnership LLC in July 2023. After the successful conclusion of the tender process, the concession agreement with a term until March 31, 2034 was signed in October 2023. Operations were taken over on January 1, 2024.

In addition, all shares in the associated company Airmail Center Frankfurt GmbH were sold with effect from June 30, 2023. The transaction had a negative impact of €1.4 million on the Group result. The shares in Airmail Center Frankfurt GmbH were recognized separately in the balance sheet as “Non-current assets held for sale” until the date of their disposal.

The incorporations and partial sales in the reporting year had no substantial effects on the Fraport consolidated financial statements.

As at December 31, 2023, a total of 78 companies including associates were consolidated in the Fraport Group.

Fraport AG holds a 52% capital share of the company N*ICE Aircraft Services & Support GmbH, Frankfurt am Main. The company is included in the consolidated financial statements as a joint venture according to the equity method due to contractually agreed joint management.

Operational services GmbH & Co. KG, Frankfurt/Main, in which Fraport holds 50% of the shares, is recognized according to the equity method as an associated company based on the contractual arrangements. Due to the planned disposal as at December 31, 2023, the shares were reported under non-current assets held for sale in accordance with IFRS 5.

The full list of the shareholding pursuant to Section 313 (2) HGB is shown under note 57 of the Notes to the consolidated financial statements.

Disclosure of interests in subsidiaries

The following table shows the summarized financial information for the Group companies Lima Airport Partners S.R.L, Fraport Twin Star Airport Management AD, and the two Greek companies, Fraport Regional Airports of Greece A S.A. (hereinafter Fraport Greece A) and Fraport Regional Airports of Greece B S.A. (hereinafter Fraport Greece B). The Fraport Group holds substantial non-controlling interests in these companies. Lima Airport Partners S.R.L., Lima, operates Lima International Airport in Peru. Fraport Twin Star Airport Management AD, Varna, operates Varna and Burgas airports in Bulgaria. The two Group companies in Greece, Fraport Regional Airports of Greece A S.A., Athens, and Fraport Regional Airports of Greece B S.A., Athens, each operate seven airports in Greece. Further information on the companies is contained in note 49.

Disclosure of interests in subsidiaries

€ million	Fraport Regional Airports of Greece A S.A.		Fraport Regional Airports of Greece B S.A.		Lima Airport Partners S.R.L.		Fraport Twin Star Airport Management AD	
	December 31, 2023	December 31, 2022	December 31, 2023	December 31, 2022	December 31, 2023	December 31, 2022	December 31, 2023	December 31, 2022
Participation quota of non-controlling interests in %	**35.00**	**35.00**	**35.00**	**35.00**	**19.99**	**19.99**	**40.00**	**40.00**
Non-current assets	941.7	970.0	940.1	984.5	1,564.8	1,176.2	158.2	154.2
Current assets	197.0	249.0	186.7	244.7	144.3	87.6	25.8	25.5
Non-current liabilities	872.4	1,024.1	932.3	1,081.0	856.6	256.7	62.5	63.9
Current liabilities	124.1	70.2	90.8	70.1	214.0	555.2	20.9	15.9
Shareholders' equity/net assets	**142.2**	**124.7**	**103.7**	**78.1**	**638.5**	**451.9**	**100.6**	**99.9**
Carrying amount, non-controlling interests	49.8	43.6	36.3	27.3	127.7	90.4	40.2	40.0

	2023	2022	2023	2022	2023	2022	2023	2022
Revenue	305.0	236.2	240.2	207.5	792.0	590.1	51.2	43.5
EBITDA	153.6	149.3	114.1	119.2	109.2	100.2	20.6	19.3
Result after taxes	51.5	46.7	25.7	21.2	32.1	37.2	5.8	4.2
Other result	0.0	1.3	0.0	0.9	7.9	0.0	0.0	–0.2
Currency translation differences	0.0	0.0	0.0	0.0	–22.0	23.1	0.0	0.0
Comprehensive income	**51.5**	**48.0**	**25.7**	**22.1**	**18.0**	**60.3**	**5.8**	**4.0**
Proportion of non-controlling interests in comprehensive income	18.0	16.8	9.0	7.7	3.6	12.1	2.3	1.6
Cash flow from operating activities	114.8	116.1	77.2	97.4	52.8	119.4	25.3	19.2
Cash flow used in investing activities	–6.8	–3.8	–6.3	–4.8	–528.7	–360.1	–20.0	–10.8
thereof investments in airport operating projects	0.0	0.0	0.0	0.0	–38.0	–18.9	–4.4	–7.1
thereof in infrastructure	–6.8	–3.8	–6.3	–4.8	–490.7	–341.2	–15.6	–3.7
Cash flow used in financing activities	–183.3	2.6	–150.6	54.6	495.5	249.1	–5.0	0.0
Change in cash and cash equivalents	**–75.3**	**114.9**	**–79.7**	**147.2**	**19.6**	**8.4**	**0.3**	**8.4**
Cash and cash equivalents as at January 1	169.2	76.9	166.1	54.6	53.3	42.4	21.4	13.0
Changes in restricted cash	–4.0	–22.6	8.0	–35.7	0.0	0.0	0.0	0.0
Foreign currency translation effects on cash and cash equivalents	0.0	0.0	0.0	0.0	–1.9	2.5	0.0	0.0
Cash and cash equivalents as at December 31	89.9	169.2	94.4	166.1	71.0	53.3	21.7	21.4
Dividends to non-controlling interests	–11.9	0.0	0.0	0.0	0.0	0.0	–2.0	0.0

All subsidiaries are fully consolidated in the Fraport consolidated financial statements. The capital shares in the subsidiaries directly held by Fraport AG as a parent company do not differ from the proportion of voting rights held. There are no preferred shares in the subsidiaries.

3 Consolidation Principles

Capital consolidation of all business combinations follows the purchase method.

All identifiable acquired assets and the acquired liabilities, including contingent liabilities, are recorded at fair value on the acquisition date. The acquisition costs for company acquisitions correspond to the fair value of the transferred assets and liabilities. Incidental acquisition costs are recorded as expenses as they are incurred. Conditional purchase price payments are recorded at fair value on the acquisition date. Subsequent changes in the fair value of a conditional consideration, which is deemed to be an asset or a liability, will be recognized either through profit or loss or as a change in other income. Non-controlling interests are valued at fair value or the corresponding proportion of the identifiable net assets of the acquired company. In the case of step-by-step company acquisitions, the shares already held in the acquired company are revalued through profit or loss at fair value on the date that control is obtained.

Goodwill is recorded insofar as the sum of the consideration that is transferred, the amount of all non-controlling interests in the acquired company and any equity that was previously held and revalued on the acquisition date is higher than the balance of the acquired and revalued identifiable assets and the revalued acquired liabilities. If the comparison results in a lower amount, a net income on acquisition at a price below the fair value is recorded after the assigned values are reviewed.

Joint ventures and associated companies are accounted for in the consolidated financial statements using the equity method. Initial measurements of companies accounted for using the equity method are carried out at fair value at the time of acquisition, similarly to capital consolidation for subsidiaries. Subsequent changes in the shareholders' equity and the updating of the difference from initial valuation change the amount accounted for at equity.

Loans, accounts receivable, and liabilities, contingencies and other contingent liabilities between companies included in the consolidated financial statements, internal expenses, and income, as well as income from Group investments are eliminated.

Currency translation

Annual financial statements of companies outside Germany denominated in foreign currencies are translated on the basis of the functional currency concept in accordance with IAS 21. The assets and liabilities of the consolidated companies are translated at the exchange rate on the balance sheet date and shareholders' equity at the historical exchange rate, whereas, for the purpose of simplification, the expenses and income are translated at average exchange rates, since the companies are financially, economically, and organizationally independent. Foreign currency translation differences are included directly in equity without affecting profit or loss.

The following material exchange rates were used for the currency translation:

Exchange rates

Unit/Currency in €	Exchange rate December 31, 2023	Average exchange rate 2023	Exchange rate December 31, 2022	Average exchange rate 2022
1 US Dollar (US-$)	0.9028	0.9248	0.9367	0.9496
1 Turkish New Lira (TRY)	0.0305	0.3882	0.0500	0.0574
1 Renminbi Yuan (CNY)	0.1268	0.1305	0.1355	0.1413
1 Hong Kong Dollar (HKD)	0.1156	0.1181	0.1202	0.1213
1 Peruvian Nuevo Sol (PEN)	0.2445	0.2472	0.2473	0.2476
100 Russian Rubles (RUB)	1.0003	1.0808	1.3063	1.3469
1 Brazilian Real (BRL)	0.1861	0.1852	0.1771	0.1838

Business transactions in foreign currencies are accounted at the exchange rate on the date of the business transaction. Measurement of the resulting assets and liabilities that are nominally bound in the foreign currency as at the balance sheet date takes place at the exchange rate as at the balance sheet date. Translation differences are generally recorded through profit or loss.

4 Accounting Principles

Uniform accounting measurement policies

The financial statements of the Fraport Group are based on accounting and measurement policies that are applied consistently throughout the Group.

The consolidated financial statements are drafted on the basis of historic acquisition and production costs. Particular exceptions include financial assets available for sale and derivative financial instruments.

The following overview contains a summary of the valuation methods for items in the statement of financial position.

Measurement policies by financial position item

Financial position item	Measurement policy
Assets	
Goodwill	Accumulated impairment (IAS 36)
Investments in airport operating projects	Amortized costs
Other intangible assets with determinable useful lives	Amortized costs
Property, plant, and equipment	Amortized costs
Investment property	Amortized costs
Other financial assets	According to IFRS 9
Trade accounts receivable	According to IFRS 9
Other financial receivables and assets	According to IFRS 9
Other non-financial receivables and assets	Amortized costs
Inventories	Lower of acquisition or production cost and net realizable value
Cash and cash equivalents	Amortized costs
Derivative financial instruments	According to IFRS 9
Liabilities	
Financial liabilities	According to IFRS 9
Trade accounts payable	According to IFRS 9
Other financial liabilities	According to IFRS 9 and IFRS 16
Other non-financial liabilities	Amortized costs
Provisions for pensions and similar obligations	Projected unit credit method
Other provisions	Present value or amount required to settle the obligation
Derivative financial instruments	According to IFRS 9

Recognition of income and expenses

According to IFRS 15, revenue from contracts with customers must be recognized in the amount for which the company has fulfilled its performance obligation and the customer has received the authority to dispose of the agreed goods and services. The timing and amount of the revenue to be recognized is determined according to the following five-step process:

- Identification of the contract/s with a customer,
- Identification of the independent performance obligations,
- Determination of the transaction price,
- Distribution of the transaction price to the individual performance obligations,
- Revenue recognition upon fulfillment of the performance obligations.

Income and expenses from the same transactions and/or events are recognized in the same period.

In the Fraport Group, revenue is divided into the following types:

The Aviation segment includes, in particular, revenue from airport charges, which are based on a regulation approved by HMWEVW (Hessian Ministry of Economics, Energy, Transport and Housing) (see note 49), as well as from security services at the Frankfurt site. With the take-over of the management of aviation security checks at the Frankfurt site at the beginning of the 2023 fiscal year, revenue from aviation security charges were also recognized for the first time under security services. The airport charges are for the takeoffs, landings (including noise and emission), and parking of aircraft as well as for the use of passenger facilities. Security services refer to services for passenger, baggage, and cargo inspections on behalf of the German Federal Ministry of the Interior (BMI). The performance obligations in the Aviation segment are usually fulfilled within one day and recognized accordingly.

In the Retail & Real Estate segment, revenue is divided into the areas of real estate, retail, and parking.
Real estate revenue relates to leasing of buildings at Frankfurt Airport. In addition, Fraport AG offers various services in the area of real estate management for third parties. These range from the development and marketing of real estate management to energy management.

Revenue in the retail sector is divided into the categories of shopping, advertising, and services and primarily results from revenue from the rental of retail and service areas as well as the marketing of advertising space.
The area of parking includes, in particular, revenue from the leasing of parking spaces at various parking facilities. As a general rule, revenue from leasing and all other services is recognized using the straight-line method over the term of the lease or for a fixed term. In contrast, for disposals of real estate inventories, revenue is recognized at the time of transfer of control to the buyer.

In the Ground Handling segment, revenue is divided into the areas of ground services and charges for infrastructure. The apron services are responsible for carrying out loading and transport services. This includes, among other things, the transportation of passengers, baggage, and cargo as well as the loading and unloading of aircraft. In addition, the handling of freight includes, among other things, the landside processing of air freight and mail as well as freight documentation. The infrastructure charges include, in particular, charges for providing the central infrastructure, such as the central baggage transfer system, at the Frankfurt site.
The performance obligations in the Ground Handling segment are usually fulfilled within one day and recognized accordingly.

The International Activities & Services segment includes the operation, maintenance, development, and expansion of airports and infrastructure facilities in Germany and abroad. These services also encompass consulting services and customized solutions to the challenges of airport management (so-called ORAT services – operational readiness and airport transfer). The services of the foreign investments essentially correspond to those described for the Aviation, Retail & Real Estate, and Ground Handling segments. In addition, revenue in the segment includes contract revenue from construction and expansion services related to airport operating projects abroad which are being carried out in line with the respective progress in each construction project. The accounting treatment follows IFRIC 12.

In general, the payment terms are set depending on the type of revenue. The payment terms are typically between 0 and 40 days.

Interest income is recorded using the effective interest rate method.

Goodwill

After the initial recognition of goodwill acquired in the course of a business merger, it is measured at acquisition costs less any cumulative impairment losses.

For the purpose of impairment testing, goodwill acquired in the course of a business merger is assigned to the cash-generating units of the Group since the acquisition date. Goodwill impairment testing is performed by comparing the recoverable amount of a cash-generating unit to its carrying amount, including goodwill. The recoverable amount corresponds to the higher amount of the fair value less costs to sell and the value in use. Essentially, in the Fraport Group the value in use based on a company valuation model (discounted cash flow method) is used to calculate the recoverable amount. All goodwill items are tested for impairment at least once a year in December in accordance with IAS 36.88 – 99. In the event of an impairment, an impairment loss is recognized. Goodwill is not written up when the reasons for impairment are eliminated. Goodwill is not subject to regular depreciation and amortization.

Investments in airport operating projects

To allow for better transparency, investments in airport operating projects are presented separately. These consist of concessions for the operation of airports in Greece, Varna and Burgas (Bulgaria), Lima (Peru), and Fortaleza and Porto Alegre (Brazil) acquired within the scope of service concession agreements (see also note 49). The concession agreements for the operation of the airports fall under the application of IFRIC 12.17 and are recognized according to the intangible asset model, since Fraport receives the right in each case to impose a charge on airport users in exchange for the obligation to pay concession fees and provide construction and expansion services. The contractual obligations to pay concession fees that are not variable, but contractually fixed in amount, are recorded as financial liabilities. These liabilities are initially recognized at fair value using a risk-adjusted discount rate. Airport operation rights received as consideration are recorded as intangible assets at the same amount and reported under investments in airport operating projects. The rights received as consideration for construction and expansion services are recognized at the cost of production for the period in which the production costs are incurred. Revenue and expenses from construction and expansion services are generally recorded pursuant to IFRIC 12.14 and in accordance with IFRS 15. Borrowing costs are capitalized as part of the costs of acquisition if the requirements (see “Borrowing costs”) are fulfilled. Costs for ongoing, scheduled maintenance measures in connection with maintaining the operational readiness of the operated infrastructure are recognized as current expenses for the period. Provisions for corresponding maintenance measures are recognized if the concession agreements contain maintenance obligations that are specified in terms of amount.

The recognized financial liabilities are subsequently measured at amortized cost using the effective interest method. Subsequent measurement of the capitalized rights is at the cost of acquisition or production less cumulative regular depreciation and amortization over the term of the concessions.

Impairment losses are recognized in accordance with IAS 36, where necessary.

Other intangible assets

Acquired intangible assets (IAS 38) are recognized at acquisition cost. Their useful life is limited. They are amortized over their useful lives using straight-line depreciation and amortization. Where necessary, impairment losses are recognized in accordance with IAS 36. If the recoverable amount of the asset later exceeds the carrying amount after an impairment loss has been recognized, the asset is written up to a maximum of the recoverable amount. The write-up through profit or loss is limited to the amortized carrying amount that would have resulted if no impairment losses had been recognized in the past.

Development costs for internally generated intangible assets are capitalized at manufacturing cost when it is probable that the manufacture of these assets will generate future economic benefits for the company and the costs can be measured reliably. The manufacturing costs cover all costs directly attributable to the manufacturing process. If the conditions for capitalization are not met, the expenses are recognized in the income statement in the year in which they are incurred. Internally generated intangible assets are amortized over their useful lives using the straight-line method.

Borrowing costs of other intangible assets that constitute qualifying assets are recognized (see “Borrowing costs”).

Property, plant, and equipment

Property, plant, and equipment (IAS 16) are recognized at the cost of acquisition or production less straight-line depreciation and amortization and any impairment losses pursuant to IAS 36, where applicable. If the recoverable amount of the asset later exceeds the carrying amount after an impairment loss has been recognized pursuant to IAS 36, the asset is written up to a maximum of the recoverable amount. The write-up through profit or loss is limited to the amortized carrying amount that would have resulted if no impairment loss had been recognized in the past. Subsequent acquisition costs are capitalized. Production costs essentially include all direct costs including appropriate overheads. Borrowing costs of property, plant, and equipment that constitute qualifying assets are recognized (see “Borrowing costs”).

Each part of an item of property, plant, and equipment with an acquisition cost that is significant in relation to the total value of the item is measured and depreciated separately with regard to its useful life and the appropriate depreciation method.

Government grants and third-party grants related to assets are included in liabilities and are released straight-line over the useful life of the asset for which the grant has been given. Grants related to income are included as other operating income through profit or loss (IAS 20).

Investment property

Investment property (IAS 40) includes property held to earn long-term lease revenue or capital appreciation, which is not owner-occupied; it also consists of land held for a currently undetermined future use.

If land as yet held for an undetermined use is now defined as being held for sale and development has begun, it is transferred to inventories; if it is intended for own use, it is transferred to property, plant, and equipment.

Investment property is measured initially at the cost of acquisition or production. Subsequent measurement is at the cost of acquisition or production less regular straight-line depreciation and amortization and impairment losses according to IAS 36 where applicable. Borrowing costs of investment properties that constitute qualifying assets are capitalized (see “Borrowing costs”).

Borrowing costs

Borrowing costs (IAS 23) that relate to the acquisition, construction, or production of a qualifying asset are required to be capitalized as part of the acquisition/production cost of such assets. At Fraport AG, the planned investment measures form the basis for determining the qualifying assets. If the volume of the planned measures at Fraport AG exceeds €25 million and if the construction period is more than one year, all assets produced as part of the measure are recognized as qualifying assets. Each Group company defines its own individual criteria for what constitutes the presence of qualifying assets. Borrowing costs include interest, ancillary costs associated with debt capital and currency differences.

Regular depreciation and amortization

Regular depreciation and amortization is carried out on the basis of estimated useful technical and economic life. It takes place fundamentally on a Group-wide basis according to the straight-line method. The data on expected useful life also includes the useful lifespans of individual components.

The following useful lifespans are taken as a basis:

Regular depreciation and amortization

In years	
Investments in airport operating projects	25 – 50
Other concession and operator rights	34 – 39
Software and other intangible assets	1 – 30
Buildings (structural sections)	5 – 80
Technical buildings	20 – 40
Building equipment	12 – 38
Ground equipment	5 – 99
Flight operating areas	
Takeoff/landing runways	7 – 99
Aprons	20 – 99
Taxiway bridges	80
Taxiways	20 – 99
Other technical equipment and machinery	3 – 33
Vehicles (including special vehicles)	1 – 20
Other equipment, operating, and office equipment	1 – 25

The expected useful life of investment property corresponds to the expected useful life of the property, which is part of property, plant, and equipment.

Impairment losses pursuant to IAS 36

Impairment losses on assets are recognized pursuant to IAS 36. Assets are tested for impairment if there are indications of an impairment loss. An impairment test is carried out annually for existing goodwill. Impairment losses are recorded if the recoverable amount of the asset has fallen below its carrying amount. The recoverable amount is the higher of an asset's fair value less costs to sell and its value in use. The value in use is the present value of the estimated future cash inflows and outflows from the use and subsequent disposal of the asset.

Since it is not generally possible in the Fraport Group to allocate cash flows to individual assets, cash-generating units are formed and the existing goodwill is allocated to them. A cash-generating unit is defined as the smallest identifiable group of assets that generates separate cash inflows and outflows.

Regardless of indicators for possible impairment losses, assets are subject to an annual impairment test pursuant to IAS 36.

Generally, the value in use is calculated as the recoverable amount. The value in use is determined by the entity through application of the discounted cash flow method.

Determination of the future cash flows of the cash-generating units is based on the planning figures. The value in use is generally determined based on the future cash flows estimated on the basis of the current planning figures for the years between 2024 to 2028 as approved by the Executive Board and in effect at the time the impairment tests are made (in December of the year under review), and on the basis of the current long-term plans up to 2035 or over the respective contractual periods in the case of investments in airport operating projects and other concession and operator rights. These forecasts are based on past experience and the expected market performance, which is based on external studies and internal forecasts. A growth rate of 1.2% (previous year: 1.2%) based on the planning assumptions is taken into account in the perpetual annuity. The adequacy of the growth rate is checked using external forecasts on future traffic developments. The discount factor was a country-specific, weighted average cost of capital (WACC) before taxes of between 9.0% and 15.2% (previous year: 8.3% to 20.4%).

The forecasts presented in the "Business Outlook" chapter of the management report are in line with the base scenario of the planning and included in the impairment test calculations. The underlying planning also takes into account the costs of reducing carbon emissions as outlined in the "decarbonization master plan" in the "Climate protection" chapter and the costs of implementing the further climate protection measures presented. The passenger forecasts used in the planning take into account potential effects of the climate policy. Therefore, due to the consequently increased expected CO2 price, higher ticket prices of 10% until 2035 and a resulting reduction in demand of 5% is assumed.

The overall economic development continues to be characterized by the geopolitical crises the economic consequences of which, in particular the current inflation trend, are resulting in greater planning uncertainty. In order to account for these planning uncertainties, sensitivity analyses were carried out for all cash-generating units. As a general rule, the impairment of all units was assessed at a WACC higher by 0.5 percentage points and with a reduction in the revenue by 0.5 percentage points over the entire planning period. For the Slovenia cash-generating units, the increase in WACC results in an impairment requirement in the low millions range. The impairment of the cash-generating units within the framework of the revenue scenarios can be further confirmed.

Additional sensitivity analyses were also carried out for the cash-generating unit airport operations of Fraport AG. Scenarios for the underlying cash flows were developed by adjusting the planned increases in charges and the forecast traffic figures. One of the sensitivity analyses highlights the effects of a more drastic climate policy, which could lead to an increase of up to 16% in ticket prices. This scenario takes into account a reduction in passenger demand of up to 8% compared to the base scenario due to the higher prices.

The individual cash flow scenarios were then discounted with different capital cost rates after taxes ranging from 5.6% to 6.6%. The results of the sensitivity analysis allow the conclusion that there is no structural overestimation of the infrastructure. The scenarios show a range of the company value, ranging from overfunding in the low single-digit billions to underfunding in the low single-digit billions in the worst-case scenario. The worst-case scenario describes the scenario of a more drastic climate policy with a decline in passengers of up to 8% compared to the current forecast at unchanged planned fee increases. An adjustment in the fee increase in accordance with the German Air Traffic Law (LuftVG), in turn results in there no longer being an impairment requirement.

Another significant influence on the company’s value is the value added of the perpetual pension. Therefore, the impairment in the base scenario was verified to ensure it applies even with a reduced growth rate of the perpetual annuity of 0.5%. The adjustment in the growth rate does not result in an impairment requirement.

Leases

The Fraport Group has recognized right-of-use assets and liabilities for leases in which the Fraport Group is the lessee in the amount of the present value of the payment obligations entered into. Right-of-use assets are recognized if the leasing contract entitles the user to control the use of an identified asset against payment of a fee for a certain period of time. The right-of-use assets are shown under property, plant and equipment. The lease liabilities are shown under other liabilities. Lease liabilities include fixed lease payments less lease incentives to be provided by the lessor, variable payments that are linked to an index or interest rate, expected residual value payments from residual value guarantees, the exercise price of a purchase option if the exercise was deemed to be reasonably certain, and contractual penalties for those termination of the lease if it is considered in the term that a termination option will be used. Lease payments are discounted at the interest rate that the lease is implicitly based on, if the lessor provided that interest rate. Otherwise, discounting is carried out using the lessee’s incremental borrowing rate. This is derived from country-specific, risk-free debt financing interest rates with matching currencies and maturities. The right-of-use assets are measured at acquisition costs, which consist of the present value of the lease liability and initial direct costs as well as dismantling obligations and leasing payments received before or upon provision, less leasing incentives received. The subsequent measurement is carried out at amortized cost. Right-of-use assets are amortized on a straight-line basis over the lease term. If leasing agreements contain extension or termination options, all facts and circumstances are taken into account for the determination of the contract term that offer an economic incentive to exercise extension options or not to exercise such options. The term will only be adjusted if the exercise or non-exercise of such options is reasonably certain.

Taking into account the principle of materiality (IAS 1 in conjunction with IFRS 16.BC86), right-of-use assets and lease liabilities are accounted for exclusively for substantial real estate leasing contracts. Payments from leasing contracts, operating and office equipment, technical systems and machines, and properties with a contractual volume of less than €0.1 million are recorded as expenses in the same way as previous operating lease contracts. Furthermore, the regulations of IFRS 16 are not applied to intangible assets. The future minimum lease payments arising from the existing lease contracts for operating and office equipment and technical systems and machines are specified in note 46.

If an entity of the Fraport Group acts as a lessor and the contract will be classified as an operating lease, the leased property is shown in property, plant and equipment at amortized cost. Rental income is generally recorded on a straight-line basis over the term of the contract.

If an entity of the Fraport Group acts as a lessor and the contract will be classified as finance lease, Fraport recognizes the receivable in the amount of the net investment of the lease.

Investments in companies accounted for using the equity method

Investments in joint ventures and associated companies are recognized at the pro rata share of equity, including goodwill. Impairment losses are recorded if the recoverable amount is lower than the carrying amount. The investments are tested for impairment annually.

Other financial assets

Other financial assets include securities, loans and other investments. Other financial assets are recognized at fair value on the settlement date, i.e. at the time the asset is created or transferred, plus transaction costs. Other financial assets with a remaining term of up to one year are reported as current. The recognition and subsequent valuation is based on the cash flow characteristics and of the business models according to which they are managed.

A classification at amortized acquisition costs occurs when both of the following conditions are met:

- The financial asset is held within a business model whose objective is to hold financial assets in order to collect contractual cash flows, and

- The contractual terms and conditions lead to cash flows that only represent solely payments of principal and interest.

The loans are valued at amortized acquisition costs using the effective interest method.

The valuation as fair value other comprehensive income with recycling (FVOCI with recycling) is applied if the following conditions are met:

- The financial asset is held within a business model whose objective is to achieved by both holding financial assets in order to collect contractual cash flows and selling financial assets, and

- The contractual terms and conditions lead to cash flows that only represent solely payments of principal and interest.

FVOCI with Recycling applied to securities. Changes in value are recognized in other comprehensive income; interest income, remeasurements of currency translation gains and losses and impairment losses or reversals of impairment losses are recognized in profit or loss; if there is a premature sale, gains or losses are recycled from equity to profit or loss.

For other investments, the FVOCI option is exercised for strategic reasons. The fair value changes are recorded under other result. The profit and loss recorded in other result are not recycled with an effect on the income statement and no impairment losses are recognized in the income statement (FVOCI without recycling).

When deciding whether a contractual amendment leads to a disposal of a financial asset, quantitative and qualitative criteria are taken into account.

Trade accounts receivable, other financial and non-financial receivables and assets

Trade accounts receivable and other financial and non-financial receivables and assets are recognized on the settlement date, i.e., at the time the asset is created or economic ownership is transferred, at fair value plus transaction costs.

Trade accounts receivable, other financial and non-financial receivables and assets, and receivables from banks with a remaining term of less than one year are reported as current.

Trade accounts receivable, accounts receivable from banks, and all other financial receivables with fixed or ascertainable payments are held to “collect cash flows” and have “cash flows that are solely payments of principal and interest”. Subsequent measurement is carried out at amortized cost of acquisition, based on the effective interest method. Receivables in foreign currencies are translated at the exchange rate on the balance sheet date.

Assistance received from government

In principle, public contributions (IAS 20) are only recognized if there is reasonable assurance that the conditions attached to them are met and that the contributions are granted.

Contributions related to income are deducted from these expenses in the period in which the corresponding expenses are incurred. Entitlements to contributions for which sufficient security is in place are reported under other non-financial assets.

The contributions received in connection with short-time work schedules were recognized in personnel expenses as a reduction in expenses, and the existing entitlements were reported under other non-financial assets.

Impairment losses of financial assets

In general, impairment losses are recognized through profit or loss by directly reducing the carrying amount of the financial asset.

The impairment provisions are applied to the following assets:

- financial assets in the form of debt instruments that are measured at amortized costs, such as trade accounts receivables, loans to associated companies and bank balances and deposits

- financial assets in the form of debt instruments that are measured at fair value without affecting profit or loss

On each balance sheet date, the carrying amounts of the aforementioned financial assets that are measured at amortized costs or at the fair value without affecting profit or loss are assessed to see whether there is any objective evidence (such as considerable financial difficulties of the debtor, high probability of insolvency proceedings against the debtor, or a permanent decline of the fair value below amortized cost) that the asset may be impaired. The assessment takes place by considering forward-looking, macro-economic information on whether the credit risk has significantly increased (or decreased). The assessment of whether there is a significant increase or decrease in credit risk is relevant for whether loan defaults must be calculated over the next 12 months or over the entire term. The assessment is carried out on the basis of the change in credit risk during the expected term of the financial instrument.

For trade accounts receivable, a risk provision is recorded on a collective basis in the amount of the expected payment defaults over the entire term of the receivables. The determination of the expected payment defaults are based on historical information on payment defaults and qualitative insights into possible future defaults.

The available probability of default of the respective counterparty, taking into account insolvency rates, taken from external sources, are used to calculate the expected credit loss for financial assets in the general approach and for securities.

A risk provision is calculated taking into account the general materiality guidelines according to IAS 1. Changes are recognized in the amount of the required risk provisions as a write-up or impairment.

If an already impaired receivable is individually designated as non-recoverable, the asset is derecognized.

Inventories

Inventories include work-in-process, raw materials, consumables, supplies, and property held for sale within the ordinary course of business.

Work-in-process, raw materials, consumables, and supplies are measured at the lower of acquisition or production cost or net realizable value. Acquisition or production costs are generally calculated using the average cost method. Production costs include direct costs and adequate overheads.

Property held for sale within the ordinary course of business is also measured at the lower of acquisition or production cost or net realizable value.

The subsequent production cost required for land development is estimated for the entire marketable land area on the basis of specific cost unit rates for individual development measures. Depending on the land sales recognized in the respective year under review, the development costs are allocated on a pro rata basis to the remaining land area to be sold. Net realizable value is the estimated selling price less the costs incurred until the time of sale, and discounted over the planned selling period.

External reports on the fair value of the land being sold, as well as information about previous land sales, form the basis for the calculation of the estimated selling price.

Where the inventories constitute qualifying assets, the borrowing costs are capitalized.

If a write-down made in previous periods is no longer necessary, a write-up is recognized.

Cash and cash equivalents

Cash and cash equivalents basically include cash, cash accounts, and short-term cash deposits (including restricted cash) with banks maturing in three months or less. Cash deposits with banks with a maturity of more than three months from the time of acquisition are recorded in this item if their values do not fluctuate significantly and they can be liquidated at short notice without deduction for risk. Cash and cash equivalents are recognized at amortized costs. Cash in foreign currencies is translated at the exchange rate on the balance sheet date.

Non-current assets held for sale

Non-current assets held for sale are recognized at either the carrying amount or at fair value less costs to sell, whichever is the lower amount.

Accounting of taxes on income

Taxes on income are recognized using the liability method pursuant to IAS 12. All tax expenses and refunds directly related to income are recorded as taxes on income. These also include withholding taxes and penalties. Interest accrued based on subsequently assessed taxes are recorded as an interest expense.

Current taxes are recognized on the date when the liability for taxes on income is incurred.

Deferred taxes are recognized pursuant to IAS 12 using the liability method based on temporary differences on a case by case basis. Deferred taxes are recognized for temporary differences between the IFRS and tax financial positions of the single entities, and differences arising from unused, utilizable loss and interest carry-forwards and consolidation transactions. The recognition of goodwill that is not deductible for tax purposes does not lead to deferred taxes.

If the carrying amount of an asset in the IFRS financial position exceeds its tax base (e.g. non-current assets depreciated on a straight-line basis), and if the difference is temporary, a deferred tax liability is recognized. Pursuant to the IFRS, deferred tax assets are recognized from financial position differences and for carry-forwards of unused tax losses, to the extent that it is probable that taxable profit will be available, against which the unused tax losses and unused tax credits can be utilized.

Deferred taxes are calculated at future tax rates insofar as these have already been legally established and/or the legislative process is largely completed. Changes in deferred taxes on the financial position generally lead to deferred tax income or expense. When transactions resulting in a change to deferred taxes are recorded directly in shareholders' equity without affecting profit or loss, the change to deferred taxes is also included directly in shareholders' equity without affecting profit or loss.

Deferred tax assets and liabilities are netted insofar as these income tax claims and liabilities relate to the same tax authority and to the same taxable entity or a group of different taxable entities that, however, are assessed jointly for income tax purposes.

No deferred tax liabilities are recognized for temporary differences in connection with shares in subsidiaries if Fraport can control the timing of the reversal and it is not expected that these differences will reverse in the foreseeable future.

Provisions for pensions and similar obligations

The provisions for pensions relate to defined benefit plans and have been calculated in accordance with IAS 19 under the application of actuarial methods and an interest rate of 3.16% (previous year: 3.69%). For the calculation of the interest expense from the defined benefit plans and the income from plan assets, the same interest rate is used as a basis.

Re-measurements resulting from the change in the interest rate or from the difference between actual and computed income from plan assets, for example, are recognized in other comprehensive income (OCI) as non-reclassifiable.

The present value of the defined benefit obligation (DBO) is calculated annually by an independent actuary using the projected unit credit method. The calculation takes place by discounting the future estimated cash outflows with the interest rate from industry bonds of the highest creditworthiness. The industry bonds are denominated in the currency of the distribution amounts and show the relevant maturities of the pension obligations. If benefit claims from the defined benefit plans are covered by plan assets in the form of reinsurance, the fair value of the plan assets is netted with the DBO. Benefit claims that are not covered by plan assets are recognized as pension provisions.

As in the previous year, the calculations did not include salary increases for the active members of the Executive Board. For former members of the Executive Board retirement pensions are valued in accordance with the Act on Adjustments to Compensation and Retirement in Hesse as amended. The calculation of provisions for pensions was based on the 2018G mortality tables by Professor Heubeck.

The service cost and net interest are recognized in personnel expenses.

With regard to the description of the various plans, see note 38.

Provisions for taxes

Provisions for current taxes are recognized for tax expected to be payable in the year under review and/or previous years taking into account anticipated risks.

Other provisions

Provisions represent liabilities that are uncertain with regard to amount and/or maturity. Other provisions are recognized in the amount required to settle the obligations. The amount recognized represents the most probable value.

Provisions are recognized to the extent that there is a current commitment to third parties. In addition, they must be the result of a past event, lead to a future cash outflow, and more likely than not be needed to settle the obligation (IAS 37).

Refund claims toward third parties are capitalized separately from the provisions as “other receivables”, provided that their realization is virtually certain.

Non-current provisions with remaining terms of more than one year are discounted at a capital market interest rate with a matching maturity, taking future cost increases into account, provided that the interest effect is material. This applies, among other things, to the provisions for wake turbulence, which are discounted over a period until 2031 and according to the expected cash outflow date of matching interest rates up to 3.15% (previous year: 2.99%).

The provision for partial retirement is recognized pursuant to IAS 19. The recognition of the liability from step-ups starts at the time when Fraport can legally and factually no longer withdraw from the liability. The step-up amounts are added to the liability in installments until the end of the active phase on a pro rata basis. The utilization begins with the passive phase.

Contingent liabilities

Contingent liabilities are possible liabilities that are based on past events, and the existence of which is only confirmed by the occurrence of one or more indeterminate future events that are nonetheless beyond Fraport's control. Furthermore, current obligations may constitute contingent liabilities if the probability of the outflow of resources is not sufficient for a liability to be recognized, or if the extent of the liability cannot be reliably estimated. Contingent liabilities are not recorded in the financial position, but rather shown in the notes.

Liabilities

Financial liabilities, trade accounts payable, and other financial and non-financial liabilities are recorded at their fair value less possible transaction costs upon initial recognition. For current liabilities, this corresponds generally to the nominal value. Non-current low-interest or non-interest-bearing liabilities are carried at their present value at the time of addition less possible transaction costs. Liabilities in foreign currencies are translated at the exchange rate on the balance sheet date.

Subsequent measurement of financial liabilities is based on the effective interest method at amortized acquisition cost. Each difference between the refund amount and the repayment amount is recorded in the income statement over the term of the contract in question using the effective interest method.

Derivative financial instruments, hedging transactions

The Fraport Group basically uses derivative financial instruments to hedge existing and future interest and exchange rate risks. Derivative financial instruments are measured at fair value in accordance with IFRS 9. Positive market values are recognized as other financial assets; negative market values as other financial liabilities. Effective changes of value on cash flow hedges are recorded in shareholders' equity in the reserve for financial instruments without affecting profit or loss. Corresponding to this, deferred taxes on the fair values of cash flow hedges are also recorded in shareholders' equity without affecting profit or loss. The effectiveness of the cash flow hedges is assessed on a regular basis. Ineffective cash flow hedges are recorded in the income statement through profit or loss under other financial result.

If the criteria for a cash flow hedge are not no longer met, the hedge accounting is released. In this case, the changes in the fair value and the related deferred taxes are recognized in the income statement (FVTPL). The fair value changes are recorded under "financial result on other items".

Derivative financial instruments are recognized at the trading date.

Treasury shares

Repurchased treasury shares are deducted from the issued capital and the capital reserve.

Virtual stock options

Virtual stock options ("Long-Term Incentive Program") have been issued since January 1, 2010 as part of the remuneration for the Executive Board and Senior Managers. As of January 1, 2020, virtual performance shares ("Performance Share Plan") have been allocated to the Executive Board and senior employees. They are paid out in cash immediately at the end of the performance period of four years. The measurement of virtual shares respectively performance shares is at fair value pursuant to IFRS 2. Up to the end of the performance period, the fair value is re-determined on each reporting date and on the date of performance and is recorded in personnel expenses on a pro rata basis.

Judgment and uncertainty of estimates

The presentation of the asset, financial, and earnings position in the consolidated financial statements depends on accounting and valuation methods as well as assumptions and estimates. The assumptions and estimates made by the management in drawing up the consolidated financial statements are based on the circumstances and assessments on the balance sheet date. Although the management assumes that the assumptions and estimates applied are reasonable, there may be unforeseen changes in these assumptions that could affect the Group's asset, financial, and earnings position.

Revenue, result and cash flow development and forecasts

The air traffic and passenger numbers at the Group airports are substantial drivers of the revenue, result, and cash flow development in the Fraport Group. The assumptions about the short, medium and long-term development of this driver, and the global development of flight traffic and passenger numbers are incorporated via corporate and Group planning, in particular into the judgment of the impairment of assets according to IAS 36, especially in the context of cash flow forecasts, determining the useful life of property, plant, and equipment by influencing the economic and technical usability of airport infrastructure, and implicitly in the assessment of default risks for receivables from contracts with customers.

The assumptions made regarding the development of the air traffic and passenger numbers are based on forecasts from various external experts and sources, which are updated regularly, and among other things, form the basis for the medium and long-term Group planning. These forecasts depict risks for the development of the flight traffic and passenger numbers such as climate and environmental risks, political risks, and economic developmental risks in the traffic and passenger volume forecast, which are thus taken into account in the measurement of assets. Airport charges represent a significant portion of revenue and are directly dependent on air traffic. Due to the impact of air traffic on the environment, the development of future air traffic and passenger volumes is strongly dependent on decisions regarding climate policy. These risks are presented and assessed in the Risk and Opportunities Report. The forecast effects of climate policy are reflected in corporate and Group planning. Further details in this regard can be found in note 4 in the section "Impairment losses pursuant to IAS 36".

Balance sheet items for which assumptions and estimates have a significant effect on the reported carrying amount are shown below.

Property, plant, and equipment

Experience, planning, and estimates play a crucial role in determining the useful life of property, plant, and equipment. Carrying amounts and useful lifespans are checked on each reporting date and adjusted as required.

Other financial assets

The valuation of loans included in the other financial assets is based in part on cash flow forecasts.

Trade accounts receivable

The determination of the expected payment defaults over the overall term of the receivables depends, among other things, on the assessment of qualitative insights into possible future defaults.

Taxes on income

Fraport is subject to taxation in various countries. In assessing global income tax receivables and liabilities, estimates sometimes need to be made. The possibility cannot be ruled out that the tax authorities will come to a different tax assessment. The associated uncertainty is accounted for by recognizing uncertain tax receivables and liabilities when they are considered by Fraport to have a probability of occurrence of more than 50%. A change to the assessment, for example, as a result of final tax assessments, will have an effect on current and deferred tax items. For uncertain income tax items that have been recognized, the expected tax payment is used as a basis for the best estimate.

Deferred tax assets

Deferred tax assets are recognized if it is probable that future tax benefits can be realized. The actual tax earnings situation in future fiscal years, and therefore the actual usability of deferred tax assets, could differ from the forecasts at the time the deferred tax assets are recognized.

Provisions for pensions and similar obligations

Material valuation parameters for the valuation of provisions for pensions and similar obligations are the discount factor as well as trend factors (see also note 38).

Other provisions

The valuation of the other provisions is subject to uncertainty with regard to estimations of amount and the time of occurrence of future cash outflows. As a result, changes in the assumptions on which the valuation is based could have a material impact on the asset, financial, and earnings position of the Fraport Group. In connection with legal disputes, Fraport draws on information and estimates provided by the Legal Affairs department and any mandated external lawyers when assessing a possible obligation to recognize provisions and when valuing potential outflows of resources. The existing provisions for passive noise abatement as at December 31, 2023 and wake turbulences are substantially dependent with regard to their amounts on the utilization of the underlying programs by the eligible beneficiaries. The existing provisions for compensation in accordance with nature protection laws as at December 31, 2023 are dependent with regard to their amount on the extent and time of implementation of the environmental compensation measures. For further information on significant provisions, please refer to Note 40.

Contingent liabilities

The contingent liabilities are subject to uncertainty with respect to estimations of their amounts and, in particular, the timing of cash outflows. The time of the expected cash outflow is specified if it can be determined sufficiently reliably.

Company acquisitions

When an acquired company is consolidated for the first time, all identifiable assets, liabilities, and contingent liabilities must be recognized at their fair value at the time of acquisition. One of the main estimates relates to the determination of the fair value of these assets and liabilities at the time of acquisition. The measurement is usually based on independent expert reports. Marketable assets are recognized at market or stock exchange prices. If intangible assets are identified, the fair value is usually measured by an independent external expert using appropriate measurement methods which are primarily based on future expected cash flows. These measurements are considerably influenced by assumptions about the developments of future cash flows as well as the applied discount rates. The actual cash flows may differ significantly from the cash flows used as a basis for determining the fair values.

Impairment losses

The impairment test for goodwill and other assets within the scope of IAS 36 is based on assumptions about future developments. Fraport AG carries out these tests annually as well as when there are reasons to believe that goodwill has been impaired. In the case of cash-generating units, the recoverable amount is determined. This corresponds to the higher of fair value less costs to sell and value in use. The measurement of the value in use includes estimates regarding the forecasting and discounting of future cash flows. The underlying assumptions could change on account of unforeseeable events and may therefore impact the asset, financial, and earnings position.

Specific estimates or assumptions for individual accounting and valuation methods are explained in the relevant section. These are based on the circumstances and estimates on the balance sheet date, and in this respect also affect the amount of the reported income and expense amounts of the fiscal years shown.

New standards, interpretations, and changes

Of the new standards, interpretations and changes, Fraport generally applies those for which application was mandatory; i.e. those applicable to fiscal years beginning on or before January 1, 2023.

On May 18, 2017, the IASB adopted the new standard IFRS 17 “Insurance Contracts”, including the amendments of June 25, 2020. Further amendments (“First-time Adoption of IFRS 17 and IFRS 9 - Comparative Information”) were adopted by the IASB on December 9, 2021. IFRS 17 replaces IFRS 4 “Insurance Contracts” and sets out new approaches for the presentation, recognition and measurement of insurance contracts. IFRS 17 and its amendments were adopted under EU law on November 19, 2021 and September 8, 2022 respectively and must be applied to fiscal years starting on or after January 1, 2023. An earlier application of the amendments is permitted. No such insurance contracts are held by the Fraport Group. There have consequently been no effects on the representation of the asset, financial, and earnings position of the Fraport Group.

On February 12, 2021, the IASB issued amendments to IAS 1 "Presentation of Financial Statements" and IAS 8 "Accounting Policies, Changes in Accounting Estimates and Accounting Errors”. The objective of the amendments to IAS 1 is to improve the quality of financial reporting by only requiring disclosures on material and non-significant accounting policies. Accounting policies are material if they are necessary to understand other material information in the financial statements. This is likely to apply to accounting policies that relate to significant transactions and other material events in the entity. The amendments to IAS 8 relate to the definition of accounting estimates. They include clarifications to better distinguish between accounting policies and accounting estimates. Both amendments were adopted under EU law on March 3, 2022 and must be applied to fiscal years starting on or after January 1, 2023. Earlier application of the amendments was permitted. The amendments to IAS 1 and IAS 8 did not have a material impact on the reporting of the asset, financial, and earnings position of the Fraport Group.

On May 7, 2021, the IASB published amendments to IAS 12 "Income Taxes". The current prohibition on recognizing deferred taxes upon initial recognition of an asset or liability is no longer to apply to transactions in which both deductible and taxable temporary differences arise in the same amount. The exception applies to narrowly defined cases, for example leases and disposal or restoration obligations. Where deductible and taxable temporary differences arise in equal amounts, both deferred tax assets and deferred tax liabilities must be recognized. The amendments were adopted under EU law on August 12, 2022 and must be applied to reporting periods from January 1, 2023. Earlier application was permitted. The application of the amendments to IAS 12 did not have a material impact on the reporting of the asset, financial, and earnings position of the Fraport Group.

On May 23, 2023, the IASB published amendments to “IAS 12: International Tax Reform: Pillar Two Model Rules”. The amendments include a temporary, mandatory exemption from the recognition of deferred taxes resulting from the introduction of a global minimum tax as well as specific disclosures in the notes for entities that are affected. In periods in which legislation to implement the global minimum tax has been passed but has not yet come into force, disclosures must be made regarding the effects of the Pillar Two regulations or an estimate of the resultant income taxes for the company. The amendments were endorsed in EU law on November 8, 2023 and are mandatorily effective for fiscal years beginning on or after January 1, 2023. With regard to the amendments to IAS 12 and the future effects of the introduction of a global minimum tax on the presentation of the asset, financial and earnings position of the Fraport Group, see the section "Global minimum taxation" below.

Standards which have not been applied prematurely

For the following new or amended standards and interpretations, which the Fraport Group is not obliged to adopt until future fiscal years, the Fraport Group is currently working on implementing the requirements for initial application. Early application is not planned. At this point in time, Fraport expects the effects on the consolidated financial statements described below.

Standards, interpretations, and amendments published and adopted into European law by the European Commission

On September 22, 2022, the IASB approved amendments to IFRS 16 “Leases”. The amendments relate to the accounting of leasing liabilities from sale and leaseback transactions. The amendment to IFRS 16 requires leasing liabilities to be measured in such a way that subsequent measurement does not result in a profit or loss in relation to the retained right-of-use asset. The amendments were adopted under EU law on November 21, 2023 and must be applied from January 1, 2024. Earlier application is permitted. The amendments to IFRS 16 are not expected to have a material impact on the future reporting of the asset, financial, and earnings position of the Fraport Group.

On January 23, 2020, the IASB published changes to IAS 1 “Presentation of Financial Statements” regarding the classification of liabilities as current or non-current. Liabilities must be reported as non-current if, at the end of the reporting period, the company has a substantial right to defer the settlement of the debt by at least twelve months after the balance sheet date. On July 15, 2020, the IASB postponed the initial application of the amendments to IAS 1 to January 1, 2022. The amendments are not expected to have a material impact on the reporting of the asset, financial, and earnings position of the Fraport Group in future.

On October 31, 2022, the IASB published changes to IAS 1 “Presentation of Financial Statements”. The amendments relate to the classification of liabilities (as current or non-current) for which certain credit conditions (covenants) have been agreed. The amendments state that only those covenants that a company must comply with on or before the reporting date affect the classification of a liability as current or non-current. Furthermore, the amendments provide for additional disclosure requirements for non-current liabilities with ancillary conditions. Among other things, the following disclosures must be made: Carrying amount of the liability, type of covenant, and period for which the ancillary conditions apply. The amendments to IAS 1 are to be applied for the first time to fiscal years starting on or after January 1, 2024. The amendments are not expected to have a material impact on the reporting of the asset, financial, and earnings position of the Fraport Group in future.

The amendments to IAS 1 of January 23 and July 15, 2020 as well as October 31, 2022 were adopted into EU law on December 19, 2023 and must now be applied uniformly from no later than January 1, 2024.

Standards, interpretations, and amendments that have been published, but not yet adopted into European law by the European Commission

On May 25, 2023, the IASB published amendments to IAS 7 “Statement of Cash Flows” and IFRS 7 “Financial Instruments: Disclosures” with respect to additional disclosures on financing agreements with suppliers (reverse factoring transactions). The new requirements make it mandatory to disclose the following information in the future: terms, conditions and subject matter of the supplier financing agreements, the carrying amounts and balance sheet items of the resulting liabilities at the beginning and end of the period, the range of payment terms and further information on the liquidity risk of the supplier financing agreements. The amendments are mandatorily applicable for fiscal years from January 1, 2024. An earlier application is permitted, but this requires EU endorsement. The amendments are not expected to have a material impact on the reporting of the asset, financial, and earnings position of the Fraport Group in future.

On August 15, 2023, the IASB published changes to IAS 21 “Impacts of exchange rate differences”. The amendment concerns the determination of the exchange rate when a currency cannot be exchanged in the long term. The amended standard supplements IAS 21 with the requirements for assessing whether a currency can be exchanged for another currency, the procedure for determining an exchange rate and additional explanations on non-convertible currencies. The amendments to IAS 21 are to be applied for the first time to fiscal years starting on or after January 1, 2025. An earlier application is permitted, but this requires EU endorsement. The amendments are not expected to have a material impact on the reporting of the asset, financial, and earnings position of the Fraport Group in future.

Global minimum taxation

The Fraport group falls into the area of application of the OECD Model Rules (global minimum taxation). The legislation on global minimum taxation was promulgated in Germany, the country in which the ultimate parent company of the Fraport Group is domiciled and will enter into effect for fiscal years starting after December 30, 2023. According to the legislation, the Fraport Group is obligated to pay a supplementary tax for each country in which it maintains business units as defined in the legislation. The supplementary tax is calculated by determining the effective tax rate and, if the determined effective tax rate is lower than the minimum tax rate of 15%, the Fraport Group must pay the difference between the effective tax rate and the minimum tax rate.

Since the legislation had not entered into force in any jurisdiction in which Fraport maintains business units as defined in the legislation at the time of reporting, there is no tax burden in this regard for the reporting period.

The Group has applied the temporary exemption from the accounting requirements for deferred taxes in IAS 12 published by the IASB in May 2023. Accordingly, no deferred taxes are recognized in relation to the rules on global minimum taxation and no related information is disclosed.

The Fraport Group is currently working on forecasting an estimate with regard to the impact of the global minimum tax on fiscal year 2024 (first year of application of the legislation).

With regard to its activities in Bulgaria, a country in which the statutory tax rate is 10%, the Group does not expect significant additional taxes to be incurred, partly due to the preliminary evaluations of the substance-based exemption regulations. Also with regard to its other activities, the Group anticipates that the first-time application of the regulations on global minimum taxation will not have a significant impact on the effective tax rate of the Group.

Due to the complexity involved in the application of the legislation and the resulting comprehensive additional data requirements, it cannot be ruled out that the actual, effects could deviate significantly from the current estimates.

Notes to the Consolidated Income Statement

5 Revenue

Revenue

€ million	2023	2022
Aviation		
Airport charges	814.4	618.4
Security services	239.2	173.7
Other revenue	45.2	36.0
	1,098.8	**828.1**
Retail & Real Estate		
Real Estate	189.2	185.9
Retail	186.7	153.6
Parking	101.6	78.9
Other revenue	21.3	28.0
	498.8	**446.4**
Ground Handling		
Ground services	342.8	291.2
Infrastructure charges	313.9	237.5
Other revenue	20.1	21.4
	676.8	**550.1**
International Activities & Services		
Aviation	686.4	594.6
Non-Aviation	524.3	444.1
Contract revenue from construction and expansion services (IFRIC 12)	515.4	331.1
	1,726.1	**1,369.8**
Total	**4,000.5**	**3,194.4**

Due to the take-over of the management of aviation security checks at the Frankfurt site at the beginning of the 2023 fiscal year, revenue from aviation security charges of €220.8 million was achieved for the first time. In contrast, revenue from security services decreased by €155.3 million compared to the previous year as a result of the deconsolidation of the Group company FraSec Aviation Security GmbH as at January 1, 2023. Both effects impacted revenue from security services. For a detailed explanation of the revenue, see the combined management report, chapter “Group Results of Operations”.

The Retail & Real Estate segment includes income from operating leases from renting terminal areas, offices, buildings, and properties. No purchase options have been agreed upon. When renting retail space, either minimum rents or variable, revenue-related rents apply, depending on the occurrence of contractually defined conditions. Predominantly variable rents are agreed for these areas. Overall, during the fiscal year, revenue-related rent of €154.5 million (previous year: €127.8 million) was realized. The underlying lease contracts in the Retail section for fiscal year 2023 contain contractually agreed minimum lease payments of €40.1 million (previous year: €16.6 million).

Properties were predominantly rented in the form of assigned hereditary building rights. On the reporting date, the remaining term of hereditary building rights contracts is 37 years on average (previous year: 42 years).

The acquisition and production costs of the leased buildings and land amount to €535.4 million (previous year: €523.9 million). Cumulative depreciation and amortization came to €396.8 million (previous year: €380.2 million), of which depreciation and amortization amounted to €6.0 million for the fiscal year (previous year: €4.3 million).

Revenue in the International Activities & Services segment is allocated to the Aviation and Non-Aviation sections as well as contract revenue from construction and expansion services related to airport operating projects. The Aviation revenue includes revenue, in particular, from airport charges as well as security services (€686.4 million; previous year: €594.6 million). Revenue in the Non-Aviation section was €348.3 million (previous year: €288.1 million), resulting from retail and real estate activities as well as parking. In addition, €95.9 million (previous year: €84.5 million) was attributable to infrastructure charges and ground handling services. Contract revenue from construction and expansion services related to airport operating projects in the amount of €515.4 million (previous year: €331.1 million) was attributed to Lima (€465.7 million; previous year: €312.1 million), Greece (€36.9 million; previous year: €10.3 million) as well as Fortaleza and Porto Alegre (€12.8 million; previous year: €8.7 million).

Revenue in the amount of €4,000.5 million (previous year: €3,194.4 million) resulted from €2,771.1 million (previous year: €2,236.2 million) from contracts with customers in accordance with IFRS 15. Other revenue relates to particular contract revenue from construction and expansion projects in accordance with IFRIC 12 as well as proceeds from rentals and other leases.

The total amount of future income from minimum lease payments arising from non-cancelable leases is as follows:

Minimum lease payments

€ million						Remaining term	Total
	Due in the 1st subsequent year	Due in the 2nd subsequent year	Due in the 3rd subsequent year	Due in the 4th subsequent year	Due in the 5th subsequent year	Due from the 6th subsequent year	2023
Minimum lease payments	155.4	108.3	96.4	92.8	88.6	1,511.3	2,052.8

€ million						Remaining term	Total
	Due in the 1st subsequent year	Due in the 2nd subsequent year	Due in the 3rd subsequent year	Due in the 4th subsequent year	Due in the 5th subsequent year	Due from the 6th subsequent year	2022
Minimum lease payments	162.0	93.2	86.7	81.7	79.7	1,505.2	2,008.5

The future income from minimum lease payments includes the contractual unconditional minimum rental for the retail areas as well.

6 Other Internal Work Capitalized

Other internal work capitalized

€ million	2023	2022
Other internal work capitalized	50.5	39.9

The other internal work capitalized primarily relates to engineering, planning, and construction services and services of commercial project managers, as well as other performance work. The internal work capitalized primarily arose as part of the expansion program and for the expansion, renovation, and modernization of the existing airport infrastructure at Frankfurt Airport.

7 Other Operating Income

Other operating income

€ million	2023	2022
Compensation claims in connection with Covid 19	18.6	49.2
Effects from the transitional consolidation of FraSec Aviation Security GmbH	11.1	0.0
Settlement Agreement Fraport USA	11.0	0.0
Income from compensation payments	2.0	1.1
Gains from disposal of non-current assets	1.4	0.4
Releases of allowances	1.0	2.0
Releases of special items for investment grants	0.5	0.5
Net income from the sale of investments in companies accounted for using the equity method	0.0	72.3
Change in work-in-process	0.0	0.1
Others	13.4	13.7
Total	**59.0**	**139.3**

In fiscal year 2023, both Brazilian Group companies again realized compensation claims in connection with the coronavirus pandemic amounting to €18.6 million. In addition, other operating income included effects from the transitional consolidation of the Group company FraSec Aviation Security GmbH and the recognition of the remaining shares (49%) at a fair value totaling €11.1 million. Furthermore, income of €11.0 million was realized with the settlement of a legal dispute at the Group company Fraport USA.

The previous year was predominantly impacted by the sale of all shares in the associated company Xi'an and in the joint venture D-Port Logistik GmbH. A net income of €53.7 million (Xi'an) and €18.6 million (D-Port Logistik GmbH) resulted from the transactions. In addition, in fiscal year 2022, the compensation claims in connection with the coronavirus pandemic were included in other operating income at Fraport Greece (€23.6 million) and the Brazilian Group companies (€18.5 million).

8 Cost of Materials

Cost of materials

€ million	2023	2022
Cost of purchased services	–1,038.4	–691.8
Cost of construction and expansion services (IFRIC 12)	–515.4	–331.1
Cost of raw materials, consumables, supplies, and real estate inventories	–83.5	–78.7
Total	**–1,637.3**	**–1,101.6**

In the context of the airport operating projects outside of Germany (see also note 49) the cost of purchased services includes accrued variable concession charges of €245.7 million (previous year: €183.1 million). The costs for construction and expansion services amounted to €515.4 million (previous year: € 331.1 million).

9 Personnel Expenses and Number of Employees

Personnel expenses and average number of employees

€ million	2023	2022
Remuneration for staff	–881.1	–842.8
Social security and welfare expenses	–162.5	–164.1
Pension expenses	–32.4	–29.8
Total	**–1,076.0**	**–1,036.7**

Average number of employees	2023	2022
Permanent employees	16,789	18,052
Temporary staff (interns, students, and partially employed staff)	1,051	798
Total	**17,840**	**18,850**

Additions to pension provisions and additions to obligations arising from time-account models are included in personnel expenses.

In the previous year, the contributions for short-time work schedules resulted in a reduction in personnel expenses of €1.9 million. Of this amount, €0.5 million was attributable to social security contributions to be reimbursed.

10 Depreciation and Amortization

Depreciation and amortization

€ million	2023	2022
Composition of depreciation and amortization		
Goodwill		
non-regular	0.0	0.0
Investments in airport operating projects		
regular	–130.6	–113.5
Other intangible assets		
regular	–14.0	–17.4
non-regular	0.0	–3.4
Property, plant, and equipment		
regular	–355.7	–326.7
non-regular	0.0	–3.4
Investment property		
regular	–0.9	–0.9
Total	**–501.2**	**–465.3**

Regular depreciation and amortization

The useful lives of property, plant, and equipment were re-measured in the year under review, resulting in reduced depreciation and amortization of €11.7 million year on year (previous year: €7.4 million) and increased depreciation and amortization of €25.7 million (previous year: €2.1 million).

Non-regular depreciation and amortization

Non-regular depreciation and amortization in the previous year relate to the Group company Fraport USA.

11 Other Operating Expenses

Other operating expenses

€ million	2023	2022
Insurances	–35.7	–32.9
Consulting, legal, and auditing expenses	–27.3	–26.0
Costs for advertising	–17.7	–14.4
Rental and lease expenses	–14.5	–12.4
Other taxes	–12.0	–9.4
Indemnities	–6.0	–34.4
Write-downs of trade accounts receivable	–5.3	–6.3
Losses from disposal of non-current assets	–3.3	–1.8
Others	–70.9	–67.9
Total	**–192.7**	**–205.5**

The rental and lease expenses result from existing rental and lease contracts for operating and office equipment, technical equipment and machinery as well as real estate with a contractual volume of under €0.1 million. On the grounds of materiality, no rights of use in accordance with IFRS 16 have been set aside for these contracts. As with operating leases, the contracts are recorded in expenses. The future minimum lease payments resulting from the contracts are presented in note 46. For additional comments, see note 4.

Among other things, other operating expenses relate to other administrative expenses (for example for travel and training costs as well as representation costs,) as well as contributions and fees.

The consulting, legal, and audit expenses include Group auditor fees (disclosed in accordance with Section 314 (1) no. 9 HGB) amounting to €1.6 million (previous year: €2.1 million). They are comprised as follows:

Group auditor fees

€ million	2023		2022	
	Fraport AG	Consolidated companies	Fraport AG	Consolidated companies
Audit services	1.2	0.3	1.4	0.3
Other certification services	0.1	0.0	0.4	0.0
Tax audit services	0.0	0.0	0.0	0.0
Other benefits	0.0	0.0	0.0	0.0
Total	**1.3**	**0.3**	**1.8**	**0.3**

12 Interest Income and Interest Expenses

Interest income and interest expenses

€ million	2023	2022
Interest income	100.9	53.0
Interest expenses	–317.9	–313.5

Interest income and interest expenses primarily include interest from non-current loans, promissory notes, bonds, and time deposits as well as interest expenses and interest income from interest cost added back on non-current liabilities, provisions, and non-current assets. The net interest payments of derivative financial instruments as well as interest income from securities are recorded as interest result.

Interest income and interest expenses for financial instruments that are not recognized in income at fair value

€ million	2023	2022
Interest income from financial instruments	94.7	33.8
Interest expenses from financial instruments	–307.4	–304.9

Interest income from financial instruments include €22.3 million (previous year: €2.8 million) in income from financial instruments recognized at fair value. Interest expenses do not include any expenses from financial instruments measured at fair value through other comprehensive income.

13 Result from Companies accounted for Using the Equity Method

Result from companies accounted for using the equity method

€ million	2023	2022
Joint Ventures	85.9	58.9
Associated companies	–1.4	18.1
Total	**84.5**	**77.0**

The result using the equity method from joint ventures (see note 22) includes, among other things, the result after taxes from the operating Group company in Antalya in the amount of +€81.8 million (previous year: +€59.8 million), as well as the expenses from a contractually agreed tax settlement payment from Fraport AG to FAR of -€12.6 million (previous year: -€8.9 million). In the 2022 financial year, the result from associated companies includes the write-up of the impairment loss of shares in Xi'an recognized in previous years of €20.0 million (see note 2).

14 Other Financial Result

The other financial result breaks down as follows:

Other financial result

€ million	2023	2022
Income		
Foreign currency translation rate gains, unrealized	1.4	4.1
Foreign currency translation rate gains, realized	12.5	3.1
Valuation of derivatives	1.1	11.8
Others	0.6	5.7
Total	**15.6**	**24.7**
Expenses		
Foreign currency translation rate losses, unrealized	–1.4	–0.9
Foreign currency translation rate losses, realized	–12.1	–3.1
Valuation of derivatives	–16.5	–0.2
Write-off of loan receivable from Thalita	0.0	–163.3
Others	–2.0	–4.3
Total	**–32.0**	**–171.8**
Total other financial result	**–16.4**	**–147.1**

Other income of the previous year included in the financial result is primarily the fair value measurement of the minority shareholder's option to purchase further shares in the companies Fraport Regional Airports of Greece of €4.7 million, which was measured until the option was exercised in 2022. Expenses from the valuation of derivatives result in the amount of €8.2 million from the margin of the interest rate swap concluded in the fiscal year by the company Lima Airport Partners.

15 Taxes on Income

Income tax expense breaks down as follows:

Taxes on income

€ million	2023	2022
Current taxes on income	–65.9	–22.7
Deferred taxes on income	–57.5	–44.6
Total	**–123.4**	**–67.3**

Current income tax expense consists of current taxes on income for the year under review (€57.9 million, previous year: €21.9 million) and taxes on income for previous years (€8.1 million, previous year: €0.8 million).

The tax expenses include corporation and trade income taxes, the solidarity surcharge of the companies in Germany, and comparable taxes on income of the foreign companies. The effective taxes result from the taxable results of the fiscal year and any revisions to previous assessment periods, to which the local tax rates of the respective Group company are applied.

Deferred taxes are generally measured using the applicable tax rate of the respective country. For domestic companies, a combined income tax rate of around 32%, which includes trade tax, is applied.

Deferred taxes are recognized for all temporary differences between the tax and IFRS financial statements, for utilizable carry-forwards of unused tax losses, as well as for carry-forwards of tax-deductible interest.

The assessment of the recoverability of deferred tax assets is based on the probability that the tax loss carryforwards and interest carryforwards will be utilized. This depends on the generation of future taxable profits during the periods in which the tax loss carryforwards/interest carryforwards can be utilized.

As at December 31, 2023, based on current information, the Fraport Group in Germany had non-utilizable trade tax losses carried forward of €5.4 million and corporation tax losses carried forward of €0.3 million attributable to taxes (previous year: €5.4 million related to trade taxes and €0.3 million to corporation taxes). The loss carryforwards that are not expected to be utilized result from Fraport Immobilienservice und -entwicklungs GmbH & Co. KG and FraSec Fraport Security Services GmbH and can be carried forward indefinitely.

The Fraport Group has utilizable loss carryforwards in Germany of €443.6 million (corporation taxes; previous year: €618.4 million) and €565.9 million (trade taxes; previous year: €715.3 million) as well as utilizable losses carried forward aboard of €139.7 million (previous year: €97.1 million).

For temporary differences in connection with shares in subsidiaries amounting to €760.0 million (previous year: €726.6 million), no deferred tax liabilities were recognized, as Fraport can control the timing of the reversal and it is not expected that these differences will reverse in the foreseeable future. These potential tax liabilities are, however, limited to 1.59% of the difference as well as local withholding taxes in the case of future dividend payments from certain foreign subsidiaries.

In addition, deferred taxes result from consolidation measures. Pursuant to IAS 12, no deferred tax is recognized in the context of initial consolidation with respect to goodwill capitalized or any impairment losses of goodwill.

Deferred tax assets and liabilities are netted insofar as these income tax claims and liabilities relate to the same tax authority and to the same taxable entity or a group of different taxable entities that, however, are assessed jointly for income tax purposes.

Deferred taxes resulting from temporary differences between tax financial valuation and assets/liabilities accounted according to IFRS are assigned to the following financial position items:

Allocation of deferred taxes

€ million	2023		2022	
	Deferred tax assets	Deferred tax liabilities	Deferred tax assets	Deferred tax liabilities
Investments in airport operating projects	21.9	–121.0	16.5	–118.6
Other intangible assets	1.5	–13.1	2.0	–13.1
Property, plant, and equipment	2.8	–284.4	3.0	–275.4
Financial assets	7.5	0.0	2.3	0.0
Accounts receivable and other assets	2.2	–30.4	4.6	–20.0
Provisions for pensions	5.3	0.0	4.6	0.0
Other provisions	30.9	–2.8	34.5	–3.0
Liabilities	228.7	–0.1	237.9	–0.2
Securities and financial derivatives	9.9	–2.1	18.9	0.0
Losses and interest carried forward	206.6	0.0	236.1	0.0
Total separate financial statements	**517.3**	**–453.9**	**560.4**	**–430.3**
Offsetting	–418.5	418.5	–406.4	406.4
Consolidation measures	3.5	–16.8	5.5	–17.5
Consolidated Statement of Financial Position	**102.3**	**–52.1**	**159.5**	**–41.3**

The vast majority of the deferred tax assets and liabilities result from non-current assets (investments in airport operating projects, other intangible assets, property, plant, and equipment) and non-current liabilities (primarily concession liabilities), as well as utilizable losses and interest carried forward.

Over the fiscal year, equity-decreasing deferred taxes of €11.3 million (previous year: equity-increasing deferred taxes of €18.2 million) from the change in the fair values of financial derivatives and securities were recognized directly in shareholders' equity without affecting profit or loss. The equity-increasing deferred taxes resulted primarily from the revaluation of defined benefit plans to the value of €0.8 million (previous year: equity-decreasing deferred taxes to the value of €3.4 million).

The following reconciliation shows the relationship between expected tax expense and tax expense in the consolidated income statement:

Tax reconciliation

€ million	2023	2022
Earnings before taxes on income	553.9	233.9
Expected tax income/expense[1)]	–175.8	–72.5
Tax effects from differences in foreign tax rates	16.6	5.6
Tax credit from tax-free income	12.4	8.8
Taxes on non-deductible operating expenses	–7.4	–6.4
Non-creditable non-German withholding tax	–3.9	–0.8
Permanent differences including non-deductible tax provisions	–4.5	–0.9
Result of companies accounted for using the equity method	31.0	49.5
Recognition of previously unrecognised deferred tax assets on loss carryforwards	26.7	0.0
Non-utilizable tax losses carried forward	0.0	–48.1
Trade effects and other effects from local taxes	–5.5	–3.9
Prior-period taxes	–12.0	–0.3
Others	–1.0	1.7
Taxes on income according to the income statement	**–123.4**	**–67.3**

[1)] Expected tax rate around 32%, for corporation tax 15.0% plus solidarity surcharge 5.5 % and trade tax of around 15.9 %.

The consolidated tax rate for the 2023 fiscal year is 22.3% (previous year: 28.8%).

16 Earnings per Share

Earnings per share

	2023		2022	
	basic	diluted	basic	diluted
Group result attributable to shareholders of Fraport AG in € million	393.2	393.2	132.4	132.4
Weighted number of shares	92,391,339	92,391,339	92,391,339	92,529,395
Earnings per €10 share in €	4.26	4.26	1.43	1.43

The basic earnings per share were calculated using the weighted average number of floating shares (the same number of shares as in the previous year), each corresponding to a €10 share of the capital stock. With a weighted average number of 92,391,339 shares in the 2023 fiscal year, the basic or diluted earnings per €10 share amounted to €4.26.

In the previous year, the rights to purchase shares acquired by employees under the employee share program (MAP) (authorized capital) resulted in a diluted number of shares of 92,529,395 (weighted average) and thus diluted earnings per €10 share of €1.43. The authorized capital as part of the employee investment plan expired on May 22, 2022 and was therefore taken into account pro rata in the calculation of the diluted earnings of the 2022 financial year.

Notes to the Consolidated Financial Position

The composition and development of goodwill, investments in airport operating projects, other intangible assets, property, plant, and equipment, and investment property are shown in the Consolidated Statement of Changes in Non-Current Assets.

17 Goodwill

Goodwill arising from consolidation relates to:

Goodwill Tax reconciliation

€ million	Carrying amount December 31, 2023	Carrying amount December 31, 2022
Fraport Slovenija	18.0	18.0
Fraport USA	1.0	1.0
Media	0.3	0.3
Total	**19.3**	**19.3**

The following table provides an overview of the assumptions incorporated in the main goodwill impairment tests as at December 31, 2023:

Goodwill impairment test

Designation CGU	Discount rate before taxes	Growth rate of perpetual annuity	Average revenue growth in detailed planning period[1)]	Detailed planning period
Fraport Slovenija	10.3 %	–	3.7 %	2024 to 2053

*The forecast period up to and including 2027 is characterized by above-average revenue growth due to the recovery of air traffic following the Covid-19 pandemic. The reported average revenue growth is adjusted for the recovery effect and reflects the average growth for the years 2028 to 2053. Over the entire forecast period, the average revenue growth is 4.5%.

The parameters used within the scope of the impairment tests are based on the current plan approved by the Executive Board. This takes account of internal empirical values and external economic framework data.

The revenue forecasts used to determine growth assumptions are based, in particular, on expected air traffic trends derived from external market forecasts.

A variation in the discount rate of +0.5 percent points results in a need for impairment of goodwill in the amount of €4.7 million, while an adjustment of the growth forecasts by -0.5 percentage points does not result in a need for impairment.

The planning period on which the impairment test for Fraport Slovenija is based corresponds to the term of the right derived from a long-term land use contract to operate the airport in Ljubljana.

18 Investments in Airport Operating Projects

Investments in Airport Operating Projects

€ million	December 31, 2023	December 31, 2022
Investments in airport operating projects	4,146.8	3,769.1

Investments in airport operating projects relate to concession rights, which comprise the following items due to the application of IFRIC 12 (see also note 4 and note 49): the initial payment and capitalized minimum concession payments of €1,790.8 million (previous year: €1,845.0 million) as well as capital expenditure of €2,304.7 million (previous year: €1,870.9 million) and prepayments of €51.3 million (previous year: €53.2 million). They relate to terminal operation at the concession airports in Greece at €1,864.9 million (previous year: €1,933.0 million), Lima at €1,522.2 million (previous year: €1,094.9 million), Fortaleza and Porto Alegre at €611.2 million (previous year: €595.9 million), as well as Varna and Burgas at €148.5 million (previous year: €145.3 million).

Loans that were specifically taken out to finance the expansion of the airports in Brazil were accounted for as borrowing costs in the amount of €31.5 million (previous year: €35.8 million), of which €0.8 million (previous year: €7.6 million) were capitalized. Interest rates on loans range from 6.1% and 11.7%. Amounts for loan disbursements that are not yet required for capital expenditure in the expansion of the airports were reinvested. The accrued interest income for these investments amounted to €0.4 million (previous year: €1.2 million).

As part of the expansion at Lima Airport, loans amounting to €659.0 million were raised as part of specific financing and in this context borrowing costs of €28.6 million (previous year: €10.5 million) were capitalized. The loan will accumulate interest at an interest rate of 7.65%.

19 Other Intangible Assets

Other intangible assets

€ million	December 31, 2023	December 31, 2022
Other concession and operator rights	49.3	50.9
Software and other intangible assets	47.7	45.0
Total	**97.0**	**95.9**

The other concession and operator rights include in particular the right derived from an existing, long-term land use contract to operate the airport in Ljubljana (€49.2 million, previous year: €50.9 million) with a remaining term of 30 years (previous year: 31 years).

The other intangible assets as at the reporting date contain internally generated intangible assets with residual carrying amounts of €7.2 million (previous year: €7.7 million). At closing date further €2.9 million (previous year: €2.3 million) were attributable to the development phase. The depreciation and amortization is carried out on a straight-line basis taking into account the scheduled useful lives between 5 and 25 years. Depreciation and amortization in the fiscal year amounted to €1.6 million (previous year: €1.6 million).

20 Property, Plant, and Equipment

Property, Plant, and Equipment

€ million	December 31, 2023	December 31, 2022
Land, land rights, and buildings, including buildings on leased lands	3,131.9	3,172.3
Technical equipment and machinery	1,518.1	1,534.5
Other equipment, operating, and office equipment	193.5	179.3
Construction in progress	3,949.7	3,294.1
Right of use assets leases	158.3	191.6
Total	**8,951.5**	**8,371.8**

Additions in the 2023 fiscal year amounted to €955.8 million (previous year: €779.8 million). Of this, €706.9 million (previous year: €593.7 million) is attributable to the construction of Terminal 3 (“Expansion South”), as well as further projects in connection with expansion measures to meet capacity at Frankfurt Airport.

Borrowing costs were capitalized in the amount of €34.7 million (previous year: €21.5 million) for general project financing at Fraport AG. These relate to financing where it is not possible to directly attribute the borrowing costs to the acquisition, construction or production of a qualifying asset. The borrowing cost rate applied averaged around 1.9% (previous year: around 1.5%). In addition, specific project financing has been concluded for measures related to the construction of Terminal 3. In total, borrowing costs of €6.8 million (previous year: €4.3 million) were capitalized in the financial year. The average financing cost rate was around 1.2% (previous year: around 0.6%).

As at the balance sheet date, property, plant, and equipment with a carrying amount totaling €0.2 million (previous year: €0.1 million) carry mortgages.

Property, plant, and equipment of the Fraport Group comprises land, land rights, and buildings, including those on land leased by Fraport AG and is valued at €3,022.5 million (previous year: €3,060.1 million). As at the balance sheet date of 2023, land with an area of 26.1 million square meters (equivalent to approximately 10.1 sq mi) were owned by Fraport AG. Depending on the location and type of use, the market value of the land included in property, plant, and equipment varies between €1 and €720 per square meter (equivalent to approximately 10.75 sq ft) (land values published by the committees of experts for real estate values of the State of Hesse).

Property, plant, and equipment includes rights of use from leases for land and buildings. The development of the rights of use can be found in the Consolidated Statement of Changes in Non-current Assets.

Right-of-use assets from leases

€ million	2023	2022
Carrying amount of right-of-use assets as of December 31	158.3	191.6
Carrying amount of lease liabilities as of December 31	174.2	208.9
Additions right-of-use assets/ lease liabilities in fiscal year	8.6	0.2
Total cash outflow for leases	71.7	69.3
Expenses related to variable lease payments not included in the measurement of lease liabilities	26.5	21.1
Interest expense on lease liabilities	7.2	8.5
Income from subleasing right-of-use assets	96.8	85.3
Leases not yet commenced to which the lessee is committed	0.0	0.6

Right-of-use assets as at the balance sheet date amounted to €121.5 million (previous year: €152.0 million) primarily relating to the companies of Fraport USA (International Activities & Services segment), which operates and develops commercial terminal space at various US airports as part of rental and concession contracts. Only the fixed minimum lease payments guaranteed to the lessor were included in the measurement of the lease liabilities of the companies of Fraport USA. Sales-related (variable) rental payments to be paid in addition are recognized as expenses in the respective period and are reported in the cost of materials for the companies of Fraport USA. The rental and concession agreements currently in force at Fraport USA generally have a term of ten years and some extension options of five years each, but these cannot be exercised unilaterally and therefore cannot be assessed with sufficient certainty. Therefore, only fixed terms without optional periods are taken into account as lease terms.

In fiscal year 2023, Fraport USA was successful in the tender process for the center management at Washington Dulles International Airport (IAD) and Ronald Reagan Washington National Airport (DCA). Operations were taken over on January 1, 2024. Due to the variable lease payments, the new contract does not result in the recognition of a right-of-use asset or a lease liability. The variable rental payments due are recognized on an accrual basis as cost of materials. With a term until March 31, 2034, this is the longest running contract at Fraport USA.

The variable leasing payments incurred in the fiscal year are entirely attributable to Fraport USA. Future cash outflows from variable lease payments occur if the lease payments for the fiscal year exceed the contractually defined minimum lease payments (base rents) that were included in the measurement of the lease liabilities. The exceeding part is treated as variable lease payment. The total amount of lease payments to be paid depends on the revenue received from subletting the concession areas.

As at the balance sheet date, future nominal payment obligations arising from existing leases amounting to €224.8 million. A maturity analysis of the lease liabilities is shown in note 47.

In the Fraport Group, income of €3.2 million from the application of the relief provisions to IFRS 16.46 adopted on May 28, 2020 was realized in the previous year (rental concessions in connection with the Covid-19 pandemic).

21 Investment Property

Investment property includes land and buildings situated in direct vicinity to Frankfurt Airport, which are classified as follows:

Investment property

€ million	Carrying amount December 31, 2023	Carrying amount December 31, 2022	Fair value December 31, 2023	Fair value December 31, 2022
Undeveloped land – Level 2	3.1	3.1	2.6	2.6
Undeveloped land – Level 3	8.7	7.4	16.1	14.8
Developed land – Level 3	57.7	58.6	86.9	82.6
Total	**69.5**	**69.1**	**105.6**	**100.0**

The undeveloped land – Level 2 is undeveloped land in the Kelsterbach district directly next to the Runway Northwest.

The fair value of the undeveloped land – Level 2 is calculated internally using the comparative value procedure pursuant to the Real Estate Valuation Regulation of December 3, 2019 (ImmoWertV) applicable in Germany based on the standard ground values published by a committee of experts. The fair value of undeveloped land – Level 3 is also determined internally using the comparative value method. However, the prices per square meter used for current land transactions in the same development area are not observable on the market.

The developed land – Level 3 comprises real estate leased for residential purposes from the voluntary purchase program for real estate in Flörsheim in the flight zone of Runway Northwest, the long-distance train station plot, and the parking garages in Gateway Gardens, as well as commercially leased properties.

The fair values of the developed land - Level 3 category are determined in part using the income capitalization approach in accordance with the German Real Estate Valuation Ordinance (ImmoWertV) and in part using the discounted cash flow approach by external appraisers. The main input parameters for the income capitalization approach are the multiplier, which depends on the useful life and the property interest rate, and the underlying annual rent. In the discounted cash flow method, a perpetual annuity is assumed. The main input parameters are the discount rate, the sustainable market rent, the assumed remaining useful life, forecast maintenance costs and the expected development of rents.

For major parts of the investment property, foreseeable restrictions on saleability arise from the fact that these areas are located in the immediate vicinity of Runway Northwest.

Net lease revenue from investment property during the 2023 fiscal year amounted to €7.4 million (previous year: €6.1 million). The total costs incurred for the maintenance of investment property amounted to €2.3 million (previous year: €1.0 million), classified as expenses that are not allocatable (excluding depreciation and amortization), and of which €0.1 million was incurred for property for which no lease revenue was earned during the fiscal year.

As at the balance sheet date, no obligations exist for the acquisition of investment property (previous year: €0.1 million).

22 Investments in Companies accounted for Using the Equity Method

Companies that are Group airports outside of Frankfurt are considered to be substantial joint ventures and associated companies in the Fraport Group. This relates to both companies in connection with the operating concession at Antalya Airport.

Shares in joint ventures

Fraport TAV Antalya Terminal Isletmeciligi Anonim Sirketi, Antalya/Turkey ("Fraport TAV Antalya I") is a joint venture of Fraport AG and TAV Havalimanlari Holding A.Ş. IC Yatirim Holding A.S. that operates the terminals at Antalya Airport as part of the concession agreement of May 22, 2007 with the Turkish airport authority (DHMI grantor). The concession for the operation of the terminals and thus the right to use all assets listed in the concession agreement runs for a total of 17 years to the end of 2024. In a letter dated February 12, 2021, the Turkish government approved the extension of the concession period for terminal operations at Antalya Airport for an additional two years, to December 31, 2026.

With regard to the authorized use of infrastructure, the company is obligated to perform maintenance and capacity expansions (as required). Distributed over the term of the concession agreement, concession fees of €2.01 billion net must be paid to DHMI. In exchange, the operator receives the right to use the existing and future terminal infrastructure to operate the airport and the right to generate revenue from passenger charges paid by the airlines and from other services related to terminal operations. Passenger charges are regulated by the grantor.

Fraport holds a 51% interest in the company's share capital, though neither party may make a decision unilaterally due to the voting system laid down in the partnership agreement. The division of the variable returns from the company is governed separately in the partnership agreement, according to which both partners are entitled to equal amounts in returns. The company accounts for 50% according to the equity method on the basis of the division of the dividend rights and the joint management and control. Since the company is not listed on a stock exchange, there is no available active market value for the shares.

In conjunction with the tender won in December 2021 for the new operating concession at Antalya Airport, Fraport AG, together with TAV Airports Holding, founded the company Fraport TAV Antalya Yatirim, Yapim ve İşletme A.Ş., Antalya, Turkey, ("Fraport TAV Antalya II"). The operational period of the company will begin in early 2027, after the existing concession expires. Fraport AG holds 49% of the capital shares. The remaining 51% of the shares in the company are held by TAV Airports Holding. Pursuant to the contractually agreed participation rights, the company is jointly controlled by the shareholders. The concession agreement was also concluded in December 2021 between Fraport TAV Antalya Yatirim, Yapim ve İşletme A.Ş and the Turkish government. The agreement runs until 2051. The concession covers the operation of the terminals and other landside infrastructure, including retail space, parking management, and passenger controls. For the new operating concession, Fraport TAV Antalya Yatirim, Yapim ve İşletme A.Ş is required to pay fixed concession charges totaling €7.25 billion net over the term to the Turkish State (DHMI), of which 25% was paid after the conclusion of the concession agreement at the end of March 2022. Financing of around € 1.9 billion has been raised to date for the advance payment and the expansion investments of around € 765.3 million. The interim financing has a term until March 2024. The discussions on the conclusion of follow-up financing and on increasing the financing volume are already at an advance stage.

Summarized financial position

€ million		Antalya I		Antalya II
	December 31, 2023	December 31, 2022	December 31, 2023	December 31, 2022
Non-current assets	**401.7**	**504.2**	**5,057.9**	**4,364.7**
Non-current liabilities	**221.5**	**467.4**	**2,459.3**	**3,576.5**
thereof financial liabilities	214.7	449.9	2,459.3	3,570.3
thereof other liabilities (including trade accounts payable)	6.8	17.5	0.0	6.2
Current assets	**153.9**	**290.2**	**72.8**	**43.6**
thereof cash and cash equivalents	122.2	184.6	51.7	41.3
thereof other assets	31.7	105.6	21.1	2.3
Current liabilities	**219.8**	**214.2**	**1,933.3**	**103.8**
thereof financial liabilities	156.0	152.3	1,881.5	88.6
thereof other current liabilities (including trade accounts payable)	63.8	61.9	51.8	15.2
Net assets	**114.3**	**112.8**	**738.1**	**728.0**
Pro rata share of net assets	57.1	56.4	369.1	364.0
Goodwill	16.9	16.9	0.0	0.0
Investment carrying amount	**74.0**	**73.3**	**369.1**	**364.0**

Results data

€ million	2023	2022	2023	2022
Revenue	467.7	396.6	465.4	101.5
EBITDA	371.6	323.0	–8.5	–7.5
Regular depreciation and amortization	–116.3	–114.7	0.0	0.0
Interest income	2.5	2.7	2.4	0.3
Interest expenses	–36.0	–34.6	–8.8	–4.8
Currency translation differences	–9.0	–11.6	–0.3	0.0
Taxes on income	–49.1	–45.2	25.4	–10.6
Result after taxes	**163.7**	**119.6**	**10.2**	**–22.6**
Other result	0.3	–0.1	0.0	0.0
Comprehensive income	**164.0**	**119.5**	**10.2**	**–22.6**

The reconciliation for the carrying amount in joint ventures recognized in the Group is shown in the following overview:

Reconciliation for carrying amount in joint ventures

€ million		Antalya I		Antalya II		Other joint ventures		Total
	2023	2022	2023	2022	2023	2022	2023	2022
Investment carrying amount as at January 1 (Fraport share)	**73.3**	**27.4**	**364.0**	**0.0**	**51.8**	**41.5**	**489.1**	**68.9**
Share of annual net profit/losses	81.8	59.8	5.1	–11.3	–1.0	10.4	85.9	58.9
Share of other result	0.3	–0.1	0.0	0.0	0.2	0.0	0.5	–0.1
Comprehensive income	**82.1**	**59.7**	**5.1**	**–11.3**	**–0.8**	**10.4**	**86.4**	**58.8**
Dividends	–81.4	–13.8	0.0	0.0	–8.6	–4.0	–90.0	–17.8
Other adjustments	0.0	0.0	0.0	0.0	12.6	1.9	12.6	1.9
Additions/Capital increases	0.0	0.0	0.0	375.3	19.9	2.0	19.9	377.3
Investment carrying amount as at December 31 (Fraport share)	**74.0**	**73.3**	**369.1**	**364.0**	**74.9**	**51.8**	**518.0**	**489.1**

There are no further significant restrictions pursuant to IFRS 12.

Investments in associated companies

The associated companies are Thalita Trading Ltd., ASG Airport Service Gesellschaft mbH, the newly founded FraScout GmbH (see note 2) and operational services GmbH & Co.KG.

The cumulated total amount of the non-recognized pro rata losses of the associated companies amounted to €6.4 million as of December 31, 2023 (previous year: €4.7 million) and the corresponding losses of the reporting period amounted to €1.7 million (previous year: €1.6 million).

Thalita Trading Ltd. and its wholly owned subsidiary Northern Capital Gateway LLC (NCG) were founded as companies by Fraport AG, the Russian bank VTB, and the Greek Copelouzos Group. NCG develops and operates Pulkovo Airport (St. Petersburg, Russia) as part of a 30-year concession agreement with the city of St. Petersburg. The company is responsible for the entire airport infrastructure. Since a change in the shareholder structure in 2017, Fraport AG holds 25.0% of the shares in Thalita Trading Ltd.

Based on a decree by the President of the Russian Federation of November 30, 2023 as well as a regulation by the Russian government of December 1, 2023, the Russian company “Holding VVSS Limited Liability Company” (in English: NCG Holding Limited Liability Company), St. Petersburg was found with its entry in the Russian commercial register on December 18, 2023. The company’s share capital amounts to €1,691 million. In accordance with the decree and the regulation, all the shares in the operating company of the Pulkovo Airport, Northern Capital Gateway LLC (“NCG”), are deemed as held by VVSS. From a Russian perspective, Thalita is therefore no longer shareholder of NCG. Until that time, Thalita held 100% of the shares in NCG. The management and group of shareholders remain unaffected by the decree. The shareholders of VVSS are the former shareholders of Thalita by entry in the Russian commercial register. Accordingly, Fraport holds 25% of the shares in VVSS. The voting rights associated with the capital shares have been temporarily transferred to two trustees. However, no end date has been stipulated. In accordance with the regulation, the respective share in VVSS is deemed as acquired by the shareholders from the date of entry of VVSS in the Russian commercial register and the shareholders’ initial contribution is deemed as paid to VVSS in the nominal amount of their respective share.

The shares in VVSS were not recognized as an asset in the Fraport consolidated statement of financial position as Fraport has no control over the shareholder rights associated with the capital shares. Since Fraport became a shareholder of the company under Russian law, the shares held by Fraport AG (note 57) are recognized under other investments.

Significant resolutions and decisions on Thalita Ltd. can only continue to be made on the basis of the company statutes, which continue to be valid, and shareholder rights. As a result, the company continues to be recognized as an associated company in the consolidated financial statements. Due to cumulative losses in the past, the carrying amount of the investment is “zero”.

In connection with the financing of the Pulkovo operating project, there is a loan receivable recognized as a loan (see note 23) and an interest receivable (see note 24) of the Fraport Group from Thalita Trading Ltd. As at June 30, 2022, the receivables were fully written off in the amount of €163.3 million as cash flows (interest payments and loan repayments) are no longer expected due to the sanctions situation. This assessment remains valid due to the unchanged sanctions situation and the development described above at the end of 2023.

There are no significant restrictions pursuant to IFRS 12.

23 Other Financial Assets

Other financial assets

€ million	Remaining term		Total	Remaining term		Total
	up to 1 year	over 1 year	December 31, 2023	up to 1 year	over 1 year	December 31, 2022
Financial instruments						
Securities	748.0	559.7	1,307.7	265.2	791.5	1,056.7
Other investments	0.0	117.9	117.9	0.0	130.4	130.4
Loans						
Loans to joint ventures	6.2	40.5	46.7	4.5	23.2	27.7
Loans to associated companies	0.0	0.1	0.1	0.0	0.0	0.0
Other loans	95.0	230.3	325.3	0.0	228.4	228.4
Insolvency-secured funds	0.0	4.6	4.6	0.0	0.0	0.0
Total	**849.2**	**953.1**	**1,802.3**	**269.7**	**1,173.4**	**1,443.1**

In the year under review, investments in securities amounted to €717.5 million (previous year: €619.9 million), which partly were already disposed during the year. Other changes resulted from reclassifications to current other financial assets due to securities of €364.1 million maturing in 2024 (previous year: €155.8 million) and changes arising from valuation of +€31.8 million (previous year: –€64.7 million).

The fund units protected against insolvency are exclusively meant to hedge credits from the time-account models and partial retirement claims in particular of Fraport AG employees. In the 2023 fiscal year, the fund units have increased by €5.7 million (previous year: €6.1 million). As at the reporting date, acquisition costs amounted to €74.3 million (previous year: €68.6 million). These securities are measured at fair value and credited against the corresponding obligations of €69.0 million (previous year: €66.3 million) (see also note 40). At year-end, there was an overfunding from fund units of €4.6 million (previous year: underfunding of €1.4 million).

The change in other investments relates to shares in Delhi International Airport Private Ltd, New Delhi, India, for which a fair value was determined in the reporting year.

The loans to joint ventures primarily relate to a loan granted to Fraport TAV Antalya Yatirim, Yapim ve İşletme A.Ş in the 2022 fiscal year. The loan to associated companies that was still outstanding in the previous year related to a loan granted to Thalita Ltd., Cyprus, which was fully written off in the previous year (total amount: €163.3 million) (see note 22).

24 Non-current and Current Other Financial Receivables and Assets

Non-current and current other financial receivables and assets

€ million	Remaining term		Total	Remaining Term		Total
	up to 1 year	over 1 year	December 31, 2023	up to 1 year	over 1 year	December 31, 2022
Accounts receivable from joint ventures	13.6	2.3	15.9	9.8	0.7	10.5
Accounts receivable from associated companies	0.0	0.0	**0.0**	0.5	0.0	**0.5**
Accounts receivable from other investments	0.0	0.0	**0.0**	0.5	0.0	**0.5**
Other financial assets	98.6	97.9	**196.5**	44.4	86.5	**130.9**
Total	**112.2**	**100.2**	**212.4**	**55.2**	**87.2**	**142.4**

Other financial assets include, in particular, compensation claims recognized in connection with the coronavirus pandemic as well as accrued interest from overnight and term deposits.

25 Non-current and Current non-financial Other Receivables and Assets

Non-current and current other non-financial receivables and assets

€ million	Remaining term		Total	Remaining Term		Total
	up to 1 year	over 1 year	December 31, 2023	up to 1 year	over 1 year	December 31, 2022
Accruals	18.5	22.0	40.5	10.6	23.4	34.0
Refunds from “Passive noise abatement/wake turbulences”	5.3	33.1	38.4	8.8	38.0	46.8
Other non-financial assets	100.0	40.3	140.3	64.7	68.0	132.7
Total	**123.8**	**95.4**	**219.2**	**84.1**	**129.4**	**213.5**

The item “Refunds from passive noise abatement / wake turbulences” includes the expected full reimbursement amount from noise abatement charges from airlines for passive noise abatement and wake turbulences, which was recognized as other assets in compliance with IAS 37.53 in connection with the provisions created for the obligation of Fraport AG to reimburse costs for noise abatement construction measures, expenses from refund claims for reduced utilization of outdoor facilities, and roof reinforcement measures (wake turbulences). The value was determined at the present value of the estimated expenses for reimbursing the costs of noise abatement construction measures and estimated expenses for refund claims for reduced utilization of outdoor facilities.

The item developed as follows in the fiscal year:

Refunds from “Passive noise abatement/wake turbulences”

€ million	January 1, 2023	Receipts	Disposals	Reclassification	Interest effect	December 31, 2023
Refunds from “Passive noise abatement/ wake turbulences”	46.8	10.7	–0.6	0.0	1.7	38.4

More information about the corresponding other provisions can be found in note 40. The carrying amount of the refund claim depends on the noise abatement charges actually received, and those expected in the future. The carrying amount of the corresponding provision depends on the actual, and future expected cash outflows for passive noise abatement measures and wake turbulences.

Deferred income mainly relates to construction cost subsidies paid by Fraport AG. These are paid in particular to utility companies that set up facilities for special requirements of Fraport AG. The utility companies are the owners of the utility facilities.

Other non-financial assets include, in particular, receivables from other taxes.

26 Income Tax Receivables

Income tax receivables

€ million	Remaining term		Total	Remaining term		Total
	up to 1 year	over 1 year	December 31, 2023	up to 1 year	over 1 year	December 31, 2022
Income tax receivables	42.5	0.0	42.5	33.3	0.0	33.3

Income tax receivables as at December 31, 2023 primarily comprised refund claims from the current year or previous years.

27 Deferred Tax Assets

Deferred tax assets

€ million	December 31, 2023	December 31, 2022
Deferred tax assets	102.3	159.5

Deferred tax assets are recognized in accordance with IAS 12. Further explanations are provided in note 15.

28 Inventories

Inventories

€ million	December 31, 2023	December 31, 2022
Raw materials, consumables, and supplies	24.3	21.5
Land and buildings for sale	0.5	0.5
Work-in-process/other	3.2	3.5
Total	**28.0**	**25.5**

Raw materials, consumables, and supplies mainly relate to consumables for the airport operation.

29 Trade Accounts Receivable

Trade accounts receivable

€ million	December 31, 2023	December 31, 2022
From third parties	271.5	177.1

For 2023, as at the reporting date, the maximum default risk without taking securities into account equaled the carrying amount of €271.5 million (previous year: €177.1 million). The following table provides information on the extent of the default risk with regard to the trade accounts receivable.

Default risk analysis

€ million	Carrying amount	Not overdue	Overdue		
			< 30 days	30 – 180 days	> 180 days
December 31, 2023	**271.5**	**185.7**	**56.0**	**15.4**	**14.4**
December 31, 2022	177.1	107.3	37.7	10.9	21.2

As at December 31, 2023, 25% (previous year: 18%) of outstanding accounts receivable were due from one customers.

The guarantees received until the reporting date were neither sold nor passed on as security, and will be returned to the respective debtor after termination of the business relationship. The guarantees received will be used only in the event of the debtor's default. The collateral received consists mainly of bank guarantees. In addition, commercial credit insurance is taken out for airlines wherever possible. Collateral is taken into account for allowance to be made.

Allowances for trade accounts receivable developed as follows:

Reconciliation of allowances

€ million	2023	2022
Balance as at January 1	**22.5**	**20.2**
Allowances included in other operating expenses	5.3	6.3
Revenue-decreasing allowances	1.3	0.0
Releases included in the other income	–0.4	0.0
Release of revenue-decreasing allowances	0.0	–3.1
Availments	–1.1	–0.1
Exchange rate differences	–0.2	–0.8
Balance as at December 31	**27.4**	**22.5**

30 Cash and Cash Equivalents

Cash and cash equivalents

€ million	December 31, 2023	December 31, 2022
Cash in hand, bank balances, and checks	2,410.5	2,585.2

The bank balances mainly include short-term time deposits as well as overnight deposits. The time deposits are not subject to any significant fluctuations in value and can be realized at short notice.

In connection with financing in Greece and Brazil as well as the capital expenditure commitments of Fraport USA, €126.2 million of bank balances were subject to a drawing restriction (previous year: €139.3 million).

The reconciliation of cash and cash equivalents in the balance sheet to cash and cash equivalents in the cash flow statement can be found in note 43.

31 Equity Attributable to Shareholders of Fraport AG

Equity attributable to shareholders of Fraport AG

€ million	December 31, 2023	December 31, 2022
Issued capital	923.9	923.9
Capital reserve	598.5	598.5
Revenue reserves	2,796.3	2,387.0
Total	**4,318.7**	**3,909.4**

Issued capital

Issued capital (less treasury shares) is fully paid up as at the balance sheet date.

Number of floating shares and treasury shares

As in the previous year, the issued capital consisted of 92,391,339 bearer share with no-par value, each of which accounts for €10.00 of the capital stock. Each share grants one vote and is entitled to dividends.

Development of floating and treasury shares pursuant to Section 160 of the AktG

			Treasury shares		
	Issued shares Number	Floating shares Number	Number	Amount of capital stock in €	Share in capital stock in %
As at January 1, 2023	**92,468,704**	**92,391,339**	**77,365**	**773,650**	**0.0837**
Employee investment plan					
Capital increase	0	0			
As at December 31, 2023	**92,468,704**	**92,391,339**	**77,365**	**773,650**	**0.0837**

			Treasury shares		
	Issued shares Number	Floating shares Number	Number	Amount of capital stock In €	Share in capital stock In %
As at January 1, 2022	**92,468,704**	**92,391,339**	**77,365**	**773,650**	**0.0837**
Employee investment plan					
Capital increase	0	0			
As at December 31, 2022	**92,468,704**	**92,391,339**	**77,365**	**773,650**	**0.0837**

The shares issued to employees in June 2023 under the employee investment plan had been purchased on the market. The shares were issued at a price of €44.39.

Authorized capital

At the AGM on May 23, 2017 the existing authorized capital was canceled and new authorized capital of €3.5 million was approved, which can be used for issuing shares to employees of Fraport AG and companies controlled by Fraport AG. The Executive Board was entitled, with the approval of the Supervisory Board, to increase the capital stock on one or more occasions by up to a total of €3.5 million until May 22, 2022 by issuing new shares in return for cash. The Executive Board did not make use of this authorization, meaning there was no longer any authorized capital after the authorization expired on December 31, 2022.

At the Annual General Meeting on June 1, 2021, new authorized capital ("Authorized Capital II") of €458.8 million was approved. The Executive Board is entitled, with the approval of the Supervisory Board, to increase the capital stock on one or more occasions by up to a total of €458.8 million until May 31, 2026 by issuing up to 45,884,352 new no-par value bearer shares in return for cash. In principle, the shareholders are to be granted a subscription right. The new shares may also be underwritten by financial institutions with the obligation to offer them to company shareholders for subscription. The new shares will participate in the net income from the beginning of the fiscal year of their issue. To the extent legally permissible, the Executive Board, with the consent of the Supervisory Board and in deviation from Section 60 (2) AktG, can determine that the new shares will participate in net income from the beginning of a fiscal year that has already expired and for which no resolution has yet been passed by the Annual General Meeting on the appropriation of the profit earmarked for distribution at the time of their issue. The Executive Board is further authorized, also with the consent of the Supervisory Board, to exclude the subscription right of the shareholders one or more occasions, insofar as this is necessary to compensate for residual amounts.

Contingent capital

On June 1, 2021, the Annual General Meeting also resolved to conditionally increase the share capital by up to €120.2 million by issuing up to 12,020,931 new no-par value bearer shares ("contingent capital"). The contingent capital serves exclusively to grant shares to the holders or creditors of convertible bonds and/or bonds with warrants or a combination of all these instruments, which, are issued by the company in accordance with the authorization up to May 31, 2026 resolved by the Annual General Meeting on June 1, 2021 and grant a conversion or option right to new no-par value bearer shares in the company or determine a conversion or option obligation or a right to tender and insofar as the issue takes place in return for cash. The new shares are issued at the conversion or option price to be determined according to the previously mentioned authorization resolution. The contingent capital increase is only to be carried out to the extent that conversion or option rights are exercised, or the conversion/option obligation is satisfied, or shares are tendered, and no other forms of fulfillment are used. The new shares will participate in the profits from the beginning of the fiscal year in which they are created by exercising conversion or option rights or through the fulfillment of corresponding obligations (fiscal year of origin); in deviation from this, the new shares will participate in the profits from the beginning of the fiscal year preceding the fiscal year in which they were created if the Annual General Meeting has not yet passed a resolution on the utilization of the profit earmarked for distribution from the fiscal year preceding the fiscal year in which they were created. The Executive Board is authorized, with the consent of the Supervisory Board, to determine the further details of the implementation of conditional capital increases.

The Executive Board has not made use of the authorization for a contingent capital increase. As in the previous year, the contingent capital amounted to € 120.2 million as at December 31, 2023.

Capital reserve

The capital reserve contains the premium from the issue of Fraport AG shares.

Revenue reserves

The revenue reserves consist not only of the reserves of Fraport AG (including the statutory reserve of €36.5 million), but also the revenue reserves and retained earnings of the Group companies included in the consolidated financial statements, as well as effects of consolidation adjustments. Furthermore, the revenue reserves include reserves for currency translation differences and financial instruments.

The derivative valuation reserve is €6.3 million as at the balance sheet date (previous year: –€8.0 million). The reserve for the equity and debt instruments measured at fair value totals €56.8 million (previous year: €48.4 million).

Pursuant to Section 253 (6) sentence 1 of the HGB and in accordance with Section 268 (8) of the HGB, a total of €299.3 million of the shareholders’ equity attributable to Fraport AG’s shareholders (previous year: €344.9 million) is subject to a distribution block. However, the distribution block did not take effect insofar as sufficient free reserves were available.

For the past financial year, it is proposed that the net profits be transferred to other revenue reserves.

32 Non-controlling Interests

Non-controlling interests

€ million	December 31, 2023	December 31, 2022
Non-controlling interests (excluding the attributable Group result)	236.3	188.3
Group result attributable to non-controlling interests	37.3	34.2
Total	**273.6**	**222.5**

Non-controlling interests related to allocated shareholders’ equity and earnings of Fraport Twin Star Airport Management AD, FraCareServices GmbH, Media Frankfurt GmbH, Lima Airport Partners S.R.L., and the Fraport Group companies Fraport Greece A, Fraport Greece B and Fraport Regional Airports of Greece Management Company.

33 Non-current and Current Financial Liabilities

Non-current and current financial liabilities

€ million		Remaining term	Total		Remaining term	Total
	up to 1 year	over 1 year	December 31, 2023	up to 1 year	over 1 year	December 31, 2022
Financial liabilities	1,521.4	10,232.5	11,753.9	1,209.6	9,716.0	10,925.6

In the course of the year, promissory note loans in the amount of €1,167.7 million (previous year: €539.4 million) were issued. For more information, please refer to the presentation of finance management and the asset and financial position in the combined management report for additional explanations of financial liabilities.

34 Trade Accounts Payable

Trade accounts payable

€ million	Remaining term		Total	Remaining term		Total
	up to 1 year	over 1 year	December 31, 2023	up to 1 year	over 1 year	December 31, 2022
To third parties	430.8	78.6	509.4	444.4	62.3	506.7

Trade accounts payable include liabilities in connection with compensation measures in connection with nature protection law in the amount of €11.9 million (previous year: €13.7 million). The liabilities relate to the contractual obligations to carry out environmental compensation measures based on the finished work to clear the forest south of the airport and near the Runway Northwest, as was necessary for the airport expansion.

35 Non-current and Current Other Financial Liabilities

Non-current and current other financial liabilities

€ million	Remaining term		Total	Remaining term		Total
	up to 1 year	over 1 year	December 31, 2023	up to 1 year	over 1 year	December 31, 2022
To joint ventures	11.2	0.0	**11.2**	37.4	0.0	**37.4**
To associated companies	2.5	0.0	**2.5**	2.5	0.0	**2.5**
To investments	0.4	–	**0.4**	–	–	**–**
Liabilities in connection with concession obligations	49.2	939.7	**988.9**	52.4	911.5	**963.9**
Lease liabilities	41.3	132.9	**174.2**	44.4	164.5	**208.9**
Negative fair values of derivative financial instruments	–	0.5	**0.5**	–	0.7	**0.7**
Other liabilities	46.3	17.1	**63.4**	53.6	21.4	**75.0**
Total	**150.9**	**1,090.2**	**1,241.1**	**190.3**	**1,098.1**	**1,288.4**

The liabilities in connection with concession obligations relate to obligations to pay fixed and variable airport operation concession fees for the airport operating projects in Greece, Lima, Fortaleza, Porto Alegre, Varna, and Burgas.

36 Non-current and Current Other Non-financial Liabilities

Non-current and current other non-financial liabilities

€ million	Remaining term		Total	Remaining term		Total
	up to 1 year	over 1 year	December 31, 2023	up to 1 year	over 1 year	December 31, 2022
Prepayment for orders	3.0	–	3.0	3.0	–	3.0
Investment grants for non-current assets	0.5	7.1	7.6	0.5	7.5	8.0
Other accruals	30.8	42.9	73.7	22.5	51.6	74.1
Other non-financial liabilities	186.5	12.9	199.4	136.8	10.8	147.6
Total	**220.8**	**62.9**	**283.7**	**162.8**	**69.9**	**232.7**

The remaining non-financial other liabilities consist in particular of accrued expenses, liabilities from wage and church taxes as well as other taxes and personnel-related liabilities.

37 Deferred Tax Liabilities

Deferred tax liabilities

€ million	December 31, 2023	December 31, 2022
Deferred tax liabilities	52.1	41.3

Deferred tax liabilities were recognized in compliance with IAS 12 using the temporary concept. Further explanations of deferred tax liabilities can be found under note 15.

38 Provisions for Pensions and Similar Obligations

Defined benefit plans

Within the Fraport Group, there are pension obligations for the members of the Executive Board of Fraport AG and their surviving dependents as well as obligations for Senior Managers and employees not covered by collective bargaining agreements.

Pension obligations primarily include 19 (previous year: 18) vested pension benefits promised in individual pension commitments to members of the Fraport AG Executive Board and their surviving dependents. A reinsurance was already obtained in 2005 to reduce actuarial risks and protect pension obligations for the former and current (in some cases still active) members of the Executive Board against insolvency. This is a group insurance policy with an annual, constant minimum insurance amount for the entire group. The pension benefits from the reinsurance correspond to the total achievable retirement, occupational disability, and widow’s/widower's benefits in accordance with the pension commitments. Reinsurance benefits are recognized at the active value reported by the insurance company to the value of €23.5 million (previous year: €24.0 million), of which €1.1 million (previous year: €1.0 million) is attributable to reserved trust assets. The reinsurance is not traded on an active market. Plan assets are invested in shares, real estate, fixed-interest securities, and other assets. In addition, €0.0 million (previous year: €0.04 million) were paid in the reinsurance in fiscal year 2023 through deferred compensation. The average weighted term of the members of the Executive Board’s defined benefit plans is 10.5 years (previous year: 12.2 years) for pensions with reinsurance and 9.2 years (previous year: 6.9 years) for pensions without reinsurance.

The Executive Board members are entitled to pension benefits and provision for surviving dependents. An Executive Board member is generally entitled to a retirement pension if he or she becomes permanently unable to work or retires from office during the term of, or upon expiry of, his or her employment agreement. If an Executive Board member dies, benefits are paid to his or her surviving dependents. These amount to 60% of the retirement pension for the widower or widow; children entitled to receive benefits receive 12% each. If no widow’s pension is paid, the children each receive 20% of the retirement pension.

Upon retirement, income from active employment as well as retirement pension payments from previous or, where applicable, later employment relationships shall be credited against accrued retirement pay up until reaching 60 years of age, insofar as without such credit the total of these emoluments and the retirement pension would exceed 75% of the fixed salary (100% of the fixed salary if Fraport AG wishes the employment to be terminated or not be extended). Effective January 1 of each year, the retirement pensions are adjusted at discretion, taking into account the interests of the former Executive Board member and the company’s economic situation. The adjustment obligation is considered to be satisfied if the adjustment does not fall below the increase in the consumer price index for the cost of living for private households in Germany.

The retirement pension of an Executive Board member is defined by the percentage of a contractually agreed basis of assessment, with the percentage rising annually by 2% up to a limit of 75%, dependent on the duration of time an Executive Board member is appointed.

As at December 31, 2023, Dr. Schulte is entitled to a retirement pension of 75% and thus the maximum and Prof. Dr. Zieschang a claim of 62% of the respective contractually agreed basis of assessment.

In the event of occupational disability, the pension rate for Dr Schulte and Prof Dr Zieschang amounts to at least 55% of their respective fixed annual gross salaries or of the contractually agreed basis of assessment.

For Executive Board members appointed from 2012 onwards, the pension benefits, provision for surviving dependents, and provision for long-term occupational disability are governed by a separate benefit agreement. This calls for the payment of a one-time pension capital or lifelong retirement pension after the insured event. The pension capital is generated when Fraport AG annually credits 40% of the fixed annual gross salary paid to a pension account. The pension capital accumulated at the end of the previous year pays interest annually at the interest rate used for the valuation of the pension obligations in the German balance sheet of Fraport AG at the end of the previous year pursuant to Section 253 (2) of the HGB, which is at least 3% and at most 6%. This is increased by 1% on January 1 of each year for lifelong retirement payments. No further adjustment is made. If the pension capital reached is less than €600 thousand when retirement benefits fall due as a result of long-term occupational disability, Fraport AG will increase it to this amount. In the event of long-term occupational disability within the first five years of their activities performed as members of the Executive Board, it is foreseen that Executive Board members can postpone the receipt of a monthly retirement pension payment by a maximum of five years from the start of the employment contract. Until the postponed start of the pension benefit payments, they will receive a monthly benefit of €2.5 thousand. The risk of pension payments in the increase phase and of payments for the increase has been reinsured by an occupational disability insurance policy. The full amount of all income pursuant to the Income Tax Act from employment or self-employment is credited against the retirement pension paid until the end of the month in which the Executive Board member reaches the age of 62.

Benefits for surviving dependents of Executive Board members appointed from 2012 onwards are regulated as follows: If there is no prior event giving rise to retirement benefits, the widow or widower receives the pension capital generated so far. If there is no widow or widower entitled to benefits, each half-orphan receives 10% and each full orphan receives 25% of the pension capital generated so far as a one-time payment. If the pension capital reached is less than €600 thousand upon death, Fraport will increase it to this amount. The payment risk of this increase has been reinsured by a term life insurance policy. If an Executive Board member dies while collecting retirement pensions, the widow or widower is entitled to 60% of the last retirement pensions paid. Half-orphans receive 10% and full orphans receive 25% of the last retirement pensions paid. If there are no surviving dependents as set forth above, the heirs receive a one-time death grant in the amount of €8.0 thousand.

Moreover, each member of the Executive Board has entered into a two-year post-contractual restrictive covenant. For this period, appropriate ex gratia compensation in the amount of 50% of the contractual benefits last received by the member of the Executive Board is granted (within the meaning of Section 74 (2) of the HGB); when calculating compensation, the performance-based remuneration components shall be taken into account according to the average of the last three completed fiscal years. If the current remuneration system has not existed for three fiscal years at the end of the contract, the average performance-based remuneration is determined based on the duration of the contract in accordance with the current remuneration system (within the meaning of Section 74b (2) of the HGB). Payment shall be made in monthly installments. The compensation shall be generally credited against any retirement pension owed by Fraport AG. In the case of Executive Board members appointed before 2012, this applies if the compensation together with the retirement pension and other income generated exceeds 100% of the last fixed annual salary. In the case of Executive Board members appointed since 2012, the full amount of the compensation counts toward the retirement pension up to the end of the month in which the member reaches the age of 62 or 65. Payments on the occasion of premature termination of the membership on the Executive Board are credited to the compensation for the period of.

No other benefits have been promised to Executive Board members should their employment be terminated.

The retirement pension payments entitlement of former Executive Board members is determined by a percentage of a contractually agreed fixed basis of assessment.

For Senior Managers and employees not covered by collective bargaining agreements who joined the company as Senior Managers or employees not covered by collective bargaining agreements after December 31, 1997 or who will join in future, the pension benefits and benefits for surviving dependents on the monthly compensation liable to top-up pension payments, for which contributions are payable, are restricted to the upper limit defined in Section 38 of the ATV-K in the amount of 1.133 times of the payment group 15 level 6 of the collective bargaining agreement for civil servants (TVöD). In addition to said limited pension benefits and benefits for surviving dependents, there exists a supplementary company retirement benefit for these persons. Accordingly, Fraport AG makes an annual contribution in the amount of 13% of the eligible income as capital components into an individually managed pension account. The period of contribution began on January 1, 1998 for employees who entered into an employment not covered by a collective bargaining agreement before January 1, 2000. Furthermore, this applies to employees who changed from an employment covered by a collective bargaining agreement to one not covered by a collective bargaining agreement after December 31, 1997 or who entered into an employment not covered by a collective bargaining agreement after

December 31, 1997, effective as at the time of the change in status. There were 718 benefits (of which 691 vested) as at the end of the year. The present value of the non-vested benefits amounted to €0.0 million (previous year: €0.0 million); the present value of the vested benefits amounted to €13.2 million in the 2023 annual financial statements (previous year: €12.5 million). Future obligations amount to €8.4 million for active employees and €4.8 million for former and retired employees. No significant provision amounts were paid this fiscal year due to the young age structure. The obligations for Senior Managers and employees not covered by collective bargaining agreements had an average weighted term of 7.2 years (previous year: 8.0 years).

Furthermore, the opportunity to participate in an employee-financed company pension scheme ("deferred compensation") exists. The employee contribution is generated through converting a portion that can be chosen freely each year. This portion is converted into an insured sum and is accumulated by Fraport AG and accrues interest. At the end of the fiscal year, there were 24 vested pension commitments totaling €8.2 million (previous year: €7.4 million). Obligations amount to €5.0 million for active employees (previous year: €6.0 million); obligations amount to €3.2 million for former and retired employees (previous year: €1.5 million). The average weighted term of the employee-financed company pension scheme was 6.3 years (previous year: 7.0 years).

Guidelines nos. 2 and 3 as well as company agreement BV 47 were replaced with a new version of company agreement BV 47 and an amalgamated guideline 2 effective January 1, 2017. The new version differs from the previously valid version in that the interest on contributions from January 1, 2017 is no longer accrued at a fixed interest rate of 6% nor is direct interest attributed based on age factors but rather at an annual rate based on the market rate, which is no less than 2% p.a. and no more than 6% p.a. Contributions that have been paid in by December 31, 2016 still accrue interest according to the previous version.

The valuation of pension obligations is based on the provisions of IAS 19. The pension obligations as at December 31, 2023 were calculated on the basis of actuarial opinions. Changes to the obligations outlined above were as follows:

Pension obligations (2023)

€ million	Present value of the obligation	Plan assets	Total
As at January 1, 2023	**55.7**	**–24.0**	**31.7**
Service cost			
Current service cost	1.7	0.0	**1.7**
Supplementary service cost	0.0	0.0	**0.0**
Gains and losses on compensation	0.0	0.0	**0.0**
Total service cost	**1.7**	**0.0**	**1.7**
Net interest income/expense			
Interest income and interest expenses	**1.8**	**–0.8**	**1.0**
Remeasurements			
Income on plan assets, excluding interest	0.0	–0.1	**–0.1**
Actuarial gains and losses from changes in demographic assumptions	0.0	0.0	**0.0**
Actuarial gains and losses from the adjustment of the obligation based on experience	–0.2	0.0	**–0.2**
Actuarial gains and losses from changes in financial assumptions	2.5	0.0	**2.5**
Total remeasurements	**2.3**	**–0.1**	**2.2**
Impacts of exchange rate differences	0.0	0.0	**0.0**
Contributions of the employer to the plan	0.8	0.0	**0.8**
Contributions of the employee to the plan	0.0	0.0	**0.0**
Payments from the plan	–2.9	1.3	**–1.6**
Overfunding	0.0	0.0	**0.0**
As at December 31, 2023	**59.4**	**–23.6**	**35.8**

Pension obligations (2022)

€ million	Present value of the obligation	Plan assets	Total
As at January 1, 2022	**66.3**	**–24.6**	**41.7**
Service cost			
Current service cost	2.0	0.0	**2.0**
Supplementary service cost	0.0	0.0	**0.0**
Gains and losses on compensation	0.0	0.0	**0.0**
Total service cost	**2.0**	**0.0**	**2.0**
Net interest income/expense			
Interest income and interest expenses	**0.6**	**–0.2**	**0.4**
Remeasurements			
Income on plan assets, excluding interest	0.0	0.0	**0.0**
Actuarial gains and losses from changes in demographic assumptions	0.0	0.0	**0.0**
Actuarial gains and losses from the adjustment of the obligation based on experience	3.5	0.0	**3.5**
Actuarial gains and losses from changes in financial assumptions	–14.5	0.0	**–14.5**
Total remeasurements	**–11.0**	**0.0**	**–11.0**
Impacts of exchange rate differences	0.0	0.0	**0.0**
Contributions of the employer to the plan	0.3	0.0	**0.3**
Contributions of the employee to the plan	0.0	0.0	**0.0**
Payments from the plan	–2.5	0.8	**–1.7**
Overfunding	0.0	0.0	**0.0**
As at December 31, 2022	**55.7**	**–24.0**	**31.7**

Offsetting

Pension obligations are offset against the plan assets reserved for insolvency insurance below:

Offsetting

€ million	2023	2022
Offsetting		
Reconciliation to assets and liabilities recognized in the financial position		
Present value of an obligation funded through a reinsurance/trust assets	23.9	25.2
Fair value of plan assets	–23.6	–24.0
Overfunding (not included in the net liability)/underfunding	0.3	1.2
Present value of an obligation not funded through a reinsurance/trust assets	35.5	30.5
(Net) liabilities recognized in the financial position	**35.8**	**31.7**

Significant actuarial assumptions

	2023	2022
Salary trend	2.25%	2.25%
Interest rate	3.16%	3.69%
Pension growth	2.25 %/2.25 % one time 2.0%	2.25 %/2.25 % one time 10.0%
Mortality	Mortality tables 2018 G of Prof. Dr. Heubeck	Mortality tables 2018 G of Prof. Dr. Heubeck
Retirement age	Termination of contract period, earliest pensionable age in pension commitments	Termination of contract period, earliest pensionable age in pension commitments

The significant actuarial assumptions relate to the pension obligations of the Fraport Group. All pension obligations largely have the same assumptions where the adjustment to pensions is only calculated on pension obligations of the Executive Board members.

Sensitivity analysis

The sensitivity analysis is based on changes in the assumptions while other factors remained constant. In practice, it is unlikely that only one actuarial assumption would change. Changes in actuarial assumptions may correlate with other actuarial assumptions. The method for determining the sensitivity analysis did not change. The pension provision would vary by the following amounts in the event of a change in assumptions:

Sensitivity analysis (December 31, 2023)

€ million	2023	
	Decrease in interest rate by 0.5%	Increase in interest rate by 0.5%
Interest rate	2.5	-2.3
	Decrease in pension growth by 0.25%	Increase in pension growth by 0.25%
Pension growth	-0.7	0.7
	Reduction by one year	
Mortality	0.0	
	Increase by one year	
Retirement age [1)]	1.3	

[1)] The obligation would increase by €1.3 million for all beneficiaries as a result of a one-year increase in the retirement age.

Sensitivity analysis (December 31, 2022)

€ million	2022	
	Decrease in interest rate by 0.5%	Increase in interest rate by 0.5%
Interest rate	3.6	–1,7
	Decrease in pension growth by 0.25%	Increase in pension growth by 0.25%
Pension growth	0.0	1.7
	Reduction by one year	
Mortality	0.8	
	Increase by one year	
Retirement age [1)]	2.3	

[1)] The obligation would increase by €2.3 million for all beneficiaries as a result of a one-year increase in the retirement age.

The retirement age has no influence on the pensions received by members of the Executive Board and was only calculated for other pensions. Due to the structure of the respective pension plans, the salary adjustment has no effect on pension obligations.

In connection with the defined benefit plans, the Group is exposed to the actuarial risks mentioned above as well as the interest rate risk. Due to the liquidity available in the Group, there is no risk with regard to fulfillment of non- reinsured obligations.

Multi-employer plans

Fraport AG has insured its employees for purposes of granting a company pension under the statutory insurance scheme based on a collective bargaining agreement (Altersvorsorge-TV-Kommunal [ATV-K]) with the Zusatzversorgungskasse for local authority and municipal employers in Wiesbaden (ZVK). The contributions are collected based on a pay-as-you-go model. As in the previous year, the contribution rate of the ZVK is 7.0% on compensation liable to top-up pension payments; thereof, the employer pays 5.3%, with the contribution paid by the employee amounting to 1.7%. In addition, a tax-free restructuring fee of 1.4% of the remuneration liable to top-up pension payments is levied by the employer in accordance with Section 63 of the ZVK Statutes (ZVKS). An additional contribution of 9.0% is paid for some employees included in the statutory social security insurance scheme (generally employees exempted from collective bargaining agreements and Senior Managers) for the consideration subject to ZVK that, according to Section 38 ATV-K, exceeds the upper limit defined in the collective bargaining agreement. The amounts subject to contributions amounted to €393.9 million.

This plan is a multi-employer plan (IAS 19.8), since the companies involved share the risk of the investment and also the biometric risk. Reference is also made to the collective bargaining agreement risks arising from the ZVK insurance in the Risk and Opportunities Report in the management report.

The ZVK insurance is generally to be classified as a defined benefit plan (IAS 19.30). Because there is not sufficient information on the plan and the company also covers the risks of other insuring companies with its contributions (IAS 19.34), only the current contributions are accounted for as if it were a defined contribution plan. Due to its structure, the ZVK does not provide any information to participating companies that would allow the allocation of obligations, plan assets, service costs, and, if applicable, over- or underfunding or the extent of Fraport's participation in the plan. In the consolidated financial statements of Fraport, the consideration of contributions corresponds to defined-contribution pension commitments. Along with the remaining member companies, Fraport AG is obliged to finance accrued obligations not covered by assets as well as future obligations. The precise share of the remaining extent of the obligation cannot be determined. In the event of Fraport AG withdrawing from the multi-employer plan (for example, through terminating the agreement), compensation in the amount of the present value of the obligation at the point of the membership being terminated is to be paid to the ZVK. This amount cannot be determined due to only insufficient information being available. Should the multi-employer plan be dissolved by a resolution of the administrative committee, no share in any possible remaining overfunding will be due to Fraport.

In the fiscal year, €24.3 million (previous year: €22.0 million) was recorded as contributions to defined contribution plans for ZVK. Contributions in the amount of €32.4 million are expected for the following financial year.

In addition, contributions are paid to state pension insurance institutions in Germany on the basis of statutory provisions. The current contributions are shown as expense for the respective year. Employer contributions made by the Fraport Group to statutory insurance schemes totaled €69.8 million (previous year: €71.6 million).

39 Non-current and Current Income Tax Provisions

Non-current and current income tax provisions

€ million	Remaining term		Total	Remaining term		Total
	up to 1 year	over 1 year	December 31, 2023	up to 1 year	over 1 year	December 31, 2022
Provisions for taxes on income	73.3	47.3	**120.6**	24.7	77.0	**101.7**

Tax provisions amounting to €120.6 million (previous year: €101.7 million) were accrued for unassessed corporation tax and trade taxes, as well as for tax audit risks.

40 Non-current and Current Other Provisions

The development in the non-current and current provisions is shown in the following tables.

Non-current and current personnel-related provisions

€ million	January 1, 2023	Use	Release	Additions	December 31, 2023
Personnel	**116.7**	**–58.3**	**–5.7**	**66.0**	**118.7**
thereof non-current	**45.4**				**34.7**
thereof current	**71.3**				**84.0**

In addition to the provisions in connection with the “Zukunft FRA – Relaunch 50” program, the personnel provisions related in particular to partial retirement arrangements, as well as provisions for variable wage and salary components, such as profit distribution for the employees of Fraport AG. The partial retirement provisions are recognized pursuant to IAS 19. The credit for partial retirement is offset against the fund units (see also note 23).

Other provisions

€ million	January 1, 2023	Use	Release	Additions	Interest effect	December 31, 2023
Environment	36.1	–1.7	0.0	1.9	2.7	**39.0**
Passive noise abatement	1.8	–1.4	0.0	0.2	0.1	**0.7**
Nature protection law compensation	11.1	–0.2	0.0	0.7	0.8	**12.4**
Wake turbulences	20.1	–1.7	0.0	0.3	0.5	**19.2**
Others	149.7	–57.5	–4.8	24.7	0.0	**112.1**
Total	**218.8**	**–62.5**	**–4.8**	**27.8**	**4.1**	**183.4**
thereof non-current	90.9					84.2
thereof current	127.9					99.2

Environmental provisions have been formed largely for probable restructuring costs for the elimination of groundwater contamination on the Frankfurt Airport site in Frankfurt/Main, as well as for environmental pollution in the southern section of the Airport. As at December 31, 2023, estimated cash outflows (present value) amounted to €1.9 million within one year (previous year: €1.9 million), €8.5 million after one to five years (previous year: €9.1 million), and €27.7 million after five years (previous year: €24.2 million).

The “passive noise abatement” provision includes obligations to refund the passive noise abatement expenses of owners of private and commercial land and obligations to pay outdoor living and commercial area compensation. The obligations result from the planning approval notice made by the Hessian Ministry of Economics, Energy, Transport and Living (HMWEVW) on December 18, 2007 in conjunction with the Act for Protection against Aircraft Noise (Aircraft Noise Act), and the planning approval notice of April 30, 2013. The application deadline for measures from the program was October 13, 2021. Invoices for measures requested by the deadline could still be submitted until October 12, 2022. The provision remaining as at December 31, 2023 in the amount of €0.7 million relates to invoices submitted by the deadline and still being processed. For all obligations reported under "passive noise abatement" there is a corresponding reimbursement right at the reporting date, which is reported under other receivables (see also Note 25). The carrying amount of the refund claim depends on the actually collected, and future expected noise abatement charges. The carrying amount of the corresponding provision depends on the actual, and future expected cash outflows for passive noise abatement measures and wake turbulences.

A provision for environmental protection compensating measures was created in previous years due to the long-term obligation to implement ecological compensating measures resulting from the work performed to clear the land in the southern part of the airport and in the area of Runway Northwest required for the airport expansion. As at December 31, 2023, estimated cash outflows (present value) amounted to €0.3 million within one year (previous year: €0.1 million), €3.4 million after one to five years (previous year: €3.4 million), and €8.7 million after five years (previous year: €7.6 million). In the fiscal year, there was a reassessment of the expected cash outflows that led to an adjustment of €0.7 million with no affect to profit or loss.

The wake turbulence protection program concerns the protection of roofs in the defined entitlement areas to protect against damage to roof cladding due to gusts of wind caused by wake turbulences. The obligations result from the corresponding supplementation decision dated May 10, 2013 and May 26, 2014. As at December 31, 2023, estimated cash outflows (present value) amounted to €4.1 million within one year (previous year: €3.7 million), €10.2 million after one to five years (previous year: €10.0 million), and €4.9 million after five years (previous year: €6.4 million). The additions in the fiscal year were made in full against the corresponding asset without affecting profit or loss (see note 25).

The remaining provisions include provisions for rebates and refunds of €28.4 million (previous year: €62.0 million), which in the 2023 fiscal year include revenue-decreasing additions of €16.7 million, provisions for possible claims settlements in connection with the strong recovery in traffic and passenger numbers in the fiscal year of €36.3 million (previous year: €36.9 million), provisions for interest related to expected back tax payments of €7.0 million (previous year: €7.3 million), provisions for development measures still to be implemented in connection with the sale of real estate inventories (also see note 28) of €5.1 million (previous year: €5.2 million). Cash flow used in the other provisions are primarily expected within one year.

41 Financial Instruments

Disclosures on Carrying Amounts and Fair Values

The following table presents the carrying amounts, fair values and measurement categories of the hierarchy pursuant to IFRS 13 of the financial instruments as at December 31, 2023:

Financial instruments as at December 31, 2023

€ million				Carrying Amount	Fair Value			Measurement categories pursuant to IFRS 13
	Measured at amortized costs	FVOCI (without recycling)	FVOCI (with recycling)	FVTPL		Level 1 Quoted prices	Level 2 Derived prices	Level 3 Prices that cannot be derived
Financial assets								
Cash and cash equivalents	2,410.5				2,410.5			
Trade accounts receivable	271.5				271.5			
Other financial receivables and assets	209.5				209.5			
Derivative financial assets								
Hedging derivatives			2.9		2.9		2.9	
Other financial assets								
Non current securities			1,312.4		1,312.4	937.4	375.0	
Other investments		117.9			117.9			117.9
Loans to joint ventures	46.7				49.9		9.8	40.1
Loans to associated companies	0.1				0.1			0.1
Other loans	325.3				325.3		325.3	
Total	**3,263.6**	**117.9**	**1,315.3**	**0.0**	**4,700.0**	**937.4**	**713.0**	**158.1**
Financial liabilities								
Trade accounts payable	509.4				509.4			
Other financial liabilities	1,066.0				1,098.7		1,098.7	
Financial liabilities	11,753.9				10,727.0	2,040.5	8,686.5	
Derivative financial liabilities								
Other derivatives				0.7	0.7		0.7	
Total	**13,329.3**	**0.0**	**0.0**	**0.7**	**12,335.8**	**2,040.5**	**9,785.9**	**0.0**

The following table presents the carrying amounts, fair values and measurement categories of the hierarchy pursuant to IFRS 13 of the financial instruments as at December 31, 2022:

Financial instruments as at December 31, 2022

€ million			Carrying Amount		Fair Value			Measurement categories pursuant to IFRS 13
	Measured at amortized costs	FVOCI (without recycling)	FVOCI (with recycling)	FVTPL		Level 1 Quoted prices	Level 2 Derived prices	Level 3 Prices that cannot be derived
Financial assets								
Cash and cash equivalents	2,585.2				2,585.2			
Trade accounts receivable	177.1				177.1			
Other financial receivables and asset	142.4				142.4			
Other financial assets								
Non current securities			1,056.7		1,056.7	977.0	79.7	
Other investments		130.4			130.4			130.4
Loans to joint ventures	27.6				27.6		7.6	20.0
Loans to associated companies								
Other loans	228.4				228.4		228.4	
Total	**3,160.7**	**130.4**	**1,056.7**	**0.0**	**4,347.8**	**977.0**	**315.7**	**150.4**
Financial liabilities								
Trade accounts payable	506.7				506.7			
Other financial liabilities	1,078.6				1,018.9		1,018.9	
Financial liabilities	10,925.6				9,993.9	1,934.8	8,059.1	
Derivative financial liabilities								
Other derivatives				0.7	0.7		0.7	
Total	**12,510.9**	**0.0**	**0.0**	**0.7**	**11,520.2**	**1,934.8**	**9,078.7**	**0.0**

For cash and cash equivalents, trade receivables, trade accounts payable and other financial receivables and assets, it was assumed that the carrying amount represents a reasonable approximation of the fair value. This assumption is largely due to the short term.

The fair values of listed securities are identical to the stock market prices on the reporting date. The valuation of unlisted securities was based on market data applicable on the valuation date using reliable and specialized sources and data providers. The values were determined using established valuation models.

The fair values of loans to joint ventures and associated companies, as well as non-current other receivables and financial assets, are determined as the present value of future cash flows. Future cash flows are estimated on the basis of financial planning or derived on the basis of existing contractual terms. If financial planning is used as a basis, the company is classified as level 3, otherwise it is classified as level 2. Discounting was applied using the current maturity-linked interest rate as at the balance sheet date.

The carrying amounts of other loans correspond to the respective fair values. The other loans are subject to a market interest rate, and their carrying amounts therefore represent a reliable valuation for their fair values. Part of the other loans are promissory note loans with a remaining term of more than one year. Due to the lack of an active market, no information is available on the risk premiums of their respective issuers. As the promissory note loans are mainly floating interest rate loans, their carrying amounts were used as the most reliable value for their fair values.

Other non-current financial liabilities are recognized at their present value. To determine fair value, the respective cash outflows are discounted at interest rates with similar terms and with the Fraport credit risk as at the reporting date. The carrying amounts of current liabilities are equal to the fair value.

In order to determine the fair value of not listed financial liabilities, the future expected cash flows are determined and discounted based on the yield curve on the reporting date. The market-driven and maturity-linked risk premium of the respective borrower as at the reporting date is added to the cash flows.

The derivative financial instruments relate to interest rate hedging transactions. In the 2023 fiscal year, six interest rate swaps were concluded in connection with the first disbursement of the financing contractually agreed in 2022 for the commitment in Lima.

The other investments categorized as Level 3 relate to the shares in Delhi International Airport Private Ltd. The fair value is determined based on the discounted cash flow valuation.

The substantial non-observable input factors for the shares in Delhi International Airport Private Ltd., for determining the fair value, are the forecast cash flows, which are based on the company's future earnings and planned capital expenditure, as well as the discount factor that is applied. The discount factor used was the WACC (country-specific, weighted average capital cost after taxes).

Fair value hierarchy level 3 reconciliation 2023 (values determined using valuation techniques)

€ million	January, 1 2023	Additions	Gains/losses in income statement	Transfers into level 3	Gains/losses in OCI	December, 31 2023
Other investments	130.2	0.0	0.0	0.0	–12.7	117.5

Fair value hierarchy level 3 reconciliation 2022 (values determined using valuation techniques)

€ million	January, 1 2022	Additions	Gains/losses in income statement	Transfers into level 3	Gains/losses in OCI	December, 31 2022
Other investments	108.8	0.0	0.0	0.0	21.4	130.2

The following amounts generated from the fair value in the event of changes in assumptions are:

Sensitivities 2023

€ million	Sensitivities with regard to unobservable input parameters					Currency rate sensitivity (INR)	
	Discount rate			Growth forecasts			
		+0.5%	–0.5%	+0.5%	–0.5%	+0.5%	–0.5%
Other investments	9.5 %	87.6	151.2	123.0	111.9	116.9	118.1

Sensitivities 2022

€ million	Sensitivities with regard to unobservable input parameters					Currency rate sensitivity (INR)	
	Discount rate			Growth forecasts			
		+0.5%	–0.5%	+0.5%	–0.5%	+0.5%	–0.5%
Other investments	9.8 %	98.9	165.6	135.7	124.6	124.0	137.1

The following table shows the net result for 2023 and 2022 according to IFRS 9:

Net results of the measurement categories

€ million	2023	2022
Financial assets		
At amortized cost	–7.7	–168.1
FVOCI with Recycling	31.3	–57.7
FVOCI without Recycling	–12.5	21.2
Financial liabilities		
At amortized cost	2.2	4.5
FVTPL	1.2	12.0

The net result consists of changes in fair values recognized through profit or loss, impairment losses, and write-ups recognized through profit or loss, exchange rate changes, and gains and losses of disposals.

Interest and dividend income from financial instruments held at FVOCI are also included in the calculation of the net result.

The gains on financial liabilities FVTPL include the fair values of an interest rate swap for which there were no hedged items in the course of the 2023 fiscal year.

Derivative financial instruments and hedge accounting

With regard to the items in its statement of financial position and planned transactions, Fraport is, in particular, subject to interest rate and currency exchange risks. Fraport covers interest rate risks by establishing naturally hedged positions, in which the values or cash flows of primary financial instruments offset each other in their timing and amount, and/or by using derivative financial instruments to hedge the business transactions. Derivatives are not used for trading or speculative purposes.

Interest rate risks arise in particular from the capital requirements associated with capital expenditure and from existing floating interest rate financial liabilities and assets. As part of the interest rate risk management policy, interest swaps and interest swaps with embedded floors were concluded in order to limit the interest rate risk arising from financial instruments with floating interest rates and assure planning security.

The Group holds seven interest rate swaps as at the reporting date (previous year: one).

Derivative financial instruments

€ million	Nominal volume		Fair value		Credit risk	
	December 31, 2023	December 31, 2022	December 31, 2023	December 31, 2022	December 31, 2023	December 31, 2022
Interest rate swaps	560.7	30.0	–0.7	0.0	0.0	0.0
thereof hedge accounting	530.7	0.0	0.0	0.0	0.0	0.0
thereof trading	30.0	30.0	–0.7	0.0	0.0	0.0

The fair values of the derivative financial instruments are recorded as follows in the statement of financial position:

Fair values of derivative financial instruments

€ million	Other assets		Other liabilities	
	December 31, 2023	December 31, 2022	December 31, 2023	December 31, 2022
Interest rate swaps - cash flow hedges	2.9	0.0	0.0	0.0
Interest rate swaps - trading	0.0	0.0	0.7	0.7

One interest rate swap (previous year: one) is classified as FVTPL. All changes in value resulting from this classification are recorded through profit or loss.

Six interest rate swaps (previous year: zero) are already assigned to existing floating interest-bearing liabilities and accounted for as cash flow hedges in accordance with IFRS 9. Changes in the fair values of these instruments are recorded in other comprehensive income without affecting profit or loss. This economic relationship results from the compensation amount and thus the effectiveness of these cash flow hedges. Effectiveness is reviewed and documented at regular intervals. In general, the recorded hedging relationships can become ineffective if a gap arises in the material measurement parameters between the hedged item and hedging instrument. Due to a very low level of ineffectiveness, the change in value of hedging instruments corresponds to change in value of the underlying hedged item. These changes in value arise from the unrealized net income that was recorded in shareholders' equity during the fiscal year.

Interest rate swaps (2023 hedge accounting)

€ million				December 31, 2023
Beginning of term	End of term	Nominal value	Fair value	Average interest rate
2023	2029	530.7	2.9	3.4 %
Total		**530.7**	**2.9**	

The difference between the transaction price and the fair value of the derivatives at the time of the transaction in the amount of €8.2 million was recognized as an expense in profit and loss. During the 2023 fiscal year, unrealized gains of €10.2 million from the change in the market values of derivatives were recognized in other comprehensive income. This resulted in changes to deferred taxes of €2.2 million. The interest result includes €6.6 million in income from the derivative.

Notes to the Segment Reporting

42 Notes to the Segment Reporting

Segment reporting in the Fraport Group according to IFRS 8 is based on internal reporting to the Executive Board as principle decision-maker and is attached as an appendix to the notes.

The same accounting principles as those used in the consolidated financial statements underlie segment reporting.

The strategic business units of Fraport AG at the Frankfurt site are clearly assigned to the Aviation, Retail & Real Estate, Ground Handling and International Activities & Services segments. In addition, these segments include Group companies integrated in the business processes at the Frankfurt site.

The Aviation segment incorporates the strategic business unit “Aviation” as well as the Group companies involved in the processes at the Frankfurt site. With the takeover of control of aviation security checks at the Frankfurt site at the beginning of the 2023 financial year, the Aviation segment generated revenue from aviation security fees for the first time.

The Retail & Real Estate segment consists of the strategic business unit “Retail and Properties”, comprising the retailing activities, parking facility management, and the rental and marketing of real estate at the Frankfurt site. In addition, the Group companies integrated into these activities on the Frankfurt site are allocated to this segment.

The Ground Handling segment combines the “Ground Services” strategic business unit and the Group companies involved in these operations at the Frankfurt site.

The International Activities & Services segment encompasses in aggregate, due to the similarity of the economic criteria, the Group companies that are not integrated in the processes at the Frankfurt site, and Group companies that carry out their business operations outside the Frankfurt site (International Activities). The business operations of these companies consist of the operation of airports outside the Frankfurt site or the provision of airport-related services, and are primarily aimed at the users of airport infrastructure. In subareas, they are subject to country-specific regulatory requirements for the operation of airport infrastructure. In addition, the internal service units Integrated Facility Management, Corporate Infrastructure Management, Airport Expansion South, Information and Telecommunication and their Group companies and the strategic business unit Global Investments and Management are assigned to the segment because they primarily provide internal services for the Fraport Group.

Revenue of €70.3million, EBITDA of €13.7million and EBIT of -€13.5 million result from the internal service units and their investments as well as the acquisitions and investments section.

Corporate data at Fraport AG is divided into market-oriented business and service units on the one hand and into central units on the other hand. All the business and service units are allocated clearly to one segment each. The central units are categorized appropriately.

The data about the Group companies that are not integrated in the processes at the Frankfurt site and Group companies that carry out their business operations outside the Frankfurt site are allocated to the International Activities & Services segment during reporting. The Group companies that are integrated in the processes at the Frankfurt site are allocated to the relevant segment according to their business operations.

Inter-segment revenue is primarily generated by the allocation of rent for land, buildings and space, as well as maintenance services and energy supply within Fraport AG. The corresponding assets are allocated to the Retail & Real Estate segment. The relevant units are charged on the basis of the costs incurred, including imputed interest.

Inter-segment income also reflects income that has been generated between the companies included from different segments.

Goodwill from business mergers and the appropriate impairment losses, where applicable, have been allocated clearly to a segment according to this segment structure.

The reconciliation of segment assets/segment liabilities column includes the income tax assets/liabilities (including the deferred tax assets/liabilities) of the Group.

In the additional disclosures “Geographical Information”, allocation takes place according to the current main areas of operation: Germany, Rest of Europe, Asia, and America. The figures shown under “Asia” relate mainly to Turkey. The figures shown under “America” relate mainly to the United States, Peru, and Brazil. Of the non-current assets (consisting of property, plant, and equipment, investments in airport operating projects, other intangible assets and investment property) of €13,264.8 (previous year: €12,305.9 million) €8,739.7 million (previous year: €8,120.4 million) relate to Germany. Non-current assets in all other countries of €4,525.1 million (previous year: €4,185.5 million) primarily relate to investments in airport operating projects. The two Brazilian companies achieved revenue in the amount of €108.3 million in 2023 (previous year: €90.0million). The investments in airport operating projects according to IFRIC 12 increased from €595.9 million in the previous year to €611.2 million as at December 31, 2023. The revenue of Lima Airport Partners S.R.L., Lima, Peru, amounted to €792.0 million in 2023 (previous year: €590.1 million). The company holds non-current intangible assets in connection with the accounting pursuant to IFRIC 12 of around €1,522.2 million as at the balance sheet date (previous year: 1,094.9 million). In the “Rest of Europe” region, the two Greek companies contributed a total of €545.2 million (previous year: €443.8 million) to revenue (see also note 2). The investments in airport operating projects according to IFRIC 12 amounted to €1,864.9 million as at December 31, 2023 (previous year: €1,933.0 million).

Additions in the subsidiaries relate to Fraport Washington LLC and Fraport Washington Partnership LLC (International Activities & Services segment). In addition, as a result of the sale of a further 25% of the shares, FraSec Aviation Security GmbH is no longer included in the consolidated financial statements as a subsidiary but as a joint venture since January 1, 2023 (Aviation segment). The additions in the associated companies relate to the founding of FraScout GmbH (Aviation segment), the disposal in the associated companies to the sale of all shares in Airmail Center Frankfurt GmbH (Ground Handling segment). The effects of the additions and disposals are explained in more detail in note 2. The aforementioned changes had no substantial impact on the segment reporting.

Segment assets of the Retail & Real Estate segment include real estate inventories of €0.5 million (previous year: €0.5 million).

During the 2023 fiscal year, revenue of €969.1 million was generated in all four segments with one customer (previous year: €740.8 million) and thus more than 10% of Group revenue. Further explanations about segment reporting can be found in the management report.

Notes to the Consolidated Statement of Cash Flows

43 Notes to the Consolidated Statement of Cash Flows

Cash flow from operating activities

In the 2023 fiscal year, cash flow from operating activities (operating cash flow) of €863.2 million (2022: €787.3 million) was generated. The improvement of €75.9 million resulted in particular from an increase in the operating result.

Cash flow used in investing activities

Cash flow used in investing activities without investments in cash deposits and securities amounted to €1,482.6 million in the past fiscal year, an increase of €176.8 million year-on-year. The increase was primarily the result of higher investments in airport operating projects, particularly in Lima, as well as increased cash outflows for expansion measures at the Frankfurt site. In the previous year, the cash outflow was mainly due to capital contributions of –€375.3 million to the new joint venture that was established in connection with the operating concession at Antalya Airport and, on the other hand, due to the proceeds from the disposal of the shares in the associated company Xi'an of +€152.2 million. Considering capital expenditure in and revenue from securities and promissory note loans as well as capital expenditure in relation to time deposits, the overall cash flow used in investing activities was €1,818.9 million (2022: €1,216.0 million).

Cash flow from financing activities

Compared to the previous year, cash flow used in financing activities decreased only slightly by €86.9 million to €795.4 million. The raising of funds from the project financing concluded in December 2022 at the Group company Lima and the associated repayment of the short-term bridge loan had an effect of €675.1 million on the payments of non-current financial liabilities and –€302.4 million on the change in current financial liabilities.

The capital increases "Non-controlling interests" relate to capital contributions to the company Lima. In the previous year, the sale of capital and loan shares to a co-shareholder of the Greek companies was reported under transactions with non-controlling interests. Taking into account exchange rate fluctuations and other changes, the Fraport Group reported cash and cash equivalents based on the consolidated statement of cash flows of €670.3 million as at December 31, 2023 (2022: €826.2 million).

The following overviews show the composition of cash and cash equivalents and non-cash changes to the liabilities from financing activities. With regard to the development of the leasing liabilities, see note 20.

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

€ million	December 31, 2023	December 31, 2022
Bank and cash balances	180.1	579.6
Time deposits with a remaining term of less than three months	490.2	246.6
Cash and cash equivalents as at the consolidated statement of cash flows	**670.3**	**826.2**
Time deposits with a remaining term of more than three months	1,614.0	1,619.7
Restricted cash	126.2	139.3
Cash and cash equivalents as at the consolidated statement of financial position	**2,410.5**	**2,585.2**

Changes in liabilities from financing activities

€ million	January 1, 2023	Cash inflow from non-current financial liabilities	Repayment of non-current financial liabilities	Cash-effective changes in financial liabilities	Non cash-effective changes				December 31, 2023
					Accrued interest	Foreign currency translation effects	Changes in fair value	Reclassifications and other changes	
Non-current financial liabilities	9,716.0	2,055.3	–104.3	0.0	0.0	16.4	9.4	–1,460.3	10,232.5
Current financial liabilities	1,209.6	0.0	–819.6	–343.5	25.3	–10.7	0.0	1,460.3	1,521.4
Other financing activities	26.8	0.0	0.0	–4.7	0.0	0.0	0.0	0.0	22.1

Changes in liabilities from financing acitivities

€ million	January 1, 2022	Cash inflow from non-current financial liabilities	Repayment of non-current financial liabilities	Cash-effective changes in current financial liabilities	Non cash-effective changes				December 31, 2022
					Accrued interest	Foreign currency translation effects	Changes in fair value	Reclassifications and other changes	
Non-current financial liabilities	9,306.4	2,011.6	–913.8	52.3	31.6	33.7	6.8	–812.6	9,716.0
Current financial liabilities	627.6	0.0	–393.4	139.0	19.1	4.7	0.0	812.6	1,209.6
Other financing activities	30.8	0.0	–4.0	0.0	0.0	0.0	0.0	0.0	26.8

Other Disclosures

44 Long-Term Incentive Program

Long-Term Incentive Program

The Long-Term Incentive Program (LTIP) for the Executive Board and Senior Managers was introduced effective January 1, 2010.

A certain number of virtual shares (so-called performance shares) is allocated annually depending on certain performance objectives. Target achievement is measured over four years (performance period); payment in cash takes place immediately at the end of the four-year performance period.

The number of virtual shares actually allocated depends on the extent to which two performance targets are met:

- Earnings per Share (EPS) (target weighting 70%)
  This internal performance target is determined by comparing the actual average EPS in the performance period with the weighted average plan EPS at the time of awarding.

- Rank Total Shareholder Return MDAX (TSR) (target weighting 30%)
  The TSR measures the development of shares over a certain period of time subject to dividends and share price developments. Therefore, it constitutes a market-dependent performance target.

Performance Share Plan

Effective January 1, 2020, the Long-Term Incentive Program (LTIP) used to determine the long-term performance remuneration for the Executive Board, and from January 1, 2021 for the other plan participants, was replaced by the Performance Share Plan (PSP), which maintains a performance period of four years.

At the start of the plan, each member of the Executive Board, or each plan participant, is promised a target amount in euros according to their function as an allocation value.

As at January 1, 2023, 215,694 virtual shares were issued for the PSP tranche. Their term is four years ending on December 31, 2026.

The allocation value is divided by the initial fair value (i.e., the actuarially determined fair value according to the accounting standard IFRS 2, Share-based Payment) per performance share at the beginning of the performance period, resulting in the provisional number of virtual performance shares allocated.

The achievement of the performance share plan is determined by two performance criteria, Earnings Per Share (EPS) and the Total Shareholder Return (TSR) compared to the MDAX index.

- The Earnings Per Share (EPS) criterion is used as an internal financial performance target and is taken into account with a weighting of 70%. The EPS performance criterion provides incentives to operate profitably. This forms the basis for the sustainable and long-term growth of Fraport AG and ensures the financing capacity of necessary capital expenditure and thus the achievement of important strategic goals. Long-term growth helps Fraport AG to achieve its objective of establishing itself as Europe’s best airport operator and also to set global standards among the competition. In determining the achievement of the EPS target, a target value derived from strategic planning is compared with the actual EPS value achieved. This compares the average of the annual actual EPS values determined during the performance period with the average target EPS. If the average actual EPS value is equal to the average target EPS (target value), the target achievement rate is 100%. If the average actual EPS value is 25% below the target value, the target achievement rate is 50%. If the average actual EPS value is more than 25% below the target value, the target achievement rate is 0%. If the average actual EPS value is 25% or more above the target value, the target achievement rate is 150%. Between these values, the degree of achievement follows a straight-line development.

- As a further performance criterion, the relative Total Shareholder Return (TSR) uses an external performance criterion geared to the capital market, which is weighted at 30%. The relative TSR takes into account the development of the Fraport share price plus fictitious reinvested gross dividends compared to a predefined comparison group. The relative TSR links the interests of the Executive Board and shareholders and integrates a relative measurement of success into the remuneration system for the Executive Board. This creates an incentive to outperform the relevant comparison group in the long term. Fraport AG pursues the goal of being an attractive investment for shareholders and therefore provides an incentive for above-average success on the capital market. Achieving the target for the relative TSR is based on a comparison with the MDAX. The Supervisory Board considers the MDAX to be an appropriate benchmark group, as Fraport AG is listed in this index and the MDAX consists of companies of a comparable size. To calculate the TSR in the performance period of the Fraport AG share and the MDAX, the arithmetic average of the closing prices over the last 30 trading days before the beginning of a year of the performance period and over the last 30 trading days before the end of a year of the performance period is determined and then averaged relative to the four years of a performance period. In determining the arithmetic average of closing prices at the end of the performance period, a fictitious amount of reinvested gross dividends is also taken into account. The target achievement is 100% if the TSR performance of the Fraport AG share corresponds to the TSR performance of the comparison group. If the TSR performance of the Fraport AG share is 25% below the TSR performance of the MDAX, the target is 50%. If the TSR performance of the Fraport AG share is more than 25% below the TSR performance of the MDAX, the target is 0%. If the TSR performance of the Fraport AG share is 25% or more below the TSR performance of the MDAX, the target is 150%. Achieving the targets between the defined target achievement points follows a straight-line development.

The aforementionded performance criteria allow a target to be achieved in the range of 0% to 150%. At the end of the four-year performance period, the achievement of the performance criteria is determined and the final number of virtual performance shares is determined. The distributed amount is calculated by multiplying the final number of performance shares determined by the average price at that time of the Fraport AG share in the last 3 months prior to the end of the performance period plus dividends paid per share during the performance period. The value of the performance shares to be distributed therefore depends on the achievement of the performance criteria and the share price relevant for the distribution. The maximum payout amount is limited to 150% for each tranche to the Executive Board and 125% for all other participants to the allocation value applicable at the start of the plan.

The payment of the PSP takes place no later than one month after approval of the consolidated financial statements for the fourth year of the performance period.

The target achievements for the respective performance criteria of the Executive Board tranches are published in the relevant Remuneration Report.

Development of the fair values of the virtual shares for the Executive Board and Senior Managers

Tranche All figures in €	Fair value December 31, 2023 Executive Board	Fair value December 31, 2023 Senior Managers	Fair value December 31, 2022 Executive Board	Fair value December 31, 2022 Senior Managers
Fiscal year 2020[1)]	14.90	16.00	9.45	10.61
Fiscal year 2021[2)]	51.45	37.41	39.39	32.14
Fiscal year 2022	38.79	31.58	25.75	22.20
Fiscal year 2023	28.15	17.39	22.61	15.26

[1)] Fair value for the Executive Board has been calculated under the PSP as of fiscal year 2020
[2)] Fair value for the Senior Managers calculated for the first time under the PSP in fiscal year 2021

The valuation of the virtual shares takes place on the basis of the fair value per share for a tranche. A Monte Carlo simulation is used to determine the fair value. A simulation of the log-normal distributed processes is carried out for the Fraport share price to determine the relevant payment according to the respective performance targets.

The fair value of virtual shares to be measured in fiscal years 2020 to 2023 was calculated based on the following assumptions:

- The basis of the computations on the respective valuation date was a continuous zero interest rate. The interest rates were computed from the interest rate structures of government bonds maturing between one and ten years.
- The computation basis for future dividend payments is public estimates made by ten banks. The arithmetic mean of these estimates is taken to determine the dividends.
- Historic volatility is used for the calculations. The calculations are based on the daily XETRA closing price for the Fraport AG share and beginning in fiscal year 2020 also for the MDAX.
- The remaining term of the LTIP or the PSP is used as the time horizon to determine volatility.

As at December 31, 2023, the provision for the still ongoing LTIP tranche 2020 (for senior managers) amounted to €0.3 million and €7.4 million for the ongoing PSP tranches.

Due to the market dependence of the fair value measurement, there was a negative effect on profit and loss of €4.9 million in the past fiscal year 2023 (previous year: €1.1 million), which was recognized in personnel expenses. Of this amount, €3.4 million (previous year: €0.7 million) is attributable to Executive Board members and €1.5 million (previous year: €0.4 million) to the other plan participants.

No provision was created for the Executive Board tranche 2020. The reason for this is the support granted by the Federal Republic of Germany and the State of Hesse to compensate for unfunded maintenance costs incurred by Frankfurt Airport during the first lockdown in 2020. The prerequisite for the approval of these support payments was that the Executive Board would not receive any bonuses, special payments in the form of share packages or other separate remuneration (gratuities) in addition to the fixed salary for the 2020 fiscal year. This also related to the allocation of variable remuneration components for the 2020 fiscal year.

45 Contingent Liabilities

Contingent liabilities*

€ million	December 31, 2023	December 31, 2022
Guarantees	1.1	2.1
Warranties	1,482.8	1,342.0
thereof contract performance guarantees	1,426.4	1,265.3
Other contingent liabilities	100.4	89.9
Total	**1,584.3**	**1,434.0**

* Previous year's values adjusted for the guarantees and the contract performance guarantees. This relates to capital contribution obligations from the expansion financing for the operating company in Lima, Peru. The matter is presented in note 47 under "Liquidity risk".

The warranties concluded mainly result from the respective contract terms in connection with national and international investment projects.

At € 1,426.4 million, the guarantees mainly include contract performance guarantees. The key guarantees are explained below.

In December 2021, Fraport AG and its partner company TAV Airports Holding were awarded the tender for the new concession to operate the Turkish Antalya Airport (see note 22). This new concession runs from 2027 to 2051. In the course of this acquisition, the concession company Fraport TAV Antalya Yatirim, Yapim ve İşletme A.Ş had to submit a contract performance guarantee to the Turkish aviation authority as the grantor upon signing the concession agreement on December 28, 2021. This guarantee is currently provided by the Turkish Ziraat Bank and reinsured by the shareholders in accordance with their shares in the consortium (Fraport share: €38.3 million).

In the first quarter of 2022, an advance payment on the concession fee of €1,812.5 million was made to the Turkish grantor in connection with this new concession in Antalya. To do so, the concession company took out financing in the amount of €1,225.0 million via a banking consortium. Additional funds from banks were used to finance the contractually obligatory expansion activities at the Antalya site so that the operating company reported liabilities to banks totaling around €1,883.0 million (previous year: €1,361.0 million) as at the reporting date. Fraport AG, as a shareholder, issued a financing guarantee in favor of the bank consortium totaling €941.5 million (previous year: €687.3 million) in accordance with its share.

In connection with the current concession at Antalya Airport, Turkey, in which Fraport AG holds a 50% stake, the shareholder guarantees were contractually reduced in 2023 from €125.0 million (€62.5 million Fraport share) to €85.0 million (€42.5 million Fraport share) for an existing loan (financing by the Turkish Akbank or, as the issuing bank, the Spanish Banco Santander). Furthermore, there is a guarantee of €1.9 million in connection with the commitment (previous year: €3.8 million).

Fraport and the Brazilian Government signed concession agreements on July 28, 2017 for the operation and further development of the Brazilian airports of Fortaleza and Porto Alegre. This commitment resulted in guarantees of €323.1 million (previous year: €401.7 million).

A performance guarantee, excluding recourse against Fraport AG, was signed between GMR Holdings Private Ltd., Fraport AG, and ICICI Bank Ltd. to the amount of INR3.000 million or €32.5 million (previous year: €34.0 million) to modernize, expand, and operate Delhi Airport (India). If, however, the party to the contract, GMR Holdings Private Ltd., fails to meet its contractual obligations, Fraport AG's liability may not be excluded given the fact that Fraport AG is party to the contract.

As at the balance sheet date of December 31, 2023, there were contract performance guarantees in connection with the two service concession agreements concluded in 2015 for the 14 Greek Regional Airports of €29.2 million (previous year: €31.2 million).

The performance guarantee relating to the concession agreement for the operation of the airport in Lima, Peru, amounted to €24.1 million as at the balance sheet date (previous year: €24.6 million). The amount of the guarantee is regularly adjusted and depends on the investment obligations already fulfilled by the subsidiary in Lima.

Fraport Twin Star Airport Management AD is guaranteed unchanged to the amount of €7.5 million (previous year: €7.5 million) in the context of operating the airports in Varna and Burgas, Bulgaria.

The Group companies of Fraport USA have obligations amounting to €7.1 million (previous year: €7.0 million) in connection with the operation and development of commercial terminal areas at various US airports.

The other contingent liabilities include among others that Fraport AG is held liable to the amount of €5.8 million for rentals payable by Lufthansa Cargo Aktiengesellschaft to ACC Animal Cargo Center Frankfurt GmbH if Lufthansa Cargo Aktiengesellschaft exercises an extraordinary right to terminate the contract (previous year: €6.5 million) as well as contingent liabilities of the subsidiary Lima from tax risks to the amount of €9.9 million (previous year: €6.9 million). Other contingent liabilities in 2023 also include possible claims by the local authorities against the Brazilian Fraport company in Porto Alegre for the relocation/construction of alternative residential buildings for the residents of the "Vila Nazaré" settlement adjacent to the airport site. The relocation has been completed. Despite a possible capitalization of these expenses, they are to be presented under contingent liabilities. In total, this figure amounts to the equivalent of €75.4 million (previous year: €68.5 million).

The above mentioned contingent liabilities contain commitments in connection with investments in joint ventures in the amount of €85.9 million (previous year: €107.1 million) and €32.5 million (previous year: €34.0 million) obligations in connection with associated companies.

46 Other Financial Obligations

As at the balance sheet date, there were other obligations amounting to €161.6 million (previous year: €144.4 million). These relate largely to obligations arising from a long-term heat and cold supply contract (€100.4 million, previous year: €59.1 million) with Mainova AG. The other obligations include €60.9 million (previous year: €80.1 million) of obligations to joint ventures.

Revenue-related concession fees and additional obligations for capital expenditure of unspecified amounts on airport infrastructure have been agreed based on the existing concession agreements relating to the operation of the airports in Varna and Burgas, Bulgaria; Lima, Peru; Fortaleza and Porto Alegre, Brazil; and the 14 Greek Regional Airports (see also note 49).

In addition to order commitments, other financial obligations also include future expenses from existing rental and leasing contracts for operating and office equipment as well as technical systems and machines. No right-of-use assets in accordance with IFRS 16 were recognized for these contracts for reasons of materiality. Contracts are recorded as expenses like operate leases.

Order commitments for capital expenditure

€ million	December 31, 2023	December 31, 2022
Orders for capital expenditure in property, plant, and equipment and intangible assets	1,333.7	1,387.3

Order commitments for intangible assets comprise an insignificant portion of the total amount.

Operating leases

€ million	December 31, 2023	December 31, 2022
Rental and lease contracts		
up to 1 year	6.8	6.7
more than 1 up to 5 years	7.6	7.2
more than 5 years	0.0	0.1
Total	**14.4**	**14.0**

47 Risk management

Fraport is exposed to market price risks mainly due to changes in exchange rates and interest rates. The Group is additionally exposed to credit risks. There are also liquidity risks arising in connection with credit and market price risks or resulting from a worsening of the operating business or disturbances on the financial markets. It is the objective of financial risk management to monitor and limit these risks by means of current operating and finance-related activities. Depending on a risk assessment, selected hedging instruments are used for these purposes. In general, Fraport hedges only those risks that affect the Group's cash flows. Recently concluded derivative financial instruments are used exclusively as hedging instruments; i.e. they are not used for trading purposes.

Reporting to the Executive Board of risk positions is made once per quarter as part of the early risk recognition system. In addition, the Chief Financial Officer receives a current financial report each month with all important financial risk positions. These are also part of the monthly Treasury Committee Meetings (TCM) in which the Chief Financial Officer and representatives of the financial department participate. The processes of risk control and the use of financial instruments, among others, are regulated as part of the Group's financial guidelines. These regulations also include requirements for the unambiguous segregation of functions in respect of operating financial activities, their settlement and accounting, and the controlling of the financial instruments. The guidelines, which are the basis of the risk management processes, aim to limit and control the risks appropriately and monitor them. Both the guidelines and the systems are regularly reviewed and adjusted to current market and product developments.

For further details, please refer to the opportunity and risk reporting in the combined management report.

Credit risk

Fraport is subject to default risks from its operating business and certain financial positions. The default risks arising from financial positions are controlled by a broad diversification of counterparties and issuers, as well as regular verification of their credit ratings and the limits derived from this. It is the company's risk policy that financial assets and derivative transactions are in principle only carried out with issuers and counterparties with a credit rating of at least "BBB–". If the credit rating is downgraded to a grade worse than "BBB–" during the asset's holding period or the term of the derivative, a decision will be made on a case-by-case basis on how to deal with the asset or derivative in future, taking into account the remaining term. A low credit risk is expected, unless the debtor of a financial asset shows an external rating with "investment grade" upon initial recognition or on the balance sheet date.

The maximum credit risk on the balance sheet date is mainly reflected in the carrying amounts of the assets reported in the financial position. The amount of the debt instruments corresponds to the credit risks of the securities and promissory note loans. On the balance sheet date, the material securities and promissory note loans were broken down as follows:

Classification of debt instruments

€ million	December 31, 2023	December 31, 2022
Debt instruments	1,630.8	1,281.7

The carrying amount of securities and promissory note loans have the following long-term issuer ratings:

Issuer ratings of securities and promissory note loans

€ million	December 31, 2023	December 31, 2022
AAA	322.2	6.2
AA+	5.2	5.1
AA	23.2	38.9
AA–	294.8	187.3
A+	295.7	252.6
A	115.6	161.5
A–	236.9	93.9
BBB+	113.0	252.6
BBB	144.1	192.6
BBB–	76.4	87.4
BB	0.0	0.0
Not rated	3.7	3.6
Total	**1,630.8**	**1,281.7**

The credit risk on liquid funds (carrying amount) applies solely with regard to banks. Here, current cash deposits are maintained with banks. The banks where liquid funds are deposited have the following long-term issuer ratings:

Issuer ratings of liquid funds

€ million	December 31, 2023	December 31, 2022
AAA	25.6	0.0
AA+	0.0	0.0
AA	0.0	0.0
AA–	384.0	389.0
A+	687.5	631.7
A	296.7	300.8
A–	525.6	629.4
BBB+	142.8	159.7
BBB	17.3	3.6
BBB–	0.2	0.8
BB+	0.0	0.0
BB	0.0	0.0
BB–	24.9	16.2
B+	0.0	0.0
B	158.7	0.0
B–	145.1	451.8
CCC+	0.0	0.0
Not rated	2.1	2.2
Total	**2,410.5**	**2,585.2**

Liquidity risk

Fraport generates financial funds mainly through its operating business and external financing. The funds are primarily used to finance capital expenditure for items of property, plant, and equipment and intangible assets.

The operating cash flow, the available liquid funds (including cash and cash equivalents and current realizable securities and other financial instruments), as well as current and non-current credit lines and loan commitments, give sufficient flexibility to ensure the liquidity of the Fraport Group.

Given the diversity both of the financing sources, and the liquid funds, and financial assets, there is no risk of concentration in the liquidity.

The operating liquidity management comprises a cash concentration process, which, on a daily basis, combines the liquid funds of most of the Group companies headquartered in Germany. This allows optimum control of liquidity surpluses and requirements in line with the needs of individual Group companies. Short and medium-term liquidity management includes the maturities of financial assets and financial liabilities and estimates of the operating cash flow.

The following list of maturities shows how the liability cash flows as at December 31, 2023 influence the Group’s future liquidity.

Liquidity profile as at December 31, 2023

€ million	Total	2024		2025		2026-2030		2031-2035		2036 et seqq.	
		Interest	Payment	Interest	Payment	Interest	Payment	Interest	Payment	Interest	Payment
Primary financial instruments											
Financial liabilities	**14,112.7**	340.0	1,455.1	328.8	1,039.8	1,288.8	6,665.8	323.5	1,954.0	112.7	604.2
Lease liabilities	**224.8**	–	46.0	–	40.3	0	101.3	0	6.8	0	30.4
Concessions payable	**2,269.8**	–	50.0	–	57.2	–	315.9	–	343.3	–	1,503.4
Trade accounts payable	**509.4**	–	430.8	–	62.0	–	8.1	–	8.5	–	–
Other financial liabilities	**77.6**	–	60.4	–	15.2	–	2.0	–	–	–	–
Derivative financial instruments	–	–	–	–	–	–	–	–	–	–	–
Interest rate swaps	**–215.1**	–29.7	–	–23.1	–	–162.3	–	–	–	–	–
Thereof trading	**0.3**	0.2	–	0.1	–	–	–	–	–	–	–
Thereof hedge accounting	**–215.4**	–29.9	–	–23.2	–	–162.3	–	–	–	–	–

The liquidity profile as at December 31, 2022 was as follows:

Liquidity profile as at December 31, 2022

€ million	Total	2023		2024		2025-2029		2030-2034		2035 et seqq.	
		Interest	Payment	Interest	Payment	Interest	Payment	Interest	Payment	Interest	Payment
Primary financial instruments											
Financial liabilities	**12,622.1**	236.0	1,199.9	221.3	1,433.6	824.7	6,101.1	317.2	1,438.9	143.6	705.8
Finance leases	**264.2**	**0**	47.6	–	41.1	0	136.0	0	8.3	0	31.2
Concessions payable	**2,037.4**	**0**	48.1	**0**	25.8	0	263.8	0	305.9	0	1,393.8
Trade accounts payable	**506.7**	**0**	444.4	**0**	52.7	0	9.4	0	0.2	0	–
Other financial liabilities	**100.6**	**0**	88.6	**0**	4.7	0	0.1	0	–	0	7.2
Derivative financial instruments	–	**0**	0	0	0	0	0	0	0	0	0
Interest rate swaps	**0.7**	0.3	**0**	0.2	0	0.2	0	–	0	–	0
Thereof trading	**0.7**	0.3	**0**	0.2	0	0.2	0	–	0	–	0
Thereof hedge accounting	–	–	**0**	–	0	–	0	–	0	–	0

All financial instruments that are subject to agreements as at the reporting date were included to determine the undiscounted payments. If a contractual partner can release a payment at different points of time, the earliest deadline was taken into account. The respective forward interest rates derived from the interest curve as at the balance sheet date were used to determine the interest payments on primary financial liabilities bearing interest at floating rates and the net payments on derivative financial instruments. The respective forward interest rates were used to determine the interest payments on primary financial liabilities in foreign currency.

For project-financing arrangements of foreign Group companies, credit clauses typical for this type of financing have been agreed. These clauses include regulations under which certain debt service coverage ratios and control indicators for leverage and credit terms must be complied with. Failure to comply with the agreed credit clauses may lead to restrictions on the distribution of dividends and/or to the early redemption of loans or to the additional payment of shareholders' equity. Furthermore, pledges of, for example, shares in the company or the assets associated with the service concessions were agreed to secure the project financing. In connection with the project financing concluded for the expansion of the airport in Lima, Fraport AG undertook to secure this financing, while maintaining certain shareholders' equity/borrowings ratios, by increasing the company's pro rata shareholders' equity by up to €347.6 million. Of this amount, €134.8 million was already paid in during fiscal year 2023.

Furthermore, there are loans with contractually agreed credit clauses. These clauses relate, among other things, to changes in the shareholder structure, and control of the company. If these changes have a proven negative effect on the credit rating of Fraport AG, the creditors have on a case-by-case basis, above a certain threshold, the right to call the loans due ahead of time.

As at the reporting date, all companies were in compliance with the provisions of the financing agreements.

Currency risk

The international focus of the Fraport Group makes its operating business, the financial results reported, and the cash flows subject to foreign currency fluctuation risks. Within the Group, foreign currency risks mainly arise from revenue in foreign currencies, which are not covered by expenses in matching currencies. This results in a cash flow risk between foreign currency revenue and functional currency revenue. Only the transaction risks affecting cash flows are actively controlled. These mainly apply between the US Dollar (US$) and the Peruvian Nuevo Sol (PEN). To reduce the foreign currency effects in the operating business, the transaction risk is assessed on an ongoing basis and hedged where necessary by using derivative financial instruments. Entering into financial instrument transactions is the responsibility of the Group companies in close coordination with the Treasury department of Fraport AG. The transaction risks are assessed by means of sensitivity analyses. The calculation rates on which the analyses are based are the result of the mean value for the respective exchange rate in the period under review, less or in addition to a standard deviation. Taking these assumptions as a basis with a deviation of 10%, the result for the period would have been affected in the year under review as follows:

Currency rate sensitivity

Risk in € million	December 31, 2023		December 31, 2022	
	Net income before tax	Loss before tax	Net income before tax	Loss before tax
US$/PEN	0.60	0.60	0.40	0.40

In addition, there are effects in the Group from the translation of foreign currency assets or liabilities into euros and/or from the consolidation of Group companies not accounted for in euros. These translational risks are met as far as possible by applying natural hedging.

Interest rate risk

The Fraport Group is exposed to interest rate risks on a variety of primary and derivative financial assets and liabilities, as well as future planned capital requirements.

In regard to assets and liabilities that are currently held, the objective of refinancing at matching maturities is generally pursued. The interest rate risk arising in the next twelve months is relevant for control. Therefore, it is assessed every quarter and reported to the financial risk committee. Sensitivity analyses are prepared to determine the risk. These show the effects of changes in market interest rates on interest payments, interest income and expenses, other profit or loss portions, and shareholders' equity. Interest rate changes are defined to be the maximum fluctuation of the key interest rate in the past for the respective currency and the respective period of time and/or the maximum fluctuation of the ten-year euro swap rate in the past. Here, the deviation in absolute terms is taken into consideration.

To limit the interest rate risks, derivative financial instruments, such as interest rate swaps, floors, and swaptions, are used.

The sensitivity analyses are based on the following assumptions:

Changes in market interest rates of primary financial instruments with fixed interest rates affect profit or loss, or shareholders' equity, only if the instruments are measured at fair value. The sensitivity analysis for these financial instruments assumes a parallel shift of the interest rate curve by 169 basis points over a period of twelve months.

The financial instruments measured at amortized acquisition cost with fixed interest rates do not affect the result for the period or the shareholders' equity of the Fraport Group.

Market interest rate changes of primary floating-rate financial instruments that are not designated hedged items in a cash flow hedge of interest rate exposures affect the interest result and are therefore included in the calculation of profit or loss related sensitivities. The respective net financial position for each currency is taken into account in the process. The interest rate sensitivity analysis is based on the following assumptions: in €: 4.0 percentage points; US Dollar (US$): 4.5 percentage points; Turkish Lira (TRY): 33.5 percentage points; Peruvian Nuevo Sol (PEN): 6.0 percentage points; Saudi Riyal (SAR): 4.25 percentage points; Bulgarian Lew (BGN): 5.22 percentage points; Hong Kong Dollar (HKD): 5.25 percentage points; Brazilian Real (BRL): 10.52 percentage points. The individual sensitivities are then aggregated to become one profit or loss related sensitivity in €.

Changes in market interest rates of interest rate derivatives which are not part of a hedging relationship pursuant to IFRS 9 affect the other financial result and are therefore included in the profit or loss related sensitivities. The maximum variability is taken to be a parallel shift of the interest rate curve by 169 basis points over a period of twelve months.

Based on the portfolios and the structure of the consolidated statement of financial position as at December 31, 2023 and the assumptions made, the profit or loss-related sensitivity is €13.3 million in the event of an increase (decrease) in the market interest rate (previous year: €8.6 million). This means that the financial result could hypothetically have increased (decreased) by €13.3 million. This hypothetical effect on the result would have resulted from the potential effects of interest rate derivatives of €0.9 million (previous year: €1.0 million) and an increase (decrease) in the interest result from primary floating-rate net financial positions of €14.2 million (previous year: €7.6 million).

Interest sensitivity on the financial result (169 basis points)

	Interest sensitivity in € million	Thereof from derivative financial instruments	Thereof from primary financial instruments
December 31, 2023	**–13.3**	**0.9**	**–14.2**
December 31, 2022	8.6	1.0	7.6

The equity-related sensitivity is €32.4 million (previous year: €39.7 million). By applying the assumptions made, an increase (decrease) in interest rates would have resulted in an increase (decrease) in shareholders' equity of €32.4 million.

Assuming a parallel shift in the interest rate curve of 150 basis points (previous year: 107 basis points) over a twelve-month period in the current interest rate environment gives the following results-oriented interest sensitivity:

Interest sensitivity on the financial result in the current interest rate environment

	Interest sensitivity in € million	Thereof from derivative financial instruments	Thereof from primary financial instruments
December 31, 2023	**–13.4**	**0.8**	**–14.2**
December 31, 2022	8.2	0.6	7.6

The equity-related sensitivity for 150 basis points (previous year: 107 basis points) is –€3.6 million (previous year: –€25.1 million). By applying the assumptions made, an increase (decrease) in interest rates would have resulted in an increase (decrease) in shareholders' equity of –€3.6 million.

Capital management

The Group's objectives with a view to capital management are ensuring the company's continued existence and a sustained increase in the company's value. As a capital market-oriented company with continuing capital expenditure requirements, Fraport monitors the development of its financial debt using ratios that relate EBITDA to net financial debt and/or interest expense and also very closely monitors developments in the various financing markets.

The components of the control indicators are defined as follows:

Components of the control indicators

Net financial debt	Current financial liabilities + Non-current financial liabilities
	– Liquid funds
	– Current realizable assets in "other financial assets" and "other receivables and financial assets"
EBITDA	Operating result + depreciation and amortization
Interest expense	Interest expense

The financial ratios developed as follows in the period under review:

Financial debt ratios

Key figures	Corridor	December 31, 2023	December 31, 2022
Net Debt/EBITDA	Max. 5 x	6.4	6.9
EBITDA/interest expense	Min. 3 – 4 x	3.8	3.3

Due to the unforeseeable extent of the coronavirus pandemic, it was temporarily not possible to comply with the ranges and thresholds shown in relation to the financial debt ratios during this period. With the onset of economic recovery in the 2023 fiscal year, an improvement was achieved in both financial debt ratios compared to the previous year and at least the EBITDA/interest expense financial debt ratio remains within the target range. It is expected that the net debt/EBITDA ratio will also approach the target value of a maximum of five again in the future due to the expected improvement in Group EBITDA.

On the basis of a financial institution license, Fraport Malta Business Ltd. finances both companies controlled by Fraport AG and joint ventures and associated companies in the Group. There are minimum capital requirements due to regulatory requirements in connection with the existing financial institution license. In particular, with regard to lending to companies in which Fraport AG directly or indirectly only holds a minority interest, special minimum capital requirements in relation to the amount lent complied with by the company as at the balance sheet date are to be observed per loan. The minimum capital requirements were consistently met during fiscal year 2023. Capital management is performed by the company taking account of the regulatory conditions set by the EU and the Maltese financial supervisory authority.

48 Related Party Disclosures

Relationships with related parties and the State of Hesse

Alongside the Group companies included in the consolidated financial statements, in the context of the course of ordinary business operations, the Group is also related to parties that are not included as well as associated companies and joint ventures, which are parties related to the Group according to IAS 24. Thus, Fraport AG has numerous business relationships with the State of Hesse and the City of Frankfurt and their majority-owned investments. Fraport AG is a dependent public-sector company due to the 31.31% (2022: 31.31%) stake held by the State of Hesse and the 20.92% (2022: 20.92%) stake held by Stadtwerke Frankfurt am Main Holding GmbH, Frankfurt am Main, as well as the consortium agreement concluded between these shareholders on April 18/23, 2001, amended on December 2, 2014. The voting rights of the City of Frankfurt are held indirectly via its subsidiary Stadtwerke Frankfurt am Main Holding GmbH. Related companies and authorities with which major business relationships are maintained include Mainova AG and its subsidiaries.

All transactions with related parties have been concluded under conditions customary in the market as with unrelated third parties. The services rendered to authorities are generally based on cost prices. The following table shows the scope of the respective business relationships:

Relationships with related parties and the State of Hesse

€ million		Majority shareholders		Joint Ventures	Associated companies	Companies controlled and significantly influenced by majority shareholders
		State of Hesse	Stadtwerke Frankfurt am Main Holding GmbH			
	2023	**2.8**	**0.2**	**122.4**	**2.8**	**18.3**
Revenue	2022	0.9	0.2	98.7	4.9	19.6
	2023	**1.7**	**8.4**	**81.1**	**17.1**	**118.4**
Purchased goods and services	2022	1.7	7.5	6.5	14.5	80.8
	2023	**0.0**	**0.0**	**2.1**	**0.1**	**0.0**
Interest	2022	0.0	0.0	0.8	0.1	0.0
	2023	**0.0**	**0.0**	**15.9**	**0.0**	**0.0**
Accounts receivable	2022	0.0	0.0	10.5	0.5	0.0
	2023	**0.0**	**0.0**	**46.7**	**0.1**	**0.0**
Loans	2022	0.0	0.0	27.7	0.0	0.0
	2023	**0.0**	**0.0**	**11.2**	**2.5**	**8.9**
Liabilities	2022	0.1	0.0	37.4	2.5	4.7

Regarding contingent liabilities and other financial obligations to joint ventures, please refer to note 45 and note 46. Some of the loan receivables from Group companies are collateralized.

Relationships with related persons

The Executive Board, Supervisory Board, and their family members are defined as related persons pursuant to IAS 24.

Remuneration for management in key positions in accordance with IAS 24 comprises the remuneration of the active Executive Board and Supervisory Board.

These were compensated as follows:

Remuneration of management

€ million	2023	2022
Salaries and other short-term employee benefits	7.2	7.5
Termination benefits	0.0	0.0
Post-employment benefits	0.8	1.1
Other long-term benefits	0.0	0.0
Share-based remuneration	2.9	2.9
Total	**10.9**	**11.5**

Information regarding salaries and other short-term employee benefits for employee representatives on the Supervisory Board exclusively includes remuneration for their Supervisory Board activities. In addition, they receive remuneration customary for the market in the context of their work as employees.

Post-employment benefits include service costs from pension provisions for the active members of the Executive Board.

The statement of share-based remuneration includes the granted amount for the Performance Share Plan (PSP) awarded in the fiscal year 2023 (see also note 54).

At the end of the fiscal year, there were outstanding balances for the Executive Board members' bonuses amounting to €2.9 million (previous year: €3.4 million).

There is a contract with a former member of the Executive Board to provide consulting services with a contract volume of less than €0.2 million in the reporting year. The contract is concluded at market conditions.

49 Operating Permit and Service Concession Agreements

The following Group companies in the Fraport Group have been granted service concessions or similar permits, which give the public access to important economic and social facilities:

Fraport AG

In agreement with the German Federal Minister of Transport, the Minister of Labor, Economics, and Transport for the State of Hesse approved operations at Frankfurt Main Airport in accordance with Section 7 as amended on August 21, 1936, of the German Air Traffic Act on December 20, 1957. This permit does not expire at any specific time and was last amended by the decision of October 29, 2012 based on the outcome of the planning approval notice for the expansion of the airport, in particular regarding Runway Northwest, taking into account the relevant ruling of the German Federal Administrative High Court.

The right to operate the airport is linked to various obligations that are specified in the permit. According to this, Fraport AG is required, among other things, to keep the airport in good operating condition at all times, to provide and maintain the equipment and signs needed to monitor and control air traffic at the airport, and to guarantee the availability of fire prevention and protection systems that take account of the special operating conditions. The restrictions on night flight traffic that were initially imposed in 1971 and subsequently updated have been tightened by the aforementioned amendment and extension to the permit. Also day-time operational restrictions on aircraft for civil aviation purposes at Frankfurt Main Airport that do not comply with the International Civil Aviation Organization (ICAO) noise protection regulations have been further tightened. Furthermore, there are statutory requirements for passive noise abatement and outdoor living area compensation as a result of the construction work for the airport expansion around Runway Northwest.

The company charges airlines that fly to Frankfurt Airport what are known as “traffic charges” for provision of the transport infrastructure. These traffic charges are broken down into airport charges that require approval and other charges that do not require approval.

- The airport charges that require approval according to Section 19b of the German Air Traffic Law (LuftVG) are divided into takeoff and landing charges, including noise components and emission charges, parking charges, and passenger and security charges, as well as charges for the financing of passive noise abatement measures (noise surcharges) as of July 1, 2012. The responsible approving authority for Frankfurt Airport is the Hessian Ministry of Economics, Energy, Transport and Housing (HMWEVW). The amount of the charges is specified in a related charge table and is published in the Air Transport Bulletin (NfL).

- From January 1, 2023, there was an average increase in airport charges of 4.9% and a further spread in noise-related charges. In addition, the charge table included an incentive program “Recovery Program FRA 2023” for airlines, with the aim of promoting a rapid recovery of passenger volumes at Frankfurt Airport following the pandemic-related slumps.

- On January 1, 2024, a new charge table entered into effect, which provides for an average increase in airport charges of 9.5%. In addition, the noise assessment bases were redefined in the 2024 schedule of charges, louder noise categories were significantly burdened and further incentives for quieter flying were created.

- Airport charges accounted for 35.21% (previous year: 34.76%) of Fraport AG’s revenue in the year under review.

- The remaining charges not subject to approval are classified as charges for central ground service infrastructure facilities and ground service charges. In accordance with EU regulations, ground services on the apron were opened up to competition on November 1, 1999 (opened up in practice on April 15, 2000), by issuing a permit to another third-party ground handling company along with Fraport AG. The services in the area of central ground service infrastructure facilities continue to be excluded from competition (monopoly sector) and are completely segregated from the ground services when they are offset with the airlines. Of Fraport AG’s revenue in 2023, 14.83% was generated by ground services (previous year: 16.22%) and 13.57% by infrastructure charges (previous year: 13.35%).

Above and beyond the traffic charges, Fraport AG generates revenue essentially from revenue-based payments, renting and parking, and security services. The proceeds from these operations which do not require approval accounted for 36.39% (previous year: 35.67%) of Fraport AG’s entire revenue in the year under review.

Fraport Twin Star Airport Management AD

Fraport Twin Star Airport Management AD (operator) and the Republic of Bulgaria (grantor), represented by its Minister of Transport, signed a concession agreement on September 10, 2006, for the operation and management of the Bulgarian airports in Varna and Burgas on the Black Sea. On October 18, 2022, it was decided to extend the concession by five years until November 2046. The extension is accompanied by an additional investment obligation of €10 million.

According to the concession agreement, the operator is obligated to render various airport services and to improve services in line with international standards, national laws, and the provisions stipulated in the concession agreement. Moreover, the operator has capital expenditure obligations of unspecified amounts for the expansion and a capacity increase of the airports in Varna and Burgas and to maintain the assets ceded for use. In addition, the operator pays an annual concession fee of 19.2% of total revenue, at least 19.2% of BGN57 million (€29.1 million), adjusted for the development of the national inflation rate, to the grantor.

The operator paid an additional non-recurring concession fee in the amount of €3.0 million to the grantor after the agreement was signed. In return, the operator receives the right to use the existing and future infrastructure for airport operations and the right to generate revenues, in particular through airport charges (passenger, landing, and parking fees), and for ground handling services. Airport charges are regulated by the grantor.

The term of the concession agreement began on November 10, 2006 and will be 40 years after the extension decided in 2022. There are no further options for extension.

Contract performance guarantees must be granted to the grantor depending on the phase of the project (also see note 45).

At the end of the concession term, the infrastructure pursuant to the contract that is essential for airport operations must be returned to the grantor in proper operating condition without receiving any consideration in return.

Lima Airport Partners S.R.L. (LAP)

On February 14, 2001, LAP (operator) and the Peruvian government (grantor) signed the concession agreement for Jorge Chavez International Airport on the operation, expansion, maintenance, and use of the Jorge Chavez International Airport in Lima (Peru).

The term of the concession agreement was extended in 2017 from 30 to 40 years, until 2041. There is also an option to extend it by an additional ten-year period, to end in 2051. By concluding the amendments, the land required for the airport expansion was handed over to the company, and in return it is obliged to invest in the airport infrastructure. As part of the expansion project, the construction measures for the for airside expansion of the airport have now been completed. The second runway and the air traffic control tower started operations in April 2023. The construction of the new passenger terminal continues to progress. It is scheduled to open at the end of 2024. For the construction of the passenger terminal, LAP commissioned a construction consortium which, as the general contractor, takes on the EPC services (Engineering, Procurement, Construction) customary in the industry, which include all planning, procurement and construction measures. Due to the size and complexity of the project, various risks are associated with the expansion program. For further details, please refer to the opportunity and risk reporting in the combined management report.

In addition to the capital expenditure, the company has additional obligations in connection with the operation and maintenance of airport infrastructure.

The operator is obligated to pay concession fees. The concession fee is the higher of two amounts: either the contractually fixed minimum payment (basic payment of US$15 million per year, adjusted by US CPI) or 46.511% of total revenue after deduction and transfer to Corpac (Aviation Regulatory Authority) of 50% of landing charges and 20% of the international passenger charges (TUUA). In addition, a regulatory charge of 1% of the same assessment basis is payable. In return, the operator receives the right to use the existing and future infrastructure for airport operations and the right to generate revenue, in particular through airport charges (passenger, landing, and parking fees), and for ground handling and other services. Airport charges are regulated by the grantor.

Contract performance guarantees must be granted to the grantor depending on the phase of the project (also see note 45).

At the end of the contract term, the infrastructure pursuant to the contract that is essential for airport operations must be returned to the grantor by the operator in the contractually defined operational condition. The operator has the right to have the residual carrying amount of said infrastructure reimbursed by the grantor for a limited period of time. This does not apply if the concession agreement is terminated early.

Fraport Regional Airports of Greece

The two concession agreements, each for the operation of seven Greek regional airports, were signed between Fraport AG and its Greek consortium partner with the Hellenic Republic Asset Development Fund (HRADF) on December 14, 2015. After fulfilling all conditions precedent, the take-over of the operating business of the 14 Greek regional airports took place on April 11, 2017. The initial term of each concession agreement is 40 years. At the end of the 40-year concession term, the term can be extended once for a further 10 years by mutual agreement.

In return for the right to operate the Greek airports, an initial one-time fee of €1,234 million was paid. Initial annual minimum concession payments of €11.3 million per annum for Fraport Greece A and €11.6 million per annum for Fraport Greece B were agreed over the term of the concessions. The minimum concession payments will be adjusted for inflation. In addition, from the beginning of the concession an additional levy of approximately €1 per departing passenger is payable to the grantor for the entire term. According to the concession agreement, from 2021 a variable concession fee of 28.2% of the EBITDA of Fraport Greece A and 28.9% of the EBITDA of Fraport Greece B will also be charged.

Furthermore, the consortium partners are obliged to invest in measures to upgrade and expand the airport infrastructure. The construction work was completed in April 2021, as agreed in the concession agreement. In addition, additional capital expenditure for the maintenance of the airports and transport-related capacity expansions will be made in subsequent years.

In return, the operator is entitled to charge fees for its services, in particular state-regulated airport charges (passenger, landing, and parking fees) as well as other non-regulated levies related to air traffic and other services.

Following the completion of the construction work under the 40-year concession, the charges at the remaining three airports Kos, Santorini, and Thessaloniki were also raised in April 2021 to an average of €18.50 per departing passenger plus local inflation developments, as agreed in the concession agreement.

Contract performance guarantees must be granted to the grantor depending on the phase of the project (also see note 45).

At the end of the concession term, the operator must return the airports to the grantor, including any capital expenditures made, in a defined and proper operating condition. There will be no consideration given in return.

Fraport Brasil Aeroporto de Fortaleza and Fraport Brasil Aeroporto de Porto Alegre

The Fraport Group and the Brazilian Government signed concession agreements on July 28, 2017 for the operation and further development of the Brazilian airports of Fortaleza and Porto Alegre. After paying the initial one-off fees, adjusted for inflation, of BRL291.8 million (€73.5 million) for Porto Alegre and BRL426.9 million (€107.5 million) for Fortaleza as well as fulfilling other conditions precedent, the term of the concession agreements of 30 years for Fortaleza Airport and of 25 years for Porto Alegre Airport started at the end of August 2017. In addition, a one-off extension for a further five years is possible under certain conditions. The Fraport Group took over operations of both airports on January 2, 2018.

In addition to the paid initial concession fees, additional acquisition costs of approximately €54.2 million were incurred by the Fraport Group within the scope of acquiring the concession.

In addition to the aforementioned payments, additional fixed minimum concession payments plus inflation-related adjustments in the initial amount of BRL9.4 million for Fortaleza Airport must be made from 2023. For Porto Alegre Airport, an agreement was reached with the authorities in the 2022 fiscal year for the early payment of the entire fixed minimum concession payments in the amount of BRL37.6 million (around €6.7 million). The payment was already made in December 2022. Also, a variable concession payment of 5% of revenue is payable annually. An agreement was again reached with the competent authorities to compensate for the effects associated with the coronavirus pandemic for fiscal year 2023. The resulting reimbursement claim amounted to €18.6 million (previous year: €18.5 million). The existing reimbursement claims will be offset against variable and fixed concession payments due in subsequent years, as well as a temporary increase in airport charges.

In addition, the concession agreements stipulate investment obligations for the modernization and expansion of the current airport infrastructure as well as construction of new airport infrastructure. The major infrastructure measures planned at both airports were completed with the inauguration of the extended runway in Porto Alegre in the second quarter of 2022.

The companies also laid out other contractually defined standards and obligations relating to the operation, availability, use, and maintenance of the airports.

Contract performance guarantees must be granted to the grantor depending on the phase of the project (also see note 45).

In return for the right to operate the two airports, the operator is entitled to charge fees for its services, in particular state-regulated airport charges (passenger, landing and parking fees) as well as other non-regulated levies related to air traffic and other services.

At the end of the concession term, the operator must return the airport infrastructure to the grantor in a condition that guarantees the proper continued operation of the airports. There will be no consideration given in return.

50 Events after the balance sheet date

At the end of January 2024, Fraport Greece entered into an agreement with the Greek government regarding compensation for the negative economic effects of the coronavirus pandemic in the second half of fiscal year 2021. The agreement will have a positive effect on Group EBITDA 2024 of around €28 million.

51 Exemption pursuant to Section 264 (3) of the HGB

The following German subsidiaries fully claim the exemptions under Section 264 (3) of the HGB for the 2023 fiscal year:

- AirIT Services GmbH
- Airport Assekuranz Vermittlungs-GmbH
- Airport Cater Service GmbH
- Fraport Ausbau Süd GmbH
- Fraport Brasil Holding GmbH
- Fraport Casa GmbH
- Fraport Passenger Services GmbH
- FraSec Fraport Security Services GmbH
- FraSec Services GmbH
- FRA - Vorfeldkontrolle GmbH

The following German subsidiaries and sub-subsidiaries claim the exemptions under Section 264 (3) of the HGB for the 2023 fiscal year regarding the provisions of the First Subsection (annual financial statements of the corporation and management report) and the Fourth Subsection (disclosure):

- Fraport Facility Services GmbH
- Fraport Ground Services GmbH (formerly: FraGround Fraport Ground Handling Professionals GmbH)
- FraSec Flughafensicherheit GmbH

52 Information on Investments pursuant to the German Securities Trading Act (WpHG)

In fiscal year 2023, Fraport AG received the following notifications pursuant to Section 33 and Section 34 WpHG:

ATLAS Infrastructure Partners Ltd., London, United Kingdom of Great Britain informed us on February 3, 2023, in accordance with Sections 33 and 34 of the WpHG, that its voting rights in Fraport AG Frankfurt Airport Services Worldwide, Frankfurt/Main, Germany, exceeded the threshold of 3% of voting rights on January 31, 2023 and on that day amounted to 3.08% (2,843,684 voting rights).

First Maven Pty Ltd., Melbourne, Australia informed us on October 16, 2023, in accordance with Sections 33 and 34 of the WpHG, that its voting rights in Fraport AG Frankfurt Airport Services Worldwide, Frankfurt/Main, Germany, exceeded the threshold of 3% of voting rights on October 6, 2023 and on that day amounted to 3.10% (2,863,143 voting rights).

As at December 31, 2023, the shareholder structure of Fraport AG was as follows:

The combined voting rights of the State of Hesse and Stadtwerke Frankfurt am Main Holding GmbH in Fraport AG pursuant to Section 34 (2) of the German Securities Trading Act (WpHG) amounted to 52.23 % as at December 31, 2023. Of this, the State of Hesse held 31.31% and Stadtwerke Frankfurt am Main Holding GmbH 20.92%.

The voting rights in Fraport AG owned by the City of Frankfurt/Main are held indirectly via the Stadtwerke Frankfurt am Main Holding GmbH subsidiary.

According to the last official report in accordance with the WpHG or disclosures by individual shareholders, the other voting rights in Fraport AG were attributable as follows (as at December 31, 2023 in each case): Deutsche Lufthansa AG 8.44 %, First Maven Pty Ltd. 3.10%, ATLAS Infrastructure Partners Ltd. 3.08%. The relative ownership interests were adjusted to the current total number of shares as at the balance sheet date and may therefore differ from the figures given at the time of reporting or from the respective shareholders' own disclosures.

There are no reports for the remaining 33.15% (free float).

53 Statement Issued by the Executive Board and the Supervisory Board of Fraport AG pursuant to Section 161 of the AktG

On December 14, 2023, the Executive Board and the Supervisory Board of Fraport AG issued the Statement of Compliance with the German Corporate Governance Code pursuant to Section 161 of the AktG and made it available to the public on a permanent basis on the company website https://www.fraport.com/en/investors/corporate-governance.html.

54 Information Concerning the Executive Board, Supervisory Board, and Economic Advisory Board

Remuneration of the Executive Board and Supervisory Board in fiscal year 2023

The essential features of the remuneration system, and the information on the individualized remuneration of the Executive Board and the Supervisory Board, are shown in the remuneration report.

In addition to the service costs for pensions of €775.3 thousand (previous year: €1,081.6 thousand) the total remuneration of the Executive Board composed as follows:

Total remuneration of the Executive Board

EUR thousands				2023	2022
	Not Performance-related components	Performance-related components	Components with long-term incentive effect	Total remuneration	Total remuneration
Dr. Stefan Schulte	751.2	1,765.5	849.0	2,516.7	2,507.8
Anke Giesen	535.5	1,311.5	647.0	1,847.0	1,843.6
Julia Kranenberg (Member of the Executive Board from November 1, 2022)	541.2	679.0	379.0	1,220.2	442.1
Michael Müller (Member of the Executive Board until September 30, 2022)	0.0	0.0	0.0	0.0	1,032.5
Dr. Pierre Dominique Prümm	541.8	679.0	379.0	1,220.8	1,217.4
Prof. Dr. Matthias Zieschang	596.6	1,409.0	647.0	2,005.6	1,995.4
Total	**2,966.3**	**5,844.0**	**2,901.0**	**8,810.3**	**9,038.8**

The non-performance-related components include the fixed remuneration and ancillary benefits of the respective members of the Executive Board. The performance-related components included the bonus granted (addition to the bonus provision in 2023) and the 2023 PSP tranche allocated at the time of the award. The column “components with long-term incentive effect” includes the 2023 PSP tranche.

Expenses recorded for LTIP and PSP

EUR thousands	2023	2022
	PSP	LTIP resp. PSP
Dr. Stefan Schulte	985.3	180.3
Anke Giesen	750.9	112.7
Julia Kranenberg (Member of the Executive Board from November 1, 2022)	360.8	66.9
Michael Müller (Member of the Executive Board until September 30, 2022)	126.7	135.9
Dr. Pierre Dominique Prümm	439.9	102.0
Prof. Dr. Matthias Zieschang	750.9	137.4
Total	**3,414.5**	**735.2**

Recognized expenses from LTIP (from the 2020 tranche: PSP) includes the accrued additions to the provisions for all LTIP tranches not yet disbursed (from the 2020 tranche: PSP).

All active members of the Supervisory Board received total remuneration of €1,321.4 thousand in the 2023 fiscal year (previous year: €1,336.4 thousand).

No loans or advances were granted to members of the Executive Board or the Supervisory Board in the fiscal year.

Former Executive Board members and their surviving dependents received €1,856 thousand (previous year: €1,644 thousand). The pension obligations towards active members of the Executive Board as at the balance sheet date were €10,605 thousand (previous year: €13,173 thousand) and towards former Executive Board members and their surviving dependents €23,764 thousand (previous year: €21,655 thousand).

The information concerning the members of the Executive Board and Supervisory Board is presented in note 55 and note 56.

Remuneration of the Economic Advisory Board in fiscal year 2023

In the 2023 fiscal year, aggregate remuneration of the Economic Advisory Board amounted to €99.9 thousand (previous year: €103.4 thousand).

Notifications pursuant to Article 19 of the Market Abuse Regulation (MAR)

Pursuant to Article 19 of the MAR, members of the Executive Board and Supervisory Board of Fraport AG are required to disclose transactions with shares of Fraport AG or any related financial instruments to the company and the German Federal Financial Supervisory Authority (BaFin) within three business days. This also applies to persons who are closely related to members of the Executive Board and Supervisory Board as defined in Article 19 of the MAR. These transactions have been published by Fraport AG in accordance with the deadlines under Article 19 of the MAR.

55 Executive Board

Mandates of the Executive Board

Members of the Executive Board	Memberships in mandatory Supervisory Boards and comparable control bodies
Chairman of the Executive Board **Dr. Stefan Schulte**	**Chairman of the Supervisory Board:** – Fraport Ausbau Süd GmbH **Member of the Supervisory Board:** – Deutsche Post AG **Chairman of the Board of Group companies:** – President of the Board of Directors Fraport Regional Airports of Greece (A S.A., B S.A., Management Company S.A.) – Chairman of the Supervisory Board Fraport Brasil S.A. Aeroporto de Porto Alegre – Chairman of the Supervisory Board Fraport Brasil S.A. Aeroporto de Fortaleza
Executive Director Retail & Real Estate **Anke Giesen**	**Member of the Supervisory Board:** – AXA Konzern AG – Fraport Ausbau Süd GmbH **Member of the Presidium:** – Vereinigung der hessischen Unternehmerverbände e.V. (VhU)
Executive Director Labor Relations **Julia Kranenberg**	**Member of the Supervisory Board:** – Fraport Ausbau Süd GmbH – LPKF Laser & Electronics AG (until May 17, 2023) – Fraport Ground Services GmbH (formerly FraGround Fraport Ground Handling Professionals GmbH) (since September 1, 2023; until September 27, 2023) **Chairwoman of the Supervisory Board:** – Fraport Ground Services GmbH (formerly FraGround Fraport Ground Handling Professionals GmbH) (since September 28, 2023) **Member of the Shareholders' Meeting:** – Airport Cater Service GmbH – Medical Airport Service GmbH – Terminal for Kids gGmbH – Fraport Ground Services GmbH (formerly FraGround Fraport Ground Handling Professionals GmbH) (since September 1, 2023) **Member of the Administrative Board:** – Zusatzversorgungskasse für die Gemeinden und Gemeindeverbände in Wiesbaden **Member of the Presidium:** – Vereinigung der kommunalen Arbeitgeberverbände
Executive Director Aviation & Infrastructure **Dr. Pierre Dominique Prümm**	**Board Director:** – Société International de Télécommunication Aéronautiques (SITA) SRL **Member of the Supervisory Board:** – Fraport Ausbau Süd GmbH – FraSec Fraport Security Services GmbH (since November 27, 2023) **Member of the Executive Board:** – Flughafen Forum und Region – Vice-Chairman Air Cargo Community Frankfurt e.V. (ACCF)
Executive Director Controlling & Finance **Prof. Dr. Matthias Zieschang**	**Member of the Supervisory Board:** – Fraport Ausbau Süd GmbH **Member of the Board of Group companies:** – Member of the Board of Directors Fraport Regional Airports of Greece (A S.A., B S.A., Management Company S.A.) **Member of the Administrative Board:** – Frankfurter Sparkasse **Chairman of the Stock Exchange Council:** – FWB Frankfurter Wertpapierbörse

56 Supervisory Board

Mandates of the Supervisory Board

Members of the Supervisory Board	Memberships in mandatory Supervisory Boards and comparable control bodies
Chairman of the Supervisory Board **Michael Boddenberg** Former Finance Minister of the State of Hesse (Remuneration 2023: €131,000; 2022: €130,000)	**Member of the Executive Board:** – Fleischer Innung Frankfurt/Darmstadt/Offenbach (until September 30, 2023) **Chairman of the Supervisory Board:** – Hessische Staatsweingüter GmbH Kloster Eberbach – Zentralgenossenschaft des europäischen Fleischergewerbes (Zentrag eG) **Member of the Supervisory Board:** – Messe Frankfurt GmbH **Membership in comparable control bodies:** – Landesbank Hessen-Thüringen Girozentrale, Frankfurt a.M. / Erfurt (2. Vice-Chairman of the Administrative Board) – "hessenstiftung – familie hat zukunft" – Hessische Kulturstiftung – Leibniz-Institut für Finanzmarktforschung SAFE (LIF-SAFE) e.V. – Stiftung "Europäische Akademie der Arbeit in der Universität Frankfurt am Main" – Stiftung Kloster Eberbach – Stifterversammlung der Polytechnischen Gesellschaft e.V. – Rheingau Musik Festival – Institute for Law and Finance
Vice-Chairman **Mathias Venema** ver.di Hessen (Remuneration 2023: €84,500; 2022: €80,082.19)	
Devrim Arslan Assistant to the Executive Board of the komba trade union (Remuneration 2023: €57,438.35; 2022: €60,821.92)	**Vice-Chairman of the Supervisory Board:** – Fraport Ground Services GmbH (formerly FraGround Fraport Ground Handling Professionals GmbH) (since June 1, 2023)
Karina Becker-Lienemann Chairwoman of the Works Council of Frankfurt Airport Retail GmbH & Co. KG, Chairwoman of the Group Works Council of Gebr. Heinemann SE & Co. KG, Vice-Chairwoman of the Group Works Council of Fraport AG (since May 23, 2023) (Remuneration 2023: €42,410.96)	
Dr. Bastian Bergerhoff City Treasurer and and department head for finance, investments, and personnel of the City of Frankfurt (Remuneration 2023: €57,000; 2022: €38,013.70)	**Membership in mandatory control bodies:** – Mainova AG – Messe Frankfurt GmbH – Stadtwerke Frankfurt am Main Holding GmbH (Chairman) – Stadtwerke Verkehrsgesellschaft Frankfurt am Main mbH – Süwag (since January 30, 2023) – Kliniken Frankfurt-Main-Taunus GmbH (since July 19, 2023) **Membership in comparable control bodies:** – Dom Römer GmbH (stellv. Vorsitzender) – FIZ Frankfurter Innovationszentrum Biotechnologie GmbH – Gateway Gardens Projektentwicklungs-GmbH – Sportpark Stadion Frankfurt am Main Gesellschaft für Projektentwicklungen mbH – Stiftung Hospital zum Heiligen Geist (since August 7, 2023) **Membership of the operations commission**: – Hafen und Marktbetriebe der Stadt Frankfurt am Main – Kita Frankfurt Die städtischen Kinderzentren – Kommunale Kinder-, Jugend- und Familienhilfe Frankfurt am Main – Stadtentwässerung Frankfurt am Main – Städtische Kliniken Frankfurt am Main - Höchst – Volkshochschule Frankfurt am Main **Member of the Advisory Board:** – FinTech Community Frankfurt GmbH (stellv. Mitglied)

Mandates of the Supervisory Board

Members of the Supervisory Board	Memberships in mandatory Supervisory Boards and comparable control bodies
Hakan Bölükmese Chairman of the Works Council at Frapot AG (Remuneration 2023: €82,500; 2022: €71,835.62)	**Membership in comparable control bodies:** – Member of the Board of Trustees of the Hans Böckler Stiftung
Ines Born Trade Union Secretary, Department coordinator at ver.di headquarters, dept. 3 (until May 23, 2023; since August 4, 2023) (Remuneration 2023: €32,095.89; 2022: €16,917.81)	**Member of the Supervisory Board:** – Deutsche Gesellschaft für Internationale Zusammenarbeit GmbH
Hakan Cicek Member of the Works Council (until May 23, 2023) (Remuneration 2023: €19,650.69; 2022: €54,671.23)	
Kathrin Dahnke Independent corporate consultant (since May 23, 2023) (Remuneration 2023: €32,849.31)	**Member of the Supervisory Board:** – B. Braun SE, Melsungen – Knorr-Bremse AG, Munich – Jungheinrich AG, Hamburg – Aurubis AG, Hamburg
Peter Feldmann Former Lord Mayor of the City of Frankfurt am Main (until May 23, 2023) (Remuneration 2023: €14,712.33; 2022: €39,000)	**Chairman of the Supervisory Board:** – Mainova AG – Thüga Holding GmbH & Co. KGaA (Chairman)
Peter Gerber Chairman of the Executive Board of Brussels Airlines (until January 31, 2023) (Remuneration 2023: €2,972.60; 2022: €40,000)	**Chairman of the Supervisory Board:** – Albatros Versicherungsdienste GmbH **Presidium membership:** – Bundesverband der Deutschen Luftverkehrswirtschaft e.V. **Vice President:** – Arbeitgeberverband Luftverkehr e.V. (AGVL)
Dr. Margarete Haase Independent corporate consultant (Remuneration 2023: €102,000; 2022: €102,000)	**Chairwoman of the Supervisory Board:** – ams OSRAM AG **Member of the Supervisory Board:** – ING Groep N.V. and ING Bank N.V. Amsterdam – Marquard & Bahls AG (until September 30, 2023)
Harry Hohmeister Member of the Executive Board of Deutsche Lufthansa AG (responsible for "Global Markets and Network") (since May 23, 2023) (Remuneration 2023: €25,287.67)	**Chairman of the Supervisory Board:** – Eurowings GmbH – EW Discover (Discover Airlines) **Member of the Supervisory Board:** – Günes Ekspres Havacilik A.S. (SunExpress), Turkey
Mike Josef Lord Mayor of the City of Frankfurt am Main (since May 23, 2023) (Remuneration 2023: €38,410.96)	**Chairman of the Supervisory Board:** – ABG Frankfurt Holding – Bäderbau Frankfurt GmbH & Co. KG – Bäderbetriebe Frankfurt GmbH – Dom Römer GmbH – FrankfurtRheinMain GmbH (since June 16, 2023) – Gateway Gardens Projektentwicklungs-GmbH (until June 22, 2023) – Mainova AG (since August 30, 2023) – Rebstock Projektgesellschaft (until June 22, 2023) – Sportpark Stadion Frankfurt am Main Holding GmbH – Tourismus- und Congress GmbH Frankfurt (since July 4, 2023) **Member of the Supervisory Board:** – Genossenschaftlich Immobilien Agentur Frankfurt – KEG GmbH (until June 22, 2023) – Messe Frankfurt GmbH – Nassauische Heimstätte Wohnungs GmbH (until June 22, 2023) – RMV GmbH (since July 6, 2023) – Stadtwerke Frankfurt am Main Holding GmbH (since May 11, 2023)

Mandates of the Supervisory Board

Members of the Supervisory Board	Memberships in mandatory Supervisory Boards and comparable control bodies
Frank-Peter Kaufmann Pensioner, independent corporate consultant (Remuneration 2023: €70,000; 2022: €70,000)	
Sidar Kaya Commercial assistant and Works Council member at Fraport Ground Services GmbH (formerly FraGround Fraport Ground Handling Professionals GmbH) (since May 23, 2023) (Remuneration 2023: €42,410.96)	**Member of the Supervisory Board:** – Fraport Ground Services GmbH (formerly FraGround Fraport Ground Handling Professionals GmbH) (since June 1, 2023)
Dr. Ulrich Kipper Head of Central Infrastructure Management (until May 23, 2023) (Remuneration 2023: €21,589.04; 2022: €57,582.19)	**Chairman of the Supervisory Board:** – FraSec Fraport Security Services GmbH **Member of the Supervisory Board:** – operational services GmbH & Co. KG
Lothar Klemm Former Hessian State Minister, independent attorney (Remuneration 2023: €84,500; 2022: €88,500)	**Chairman of the Supervisory Board:** – Dietz AG **Non-executive Director:** – European Electrical Bus Company GmbH (Frankfurt) **Chairman of the Supervisory Board:** – Arbeitsmarkt- und Beschäftigungsförderung des Main-Kinzig-Kreises
Karin Knappe Member of the Works Council, Fraport AG, and Chairwoman of the Fraport Group Works Council (Remuneration 2023: €65,000; 2022: €37,575.35)	**Member of the Executive Board:** – Representatives Meeting Unfallkasse Hessen – Representatives Meeting Deutsche Gesetzliche Unfallversicherung e.V. (since November 23, 2023) **Member of the Board of Directors:** – Medizinischer Dienst Hessen **Representatives Meeting:** – Member of the Representatives Meeting Berufsgenossenschaft Verkehrswirtschaft Post-Logistik Telekommunikation (since October 11, 2023)
Felix Kreutel Senior Vice President Real Estate and Energy at Fraport AG (since May 23, 2023) (Remuneration 2023: €34,849.31)	**Vice-Chairman of the Supervisory Board:** – Fraport Facility Services GmbH **Member of the Supervisory Board:** – Gateway Gardens Projektentwicklungs-GmbH
Ramona Lindner Aviation Security Assistant FraSec Aviation Security GmbH (until May 23, 2023) (Remuneration 2023: €18,650.69; 2022: €49,897.26)	
Michael Odenwald Former State Secretary (until May 23, 2023) (Remuneration 2023: €23,589.04; 2022: €66,000)	
Matthias Pöschko Member of the Works Council (Remuneration 2023: €66,000; 2022: €64,821.92)	
Qadeer Rana Chairman of the Multi-Company Works Council of FraSec Fraport Security Services GmbH (until January 4, 2023) (Remuneration 2023: €547.94; 2022: €64,821.92)	**Vice-Chairman of the Supervisory Board:** – FraSec Fraport Security Services GmbH

Mandates of the Supervisory Board

Members of the Supervisory Board	Memberships in mandatory Supervisory Boards and comparable control bodies
Sonja Wärntges Chief Executive Officer of Branicks Group AG (formerly DIC Asset AG) (Remuneration 2023: €66,000; 2022: €65,000)	**Chairwoman of the Supervisory Board:** – DIC Real Estate Investments GmbH & Co. KGaA **Member of the Supervisory Board:** – VIB Vermögen AG – BBI Bürgerliches Brauhaus Immobilien AG
Prof Dr. Katja Windt Member of the Management Board SMS Group GmbH (Remuneration 2023: €62,000; 2022: €63,000)	**Member of the Executive Board:** – Bundesvereinigung Logistik (BVL) e.V. (until May 9, 2023) **Member of the Supervisory Board:** – Deutsche Post AG (until May 4, 2023) – Ford Otomotiv Sanayi A.S., Istanbul, Turkey
Özgür Yalcinkaya Commercial assistant and Chariman of the Works Council at Fraport Ground Services GmbH (formerly FraGround Fraport Ground Handling Professionals GmbH) (since May 23, 2023) (Remuneration 2023: €43,410.96)	**Member of the Supervisory Board:** – Fraport Ground Services GmbH (formerly FraGround Fraport Ground Handling Professionals GmbH) (since June 1, 2023)

57 Disclosures of Shareholding According to Section 313 (2) of the HGB

Subsidiaries

Name and registered office		Shareholding in %	Shareholders' equity (pursuant to IFRS) in € thousand	Result (pursuant to IFRS) in € thousand
	2023	**100**	**0**	**0** 1) 10)
Afriport S.A., Luxembourg/Luxembourg	2021	100	–72	–20 1)
	2023	**100**	**2,254**	**943** 2)
AirIT Services GmbH, Lautzenhausen	2022	100	2,260	641 2)
	2023	**100**	**0**	**0** 1)
AIRMALL Boston Inc., Boston/USA	2022	100	0	0 1)
	2023	**100**	**–596**	**0**
AIRMALL Inc., Pittsburgh/USA	2022	100	–618	0
	2023	**100**	**–16,093**	**–5,845**
AIRMALL USA Inc., Pittsburgh/USA	2022	100	–10,778	–6,143
	2023	**100**	**162,655**	**9,548** 2)
Airport Assekuranz Vermittlungs-GmbH, Neu Isenburg	2022	100	162,616	3,864 2)
	2023	**100**	**26**	**90** 2)
Airport Cater Service GmbH, Frankfurt/Main	2022	100	26	90 2)
	2023	**100**	**0**	**0** 1) 10)
Daport S.A., Dakar/Senegal	2021	100	421	–4 1)
	2023	**51**	**1,084**	**156**
FraCareServices GmbH, Frankfurt/Main	2022	51	929	79
Fraport Ground Services GmbH (formerly FraGround Fraport Ground Handling Professionals GmbH), Frankfurt/Main	**2023**	**100**	**1,296**	**–331** 2)
	2022	100	1,186	773 2)
	2023	**100**	**403**	**–334**
Fraport Antalya Havalimanı İşletme ve Yatırım A.Ş, Istanbul/Turkey	2022	100	461	110
	2023	**100**	**2,115**	**–1,804**
Fraport Asia Ltd., Hong Kong/China	2022	100	153,799	42,366
	2023	**100**	**10**	**–206** 2)
Fraport Ausbau Süd GmbH, Frankfurt/Main	2022	100	**16**	**150** 2)
	2023	**100**	**62**	**–1**
Fraport Beteiligungsgesellschaft mbH, Neu-Isenburg	2022	100	63	–1
	2023	**100**	**24**	**0** 2)
Fraport Brasil Holding GmbH, Frankfurt/Main	2022	100	24	–1 2)
	2023	**100**	**112,020**	**2,351**
Fraport Brasil S.A. Aeroporto de Fortaleza, Fortaleza/Brazil	2022	100	104,427	–5,243
	2023	**100**	**166,071**	**1,470**
Fraport Brasil S.A. Aeroporto de Porto Alegre, Porto Alegre/Brazil	2022	100	156,744	3,157
	2023	**100**	**7**	**0** 1)
Fraport Bulgaria EAD, Sofia/Bulgaria	2022	100	**7**	**0** 1)
	2023	**100**	**42,000**	**1,256** 2)
Fraport Casa GmbH, Neu-Isenburg	2022	100	42,016	1,351 2)
	2023	**100**	**7,151**	**302**
Fraport Casa Commercial GmbH, Neu-Isenburg	2022	100	6,849	212
	2023	**100**	**6,936**	**284**
Fraport Cleveland Inc., Cleveland/USA	2022	100	6,909	1,797
	2023	**100**	**4,758**	**–787** 2)
Fraport Facility Services GmbH, Frankfurt/Main	2022	100	6,015	3,010
	2023	**100**	**11,563**	**4,059** 2) 3)
Fraport Immobilienservice- und Entwicklungs GmbH & Co. KG, Frankfurt/Main	2022	100	14,375	23,383 2) 3)
	2023	**100**	**328,134**	**37,625**
Fraport Malta Business Services Ltd., St. Julians/Malta	2022	100	266,509	–161,927
	2023	**100**	**25,659**	**611**
Fraport Malta Investment Ltd., St. Julians/Malta	2022	100	25,620	34
	2023	**100**	**316,324**	**24,801**
Fraport Malta Ltd., St. Julians/Malta	2022	100	291,523	–161,843

Subsidiaries

Name and registered office		Shareholding in %	Shareholders' equity (pursuant to IFRS) in € thousand	Result (pursuant to IFRS) in € thousand
	2023	**100**	**33,757**	**5,458**
Fraport Maryland Inc., Maryland/USA	2022	100	29,497	3,624
	2023	**100**	**6,881**	**3,856**
Fraport New York Inc., New York/USA	2022	100	3,235	4,488
	2023	**100**	**2,822**	**681**
Fraport Newark LLC., Newark/USA	2022	100	2,238	748
	2023	**100**	**33**	**2**
Fraport Objekt Mönchhof GmbH, Frankfurt/Main	2022	100	31	1
	2023	**100**	**34**	**2**
Fraport Objekte 162 163 GmbH, Frankfurt/Main	2022	100	32	1
	2023	**99.99**	**0**	**0** [1)]
Fraport (Philippines) Services, Inc., Manila/Philippines	2022	99.99	0	0 [1)]
	2023	**100**	**2,269**	**1,367**
Fraport Peru S.A.C., Lima/Peru	2022	100	1,100	149
	2023	**100**	**350**	**1,314** [2)]
Fraport Passenger Services GmbH, Frankfurt/Main	2022	100	350	580 [2)]
	2023	**100**	**16,608**	**9,890**
Fraport Pittsburgh Inc., Pittsburgh/USA	2022	100	7,215	–8,318
	2023	**100**	**4,962**	**–71** [2) 3)]
Fraport Real Estate Mönchhof GmbH & Co. KG, Frankfurt/Main	2022	100	7,851	19,385 [2) 3)]
	2023	**100**	**49**	**2**
Fraport Real Estate Verwaltungs GmbH, Frankfurt/Main	2022	100	47	2
	2023	**100**	**7,611**	**4,384** [2) 3)]
Fraport Real Estate 162 163 GmbH & Co. KG, Frankfurt/Main	2022	100	7,420	4,641 [2) 3)]
	2023	**65**	**142,217**	**51,493**
Fraport Regional Airports of Greece A S.A., Athens/Greece	2022	65	124,733	46,731
	2023	**65**	**103,719**	**25,671**
Fraport Regional Airports of Greece B S.A., Athens/Greece	2022	65	78,054	21,246
	2023	**65**	**9,792**	**1,942**
Fraport Regional Airports of Greece Management Company S.A., Athens/Greece	2022	65	7,862	1,942
Fraport Saudi Arabia for Airport Management and Development Services Company Ltd.,	**2023**	**100**	**1,452**	**–268**
Riyadh/Saudi Arabia	2022	100	1,778	–366
	2023	**100**	**196,187**	**1,797**
Fraport Slovenija, d.o.o. Zgornji Brnik/Slovenia	2022	100	194,739	–2,575
	2023	**100**	**–445**	**4,964**
Fraport Tennessee Inc., Nashville/USA	2022	100	–5,489	2,670
	2023	**100**	**51,130**	**24,084**
Fraport Turkey Havalimani Yatirimlari Anonim Sirketi, Antalya/Turkey	2022	100	44,104	3,720
	2023	**60**	**100,617**	**5,781**
Fraport Twin Star Airport Management AD, Varna/Bulgaria	2022	60	99,870	4,205
	2023	**100**	**–96**	**–2,818**
Fraport USA Inc., Pittsburgh/USA	2022	100	2,754	–756
Fraport Washington LLC, Washington/USA	**2023**	**100**	**0**	**0** [4)]
Fraport Washington Partnership LLC, Washington/USA	**2023**	**85**	**–110**	**–112** [4)]
	2023	**100**	**7,516**	**–1,414** [2)]
FraSec Flughafensicherheit GmbH, Frankfurt/Main	2022	100	7,540	–5,489 [2)]
	2023	**100**	**4,619**	**9,615** [2)]
FraSec Fraport Security Services GmbH, Frankfurt/Main	2022	100	–1,052	11,117 [2)]
	2023	**100**	**1,059**	**1,220** [2)]
FraSec Services GmbH, Frankfurt/Main	2022	100	1,044	224 [2)]
	2023	**100**	**25**	**0** [1)]
FraSec VG GmbH, Frankfurt/Main	2022	100	25	0 [1)]
	2023	**100**	**164**	**124** [2)]
FRA – Vorfeldkontrolle GmbH, Kelsterbach	2022	100	163	231 [2)]
	2023	**80.01**	**630,405**	**32,362**
Lima Airport Partners S.R.L., Lima/Peru	2022	80.01	443,553	37,506
	2023	**51**	**9,919**	**1,658**
Media Frankfurt GmbH, Frankfurt/Main	2022	51	8,261	967

Joint ventures

Name and registered office		Shareholding in %	Shareholders' equity (pursuant to IFRS) in € thousand	Result (pursuant to IFRS) in € thousand
	2023	**50**	**6,797**	**1,922**
AirITSystems GmbH, Hanover	2022	50	5,695	1,551
	2023	**49**	**11,740**	**–480**
FCS Frankfurt Cargo Services GmbH, Frankfurt/Main	2022	49	12,202	6,820
	2023	**50**	**1,581**	**363**
FraAlliance GmbH, Frankfurt/Main	2022	50	1,218	193
	2023	**50**	**49,489**	**12,635**
Frankfurt Airport Retail GmbH & Co. KG, Hamburg	2022	50	42,113	21,733
	2023	**50**	**24**	**1**
Frankfurt Airport Retail Verwaltungs GmbH, Frankfurt/Main	2022	50	22	1
	2023	**51/50**	**95,751**	**169,475** [5)]
Fraport TAV Antalya Terminal Isletmeciligi A.S., Antalya/Turkey	2022	51/50	92,924	125,362 [5)]
	2023	**49/50**	**738,137**	**10,164** [6)]
Fraport TAV Antalya Yatirim, Yapim ve İşletme A.Ş., Antalya/Turkey	2022	49/50	727,973	–22,577 [6)]
	2023	**49**	**14,917**	**4,146**
FraSec Aviation Security GmbH, Frankfurt/Main	2022	74	15,744	5,173
	2023	**33.33**	**2,835**	**–1,320**
Grundstücksgesellschaft Gateway Gardens GmbH, Frankfurt/Main	2022	33.33	4,155	–1,750
	2023	**50**	**20,686**	**3,709**
Medical Airport Service GmbH, Mörfelden-Walldorf	2022	50	18,075	2,175
	2023	**50**	**12**	**–13**
M-Port GmbH & Co. KG, Neu-Isenburg	2022	50	25	2,306
	2023	**50**	**24**	**0**
M-Port Verwaltungs GmbH, Neu-Isenburg	2022	50	24	0
	2023	**52**	**10,358**	**1,782**
N*ICE Aircraft Services & Support GmbH, Frankfurt/Main	2022	52	9,119	1,512
	2023	**50**	**6,304**	**1,712**
Pantares Tradeport Asia Ltd., Hong Kong/China	2022	50	6,924	1,767
	2023	**50**	**2,945**	**–4**
PEG Europa Real Estate GmbH, Neu-Isenburg	2022	50	2,949	–1
	2023	**50**	**94**	**–77**
Shanghai Frankfurt Airport Consulting Services Co., Ltd., Shanghai/China	2022	50	180	–36
	2023	**50**	**4,265**	**299**
Terminal for Kids gGmbH, Frankfurt/Main	2022	50	3,966	47

Associated companies

Name and registered office		Shareholding in %	Shareholders' equity (pursuant to IFRS) in € thousand	Result (pursuant to IFRS) in € thousand
	2023	**49**	**–12,938**	**–3,261**
ASG Airport Service Gesellschaft mbH, Frankfurt/Main	2022	49	–9,677	–3,376
FraScout GmbH, Offenbach/Main	**2023**	**50**	**–126**	**–151** [4)]
	2023	**50**	**37,383**	**19,262**
operational services GmbH & Co. KG, Frankfurt/Main	2022	50	33,407	15,922
	2023	**25**	**0**	**0** [10)]
Thalita Trading Ltd., Lakatamia/Cyprus	2022	25	–425,812	–67,604

Other investments

Name and registered office		Shareholding in %	Shareholders' equity (according to local regulation) in € thousand	Result (according to local regulation) in € thousand
Delhi International Airport Private Ltd., New Delhi/India	**2023**	**10**	**98,028**	**–45,053** [7]
	2022	10	187,244	–44,527 [7]
Flughafen Parken GmbH, Munich	**2023**	**20**	**1,369**	**525**
	2022	20	840	545
Gateways for India Airports Private Ltd., Bangalore/India	**2023**	**13.51**	**0**	**0** [1]
	2022	13.51	0	0 [1]
Ineuropa Handling Alicante, U.T.E., Madrid/Spain	**2023**	**20**	**0**	**0** [1] [8][9][10]
	2007	20	–575	–786 [1][8][9]
Ineuropa Handling Madrid, U.T.E., Madrid/Spain	**2023**	**20**	**0**	**0** [1] [8][9][10]
	2007	20	–1,282	–2,604 [1][8][9]
Ineuropa Handling Mallorca, U.T.E., Madrid/Spain	**2023**	**20**	**0**	**0** [1] [8][9][10]
	2007	20	871	270 [1][8][9]
Ineuropa Handling Teneriffa, U.T.E., Madrid/Spain	**2023**	**20**	**0**	**0** [1] [8][9][10]
	2007	20	1,642	–762 [1][8][9]
PCF Perishable-Center GmbH & Co. KG, Frankfurt/Main	**2023**	**10**	**0**	**0** [10]
	2022	10	1,527	2,253
Perishable-Center Verwaltungs-GmbH, Frankfurt/Main	**2023**	**10**	**0**	**0** [10]
	2022	10	4,014	1,190
The Squaire GmbH & Co. KG, Bonn	**2023**	**5.1**	**0**	**0** [10]
	2022	5.1	–660,935	–15,584
VVSS Limited Liability Company (in English: NCG Holding Limited Liability Company), St. Petersburg/Russia	**2023**	**25**	**1,690,531**	**0** [4] [8][10][11]

[1] Company inactive or in liquidation.
[2] IFRS result before profit/loss transfer.
[3] In the shareholders' equity of commercial partnerships, capital shares as well as shares in profit and loss of the limited partners are recognized (according to IAS 32, these represent debt).
[4] Additions to the consolidated companies in 2023
[5] 51% capital shares, 50% dividend rights.
[6] 49% capital shares, 50% dividend rights.
[7] Fiscal year of the company ends on March 31.
[8] There is no influence on financial and business policies.
[9] Shareholders' equity has been largely or wholly repaid.
[10] Current financial statements not yet available.
[11] Shareholding according to russian law; equity corresponds to the registered capital according to the commercial register

Frankfurt/Main, March 12, 2024

Fraport AG
Frankfurt Airport Services Worldwide

The Executive Board

Dr. Stefan Schulte   Anke Giesen   Julia Kranenberg   Dr. Pierre Dominique Prümm   Prof Dr. Matthias Zieschang