Fraport
Frankfurt Airport
Services Worldwide

Interim Report

as at March 31, 2003

Contents

Dear Friends of Fraport,
Dear Shareholders,

This report describes the development of business in the first quarter of 2003 and significant developments within the Fraport Group.

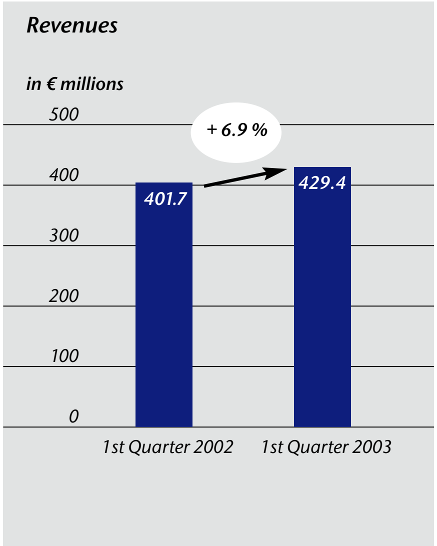
Highlights of the first quarter of 2003 are:

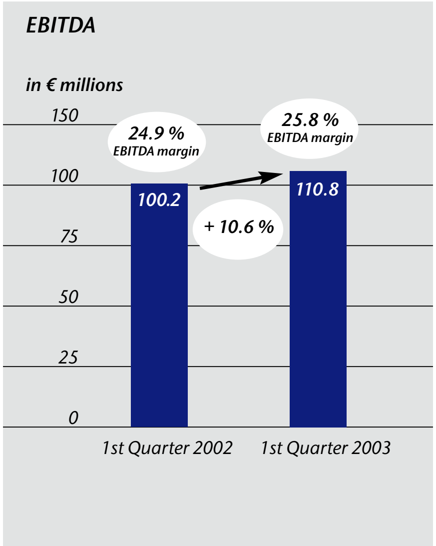
- Subdued passenger traffic at Frankfurt airport.
- Revenues up by 6.9 percent to €429.4 million.
- EBITDA of €110.8 million, up by 10.6 percent over the first quarter of 2002 mainly due to higher revenues and increased investment income.
- Profit from ordinary operations of €52.4 million, up by 34.0 percent over the first quarter of 2002.
- Increase of 42.5 percent in group profit to €25.8 million.

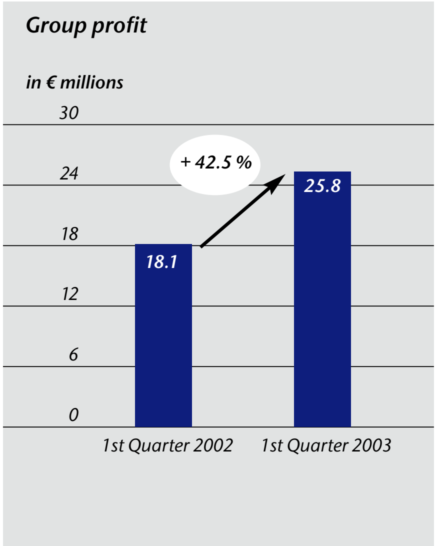
Key Figures

	1st Quarter 2003 in € millions	1st Quarter 2002 in € millions	Change in %
Revenues	429.4	401.7	6.9
EBITDA	110.8	100.2	10.6
Profit from ordinary operations	52.4	39.1	34.0
Group profit	25.8	18.1	42.5
Capital expenditures	47.9	122.2	– 60.8
Operating cash flow	68.3	35.9	90.3
Shareholders' equity [1]	1,827.3	1,803.4	1.3
Total assets [1]	3,611.2	3,620.7	– 0.3
Average number of employees	22,340	20,567	8.6

[1] As at March 31, 2003 and December 31, 2002.







Development of Air Traffic

Traffic figures for Fraport Group

1st Quarter	Passengers [1] (millions)		Cargo [2] (freight and airmail) (thousand metric tons)		Movements (thousand)	
	2003	Change over 2002	2003	Change over 2002	2003	Change over 2002
Frankfurt Main	10,566,133	0.5 %	404,829	5.8 %	111,974	4.7 %
Frankfurt-Hahn [3]	464,257	137.6 %	34,496	16.1 %	6,658	18.8 %
Hanover	941,365	– 0.8 %	3,435	5.0 %	20,144	4.4 %
Saarbrücken	66,508	– 2.0 %	39	77.3 %	3,426	2.6 %
Antalya [4]	736,681	– 1.4 %	n.a.	n.a.	5,739	1.5 %
Lima [5]	1,047,996	1.0 %	32,793	19.4 %	16,482	– 0.7 %
Group	**13,822,940**	**2.3 %**	**475,592**	**7.3 %**	**164,423**	**4.4 %**

[1] Only commercial traffic (in + out + transit).
[2] Only commercial traffic (in + out).
[3] Frankfurt-Hahn: Freight including trucking.
[4] Only international terminal passengers.
[5] Internal data from Lima.

Source: ACI

Air traffic levels in the first three months of 2003 were considerably affected by the war in Iraq, continued weakness in European economies and the initial effects of the spread of SARS, the respiratory disease.

There were 13.8 million **passenger** movements throughout the group during the first quarter of 2003, a growth of 2.3 percent over the figure for the first quarter of 2002. Passenger movements at Frankfurt airport, the group's major location, were up by 0.5 percent over the previous year's first quarter. The strong recovery in passenger traffic after the September 11, 2001 terrorist attacks continued until the end of January. However, there was a drop in demand in February and increasingly in March owing to the Gulf war. Destinations in South-east Europe, North Africa and the Middle East were particularly hard hit. Towards the end of the quarter, the previously constantly growing Far East traffic figures were negatively affected by the spread of SARS.

On the other hand, there were significant increases in passenger traffic at the group's Frankfurt-Hahn airport, with a plus of 137.6 percent to 464,300 passengers.

Cargo traffic was able to achieve further growth and thereby maintain its positive record, with an increase of 7.3 percent over the first quarter of 2002, to a group-wide 475,600 metric tons in the first quarter of 2003. International cargo traffic growth was particularly strong at Frankfurt airport, and this now makes up 85.1 percent of total cargo. The Far East and North America were the major drivers of this increase. European and domestic cargo continued to decline due to weakness in the economy and the trend to shift short-distance freight movements to road traffic. However, this could be more than offset by the growth in inter-continental traffic, so that overall growth in cargo at Frankfurt Main airport was 5.8 percent.

Fraport group airports processed about 164,400 **aircraft movements** in the first quarter of 2003, a plus of 4.4 percent over the previous year's first quarter. At Frankfurt airport, the rise of 4.7 percent in take-offs and landings, to 112,000, was mainly due to an increase in flights to geographic areas particularly affected by the terrorist attacks of September 11, 2001, the Middle East, North America and North Africa, as well as more scheduled flights offered by the airlines in the expectation of a continued recovery in air traffic.

The airlines' expansion of scheduled flights at the beginning of the year led to an increase in **maximum take-off weight (MTOW)**, the figure used for calculating airport fees. Overall MTOW at Frankfurt airport was 6,100 metric tons, or 7.6 %, higher than for the same period in 2002. On the other hand, aircraft capacity utilization declined, especially due to the decrease in passenger numbers in February and March. The **seat-load factor** decreased from 66.5 percent in the first quarter of 2002 to 63.0 percent in the first quarter of 2003.

Business Development

Despite the difficult position in which the airline industry currently finds itself due to continuing weakness in the economy in Europe, the Iraq war and the outbreak of the SARS pandemic, Fraport was nevertheless able to achieve growth in revenues and profits in the first quarter of 2003.

At €429.4 million, **revenues** were 6.9 percent higher than for the first quarter of 2002. This was primarily due to the 2.0 percent increase in fees effective January 1, 2003, together with an additional 0.5 percent for special services agreed with the airlines, growth in air traffic volumes and an increase in retail income at Frankfurt airport. On the other hand, airport fees for military air traffic movements at Frankfurt airport declined due to the use of quieter aircraft. We also achieved an increase in revenues from security services provided by ICTS Europe as well as at Frankfurt-Hahn airport.

Non-staff costs amounted to €111.6 million and were slightly lower than for the same period in 2002, down by 0.7 percent. Whereas cost of materials increased, other operating expenses fell by about the same amount.

Personnel expenses rose by 11.9 percent to €227.1 million. This was mainly due to the greater number of employees at location Frankfurt, for example for the screening of checked baggage (about 850 employees).

Fraport achieved an increase of 10.6 percent in **EBITDA** to €110.8 million. In addition to higher revenues and the moderate decline in non-staff costs, a particular contribution was made by the dividend income of €8.5 million from Antalya. The EBITDA margin was 25.8 percent and hence 0.9 percentage points higher than for the previous year.

The **profit from ordinary operations** increased sharply over the first quarter of 2003, by 34.0 percent to €52.4 million. In addition to the matters affecting EBITDA described in the previous paragraph, improved interest result due to re-investment of the proceeds from the IPO also had a positive effect on profits.

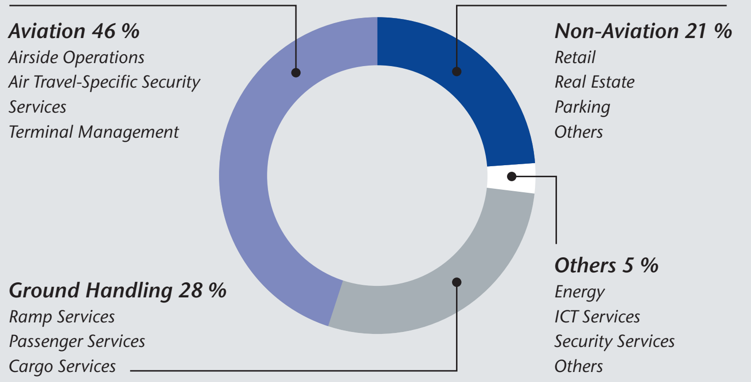
The **group profit** rose by €7.7 million to €25.8 million, and earnings per share increased from €0.20 to €0.29.

Segment Reporting

Revenues instead of third-party revenues are being disclosed separately as part of our segment reporting as from the first quarter of 2003.

The Aviation segment contributed 46 percent of group revenues in the first quarter of 2003. This represents a slight increase, of one percentage point, in the segment's share of total revenues, primarily due to the growth in security services. The Others segment also increased its contribution to group sales, from 3 percent in the first quarter of 2002 to 5 percent in the first quarter of 2003, mainly due to the inclusion of security services not related to air traffic provided by ICTS Europe and included in this segment. As in the first quarter of 2002, the Ground Handling segment contributed 28 percent of group revenues, whereas the Non-Aviation segment's share fell by three percentage points to 21 percent.

Group Segments



1st Quarter 2003 – Revenues: €429.4 million

As in the first quarter of 2002, the largest contribution to group EBITDA again came from the Non-Aviation segment, with a share of 87.9 percent, followed by Others with 9.5 percent, and Aviation with 6.3 percent.

Fraport employed a total of 22,340 persons in the first quarter of 2003. With 9,191 employees, the Aviation segment was again the segment with the highest number of employees.

The group's **Aviation** segment recorded revenues of €196.7 million for the first quarter of 2003. This represents an increase of 9.0 percent over the first three months of 2002, such growth being primarily achieved at Frankfurt airport. Increases in traffic fee rates and additional amounts charged to the Ministry of the Interior relating to the control of all checked-in passenger baggage as from January 1, 2003 as part of air travel-specific security were mainly responsible for the increase in revenues at Frankfurt airport. Furthermore, ICTS Europe raised revenues with its air travel-specific security services.

Operating costs rose, above all at Frankfurt airport and at ICTS Europe, by an overall 7.9 percent to €218.5 million, of which most related to the need for more personnel to perform security services.

Aviation

in € millions	*1st Quarter 2003*	*1st Quarter 2002*	*Change in %*
Revenues	*196.7*	*180.5*	*9.0*
Segment result	*– 12.0*	*– 21.4*	*43.9*
EBITDA	*7.0*	*– 7.7*	*190.9*
Number of employees	*9,191*	*8,513*	*8.0*

Due the rise in revenues, the Aviation segment improved its results by 43.9 percent to a loss of €12.0 million. Segment EBITDA improved even more, with an increase of €14.7 million to a positive €7.0 million, as €4.7 million of the dividend income from Antalya, received in the first quarter of 2003, related to Aviation.

The **Ground Handling** group segment showed revenues up by 6.4 percent to €121.8 million, mainly due to higher revenues from ground handling services at Frankfurt airport as a result of the growth in cargo traffic and MTOW in the first quarter of 2003.

Operating costs were €140.5 million, 6.3 percent higher than for the same period in 2002. The increase was primarily attributable to the need for more external personnel to improve handling flexibility, as well as a one-time payment at Frankfurt airport in connection with the collective bargaining wage hike. Hence, segment results declined by €2.7 million to a loss of €9.1 million, with EBITDA falling to a loss of €4.1 million.

Ground Handling

in € millions	*1st Quarter 2003*	*1st Quarter 2002*	*Change in %*
Revenues	*121.8*	*114.5*	*6.4*
Segment result	*– 9.1*	*– 6.4*	*– 42.2*
EBITDA	*– 4.1*	*– 1.5*	*– 173.3*
Number of employees	*7,111*	*7,301*	*– 2.6*

In the first three months of 2003, the **Non-Aviation** segment suffered a decline in revenues of 7.2 percent to €88.7 million. This was mainly due to higher prior-period income in the first quarter of 2002, which did not repeat in the first quarter of 2003. The lack of contribution from the CIVAS companies, meantime merged with ICTS Europe, which were included in the Non-Aviation segment in the first three months of 2002, also had a negative effect on this segment's revenues for the first quarter of 2003.

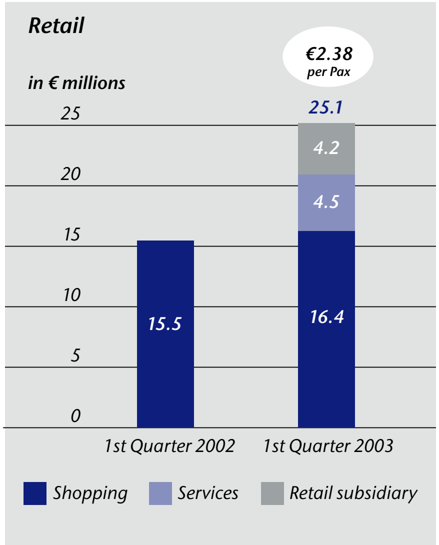
Especially the decline in revenues and a decrease in other operating income due to lower foreign exchange gains compared with the same quarter in 2002 led to a fall of 14.6 percent in segment result to €64.9 million. EBITDA decreased by 5.9 percent to €97.4 million. Antalya made a positive contribution to EBITDA, with dividend income of €3.8 million.

Non-Aviation

in € millions	*1st Quarter 2003*	*1st Quarter 2002*	*Change in %*
Revenues	*88.7*	*95.6*	*– 7.2*
Segment result	*64.9*	*76.0*	*– 14.6*
EBITDA	*97.4*	*103.5*	*– 5.9*
Number of employees	*3,743*	*3,610*	*3.7*

As from the beginning of 2003, we changed the reporting of our retail business, which makes an important contribution to Non-Aviation segment revenues, in order to improve comparability with other airport operators. Previously, retail income only reflected revenue-related rental income from retail shops, including duty-free and travel-value shops located at Frankfurt airport. As from 2003, these charges will be shown as shopping income. This income rose by 5.8 percent to €16.4 million in the first quarter of 2003.

Shopping is one component of what will be reported as retail revenues starting from now on. Retail revenues include additional revenue-related rental income from restaurants, hotels, banks and car rental companies at Frankfurt airport ("services"), as well as revenues achieved by Media GmbH, also located at Frankfurt airport, which covers almost all advertising activities from there ("retail subsidiary"). Using this expanded definition, retail revenues amounted to €25.1 million for the first three months of 2003, or €2.38 per passenger.



Revenues in the **Others** group segment doubled to €22.2 million. The major factor influencing this growth was the first-time inclusion of that part of ICTS Europe revenues relating to security services outside the airport area, such as security at the Channel Tunnel.

Mainly due to the first-time inclusion of ICTS Europe in this segment, operating costs rose by 22.9 percent. Segment profit was €4.8 million or 166.7 percent up on the same quarter of the previous year, and EBITDA improved to €10.5 million.

Others

in € millions	*1st Quarter 2003*	*1st Quarter 2002*	*Change in %*
Revenues	*22.2*	*11.1*	*100.0*
Segment result	*4.8*	*1.8*	*166.7*
EBITDA	*10.5*	*5.9*	*78.0*
Number of employees	*2,295*	*1,143*	*100.8*

Capital Expenditures

Total capital expenditures decreased in the first three months of 2003 from €122.2 million in the same quarter of 2002 to €47.9 million. The higher amount in 2002 was primarily due to the acquisition of shares in ICTS Europe effective January 1, 2002. Capital expenditures in the first quarter of 2003 were almost entirely for property, plant and equipment and intangible assets, primarily intended to strengthen business activities at Frankfurt airport. The main emphasis of capital expenditures here was on the ongoing renovation and expansion of the terminal, fire-protection measures for the terminal buildings, and various IT projects. Capital expenditures on property, plant and equipment for expanding capacity in order to increase the aircraft operating area, including infrastructure and passenger handling equipment, amounted to €8.0 million in the first quarter of 2003.

Frankfurt-Hahn airport expended a total of €2.0 million in the first three months of 2003 in land development measures and expanding parking facilities. Fraport spent €8.7 million on ground handling equipment via S.A. TCR International N.V., a joint venture.

The medium- and long-term capital expenditure program is also primarily concentrated on location Frankfurt, and involves extensive work in connection with the airport expansion project. Expenditures needed to build the new runway and construct passenger handling facilities and other related plant and buildings will probably total some €3.3 billion, adjusted for inflation. Expenditure is also foreseen for the further development of commercial space, continuing the investment in fire protection measures, above all in passenger terminals, renovating and expanding Terminal 1 and on other construction activities taken to modernize the apron.

Cash Flow Statement

Net cash flow from operating activities was €68.3 million in the first quarter of 2003 and was thus €32.4 million higher than for the same period in 2002. The reduction in net current assets and a significant improvement in group profits both had a positive effect on cash flows. Cash flow from operations rose by €22.8 million. Dividends received and a lower net cash outflow from interest resulted in a positive cash flow of €2.9 million from financial activities, compared with a cash outflow of €10.9 million in the first quarter of the previous year.

Net cash outflow used in investing activities increased by €53.3 million over the outflow in the first quarter of 2002. A payment of €136.5 million in connection with a guarantee obligation to a banking consortium was allocated to the investing activities, as it related to the Manila project. A provision for this payment had already been recognized in the group financial statements for the year ended December 31, 2002. Capital expenditures on intangible assets and on property, plant and equipment were at the previous year's level, but no new funds were invested in financial assets.

Net cash flow from operating activities in the first quarter of 2003 was sufficient to cover the cash outflow from investments in property, plant and equipment. Funds required to pay for settlement of the guarantee obligation were raised by drawing down bank loans. This is the reason for the **net cash flow from financing activities** of €129.7 million.

Cash and cash equivalents at March 31, 2003 consist of cash, bank balances and checks as shown in the balance sheet. Cash and cash equivalents have increased sharply over March 31, 2002, mainly due to investing funds received from selling the investment fund in the fall of 2002 in short-term deposits.

Asset and Capital Structure

Total assets have declined slightly, by €9.5 million to €3,611.2 million, compared with December 31, 2002.

Fraport's asset structure is mainly long-term. Non-current assets make up an almost unchanged 74.3 percent of total assets.

Financial liabilities rose by €127.5 million to €1,037.2 million. The higher level of third-party financing compared with the end of the first quarter of 2002 is above all due to payment of the guarantee obligation to a banking consortium arising from the Manila project. For the same reason, provisions decreased by €117.3 million to €466.4 million.

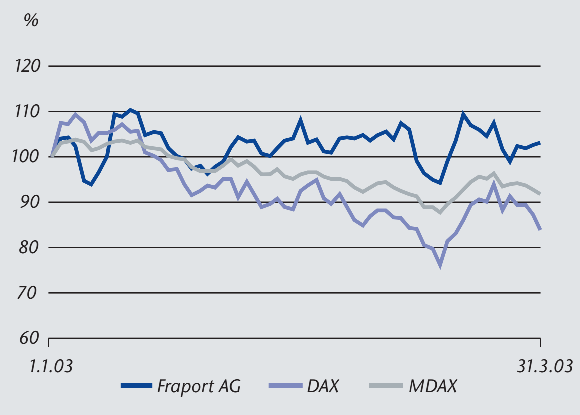
The ratio of shareholders' equity to total liabilities and shareholders' equity improved slightly, to 50.6 percent, due to the group profit for the three months ended March 31, 2003. Shareholders' equity made up 68.7 percent of non-current assets, net of deferred investment grants, at March 31, 2003.

Fraport Share Trend

Uncertainty on capital markets continued during the first quarter of 2003. The weak economy and investor reticence due to the Iraq war affected the performance of stock markets, and both the MDAX and the DAX further under-performed during the first three months of the year. Whereas the DAX lost 16.2 percent, the MDAX recorded a loss of 8.4 percent in the first quarter of 2003. The Fraport share performed relatively better than these indices, outperforming the MDAX by 11.3 and the DAX by 19.1 percentage points. Hence, the Fraport share was one of the few to outperform both the DAX and the MDAX.

During the first three months of 2003 the share price was at its highest on January 15, at €18.73, and at its lowest of €15.95 on January 8. Fraport's price at the end of the first quarter was €17.49 and its market capitalization on March 31, 2003 was thus €1.58 billion. An average of 55,098 shares were traded on each trading day of the first quarter of 2003.

Fraport's Share Value versus DAX and MDAX



Share Option Plan

Fraport AG's annual general meeting on March 14, 2001 agreed the main features of a share option plan. This program foresees that we will award share options to members of the executive board of Fraport AG, general managers of affiliated companies and other senior staff of Fraport AG located in Germany. No options were granted in the first quarter of 2003. The total number of share options granted since the share option plan was drawn up amounts to 435,350, unchanged from December 31, 2002.

Treasury Shares

Fraport AG held 139,948 treasury shares on March 31, 2003, unchanged from December 31, 2002.

Changes in Management

The period in office of the former Chief Financial Officer, Johannes Endler, ended on March 31, 2003. Dr. Stefan Schulte took over as Chief Financial Officer on April 16, 2003. The Vice President for traffic and terminal management, Bernd Leo Struck, left the company on April 1, 2003.

Significant Events after the Balance Sheet Date

Shortly before this interim report was prepared, we learned from press reports that the supreme court in Manila, Philippines, declared null and void PIATCO's original concession agreement (1997) to operate international passenger terminal 3 at Ninoy Acquino International Airport in Manila, which was substantially financed by us. Fraport became a shareholder of PIATCO in 1999. We are currently checking the legal implications of this court decision for the future of the new terminal and for claims of PIATCO and finally damage compensation claims of Fraport. The Philippine government communicated several times in the past that the identification of invalidity of the contracts is the essential precondition for compensation payments. We are now claiming this compensation. Also for this reason, Fraport is aiming to apply for arbitration proceedings with the World Bank.

Outlook

Approval Procedures for Airport Expansion

In view of the existing capacity bottlenecks and long-term growth forecasts for air traffic, Fraport AG continues to plan for expanding Frankfurt Airport by adding a new northwest landing runway and constructing a third passenger terminal and associated infrastructure facilities. The expansion requires various legally prescribed administrative procedures to be completed. To initiate the second of the required approval procedures, filing of the zoning request is scheduled for the late summer of 2003. An important preparatory step for this was taken at the beginning of April with the so-called "scoping", a hearing at which the scope of documents was discussed to be presented for examining environmental compatibility of expansion. Based on the technical plans and the results of the scoping hearing, the president of the Darmstadt administrative district will inform Fraport on the contents and scope of documents required for making a decision on the environmental impact of the project. Expecting to get these results by the end of May, Fraport may still make some amendments to the documentation for the zoning procedure, if necessary. Fraport expects that, following the filing of the zoning application and its publication in the official gazette, the documentation will be made available to the public for discussion next year. Thus the zoning decision is expected by May 2005. The new runway is scheduled to be completed at the end of 2006.

Approval Procedure for A380 Maintenance

Already in January 2003 Fraport filed a zoning request for the construction of a hangar, an apron and a connecting taxiway required for the maintenance of the new Airbus 380 widebody jet and submitted to the responsibly authority the necessary documentation to be examined for completeness. It is planned to publish and make available for public examination the documentation required for the zoning procedure already in this summer. Frankfurt Airport's runway system can already accommodate the A380. What is required for the A380 is enhanced maintenance capacities.

WM 2005 – Creating Value for Tomorrow

The group-wide efficiency improvement program "WM 2005 – Creating Value for Tomorrow" is still proceeding as planned. The main objective of the program, creating value, is directed towards both our market capitalization and at the group's competitive position, customer satisfaction and security of employment.

In the first quarter of 2003, steps taken relating to this program enabled us to achieve an improvement of some €10 million to EBITDA. For the whole year, a total of €34 million from "WM 2005"-related measures is already assured as a contribution to value through an increase in EBITDA. Over the next few quarters, further measures with which we aim to achieve our goal of a positive EBITDA effect of €50 million in 2003 are in concretion and in implementation during this year.

Business Outlook

Development of global air traffic volumes in 2003 will depend primarily on the economy, the extent to which the spread of SARS pandemic can be contained, and on the effects of the Iraq war. Hence, we cannot currently give a reliable estimate of traffic growth within the Fraport group. Our cautious estimate currently leads us to believe that passenger traffic at Frankfurt airport for the whole of 2003 will be somewhat lower than for 2002.

Provided global air traffic recovers rapidly from the effects of the conflict in Iraq, and no further risks, such as terrorist attacks or the spread of infectious diseases, have a negative effect, we consider that EBITDA and group profit will be at the same level as for 2002, adjusted for the effects of the Manila project.

Additional Information on the Financial Statements

Accounting Policies

In accordance with IAS 34, the interim report as at March 31, 2003, for the Fraport group presented here was prepared in accordance with International Financial Reporting Standards (IFRS) issued by the International Accounting Standards Board (IASB), and interpretations issued by the International Financial Reporting Interpretations Committee (IFRIC). We applied the same accounting policies in compiling the interim report and the comparative prior year figures as for preparing the 2002 consolidated financial statements.

This interim report also complies with the requirements of DRS 6 on interim reporting, issued by the German Standards Council (German Accounting Standards Board - GASB) and published by the Federal Ministry of Justice (Bundesministerium der Justiz – BMJ) on February 13, 2001.

Entities Included in Consolidation

There has been no changes in those entities included in the consolidated financial statements of the Fraport group since the same period in 2002.

Contingent Liabilities/Other Financial Commitments

Compared with December 31, 2002, other financial commitments increased mainly due to measures taken in preparation for the expansion of Frankfurt airport. The total amount of such commitments at March 31, 2003 relating to the expansion increased by €122.9 million.

Other Disclosures

Statistics of figures over a long period of time show that, for seasonal reasons, passenger traffic in the first quarter of a year is the weakest quarter.

Transactions with related parties (Stadtwerke Frankfurt am Main Holding GmbH and Landesbank Hessen-Thüringen) and with entities related to them were subject to normal conditions.

Consolidated Financial Statements as at March 31, 2003

Fraport AG Frankfurt Airport Services Worldwide Consolidated Income Statement

in € millions	1st Quarter 2003	1st Quarter 2002
Revenues	**429.4**	**401.7**
Change in work-in-process	0.0	– 0.1
Other internal work capitalized	2.0	3.8
Other operating income	9.0	12.0
Total revenues	**440.4**	**417.4**
Cost of materials	– 65.1	– 55.1
Personnel expense	– 227.1	– 202.9
Depreciation and amortization of tangible and intangible non-current assets	– 53.1	– 52.1
Other operating expenses	– 46.5	– 57.3
Operating profit	**48.6**	**50.0**
Interest result	– 5.6	– 10.9
Results from investments held at equity	0.6	– 1.9
Income from investments	8.5	0.0
Write-downs of financial assets	0.0	– 0.8
Other financial results	0.3	2.7
Financial result	**3.8**	**– 10.9**
Profit from ordinary operations	52.4	39.1
Taxes on income	– 25.2	– 19.6
Other taxes	– 1.4	– 1.3
Minority interests' share of results	0.0	– 0.1
Group profit	25.8	18.1
Earnings per € 10 share in €	0.29	0.20
EBITDA	**110.8**	**100.2**
EBIT	57.7	47.3

Fraport AG Frankfurt Airport Services Worldwide Consolidated Balance Sheet as at March 31, 2003

Assets

in € millions	31.3.2003	31.12.2002
A. Non-current assets	**2,682.3**	**2,698.6**
I. Intangible assets	217.3	225.1
II. Property, plant and equipment	2,396.9	2,403.9
III. Investments held at equity	35.9	37.3
IV. Other financial assets	32.2	32.3
B. Current assets	**874.3**	**879.0**
I. Inventories	13.2	13.1
II. Trade accounts receivable	176.4	195.9
III. Other receivables and other assets (including deferred taxes)	77.7	84.9
IV. Checks, cash and bank balances	607.0	585.1
C. Prepaid expenses	**54.6**	**43.1**
	3,611.2	**3,620.7**

Liabilities and Shareholders' Equity

in € millions	31.3.2003	31.12.2002
A. Shareholders' equity	**1,827.3**	**1,803.4**
I. Subscribed capital	900.6	900.6
II. Capital reserves	532.0	532.0
III. Revenue reserves	368.9	370.8
IV. Group retained earnings 2002	–	–
V. Group profit 1.1. – 31.3.2003	25.8	–
B. Minority interests	**12.0**	**12.9**
C. Deferred investment grants on items in non-current assets	**23.7**	**24.2**
D. Provisions and accruals (including deferred tax liabilities)	**466.4**	**583.7**
E. Liabilities	**1,215.3**	**1,129.9**
I. Financial liabilities	1,037.2	909.7
II. Trade accounts payable	84.7	94.8
III. Other liabilities	93.4	125.4
F. Deferred income	**66.5**	**66.6**
	3,611.2	**3,620.7**

Condensed Consolidated Cash Flow Statement

in € millions	1st Quarter 2003	1st Quarter 2002
Group profit	**25.8**	**18.1**
Taxes on income	25.2	19.6
Minority interests' share of result	0.0	0.1
Depreciation/write-ups (non-current assets)	53.2	56.3
Other adjustments	– 6.4	12.3
Changes in working capital	– 17.8	– 49.2
Interest paid (net)	– 5.6	– 10.9
Dividends received	8.5	0.0
Taxes on income paid (net)	– 14.6	– 10.4
Net cash flow from operating activities	**68.3**	**35.9**
Capital expenditures for intangible assets and property, plant and equipment	– 47.6	– 45.5
Other financial investments (net)	– 0.3	– 30.5
Payments for guarantee obligations relating to capital expenditures in connection with the Manila project	– 136.5	0.0
Acquisitions of consolidated subsidiaries and joint ventures (net of cash acquired)	0.0	– 64.5
Proceeds from disposals of non-current assets	7.4	16.8
Net cash flow used in investing activities	**– 177.0**	**– 123.7**
Change in financial liabilities	129.7	80.1
Net cash flow from financing activities	**129.7**	**80.1**
Foreign currency translation effect on cash and cash equivalents	0.9	–
Net change in cash and cash equivalents	**21.9**	**– 7.7**
Cash and cash equivalents at January 1	585.1	67.3
Cash and cash equivalents at March 31	**607.0**	**59.6**

Movements in Consolidated Shareholders' Equity

in € millions	Subscribed capital	Capital reserves	Legal reserve	Other revenue reserves	Group retained profits	Total
Balance at 1.1.2002	**900.9**	**662.4**	**36.5**	**328.5**	**36.0**	**1,964.3**
Group profit 1.1. – 31.3.2002	–	–	–	–	18.1	18.1
Foreign currency translation differences	–	–	–	– 0.2	–	– 0.2
Fair values of derivatives	–	–	–	0.5	–	0.5
Effect of changes in companies consolidated	–	–	–	2.5	–	2.5
Balance at 31.3.2002	**900.9**	**662.4**	**36.5**	**331.3**	**54.1**	**1,985.2**
Balance at 1.1. 2003	**900.6**	**532.0**	**36.5**	**334.3**	**0.0**	**1,803.4**
Group profit 1.1. – 31.3.2003	–	–	–	–	25.8	25.8
Foreign currency translation differences	–	–	–	– 1.9	–	– 1.9
Fair values of derivatives	–	–	–	–	–	0.0
Balance at 31.3.2003	**900.6**	**532.0**	**36.5**	**332.4**	**25.8**	**1,827.3**

Frankfurt am Main, May 12, 2003

Fraport AG
Frankfurt Airport Services Worldwide
The Executive Board

Dr. Bender Prof. Schölch Prof. Jakubeit Mai Dr. Schulte

Consolidated Income Statement Comparison Quarter over Quarter

in € millions	1st Quarter 2002	2nd Quarter 2002	3rd Quarter 2002	4th Quarter 2002	1st Quarter 2003
Revenues	**401.7**	**453.5**	**489.0**	**459.4**	**429.4**
Change in work-in-process	– 0.1	0.6	0.2	– 1.5	0.0
Other internal work capitalized	3.8	7.0	4.9	3.5	2.0
Other operating income	12.0	37.0	8.7	22.5	9.0
Total revenues	**417.4**	**498.1**	**502.8**	**483.9**	**440.4**
Cost of materials	– 55.1	– 73.3	– 63.6	– 83.3	– 65.1
Personnel expense	– 202.9	– 225.7	– 205.3	– 226.2	– 227.1
Depreciation and amortization of tangible and intangible non-current assets	– 52.1	– 52.7	– 53.9	– 55.4	– 53.1
Other operating expenses	– 57.3	– 61.0	– 49.0	– 84.3	– 46.5
Operating profit	**50.0**	**85.4**	**131.0**	**34.7**	**48.6**
Interest result	– 10.9	– 7.4	– 12.3	– 3.4	– 5.6
Results from investments held at equity	– 1.9	– 4.8	– 1.6	– 8.7	0.6
Income from investments	0.0	0.5	3.4	0.4	8.5
Write-downs of financial assets	– 0.8	0.2	– 0.4	– 2.8	0.0
Impairment write-down of Manila project			– 37.0	– 252.5	
of which:					
Write-downs of receivables (affecting EBITDA)				– 241.7	
Write-downs of investments held at equity (affecting EBITDA)			– 18.9		
Write-downs of financial assets			– 18.1	– 10.8	
Other financial results	2.7	1.0	0.1	0.0	0.3
Financial result	**– 10.9**	**– 10.5**	**– 47.8**	**– 267.0**	**3.8**
Result from ordinary operations	**39.1**	**74.9**	**83.2**	**– 232.3**	**52.4**
Taxes on income	– 19.6	– 37.9	– 51.5	29.6	– 25.2
Other taxes	– 1.3	– 1.1	– 1.0	– 1.6	– 1.4
Minority interests' share of results	– 0.1	– 0.4	– 1.0	0.2	0.0
Group profit	**18.1**	**35.5**	**29.7**	**– 204.1**	**25.8**

Financial Calendar

June 25, 2003
Annual General Meeting
August 14, 2003
Half-Year 2003 Interim Report, Press Conference, Analysts Conference
November 13, 2003
3rd Quarter 2003 Interim Report

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