Group Interim Report

as at March 31, 2012

Fraport

Highlights and Key Figures

In the first quarter of 2012, the Fraport Group benefited from overall traffic growth. At Frankfurt Airport growth was mainly attributable to the opening of the new Runway Northwest in October 2011. Across the Group's airports, passenger numbers increased 3.9 % to approximately 17.5 million in the reporting period. Group revenue improved 5.8 % to €537.9 million, while Group EBITDA grew disproportionately by 7.6 % to €138.3 million. Due to higher depreciation and amortization as well as a decrease in the financial result, the Group result declined from €24.2 million to €15.4 million (– 36.4 %). Correspondingly, basic earnings per share shrank from €0.27 to €0.17 year-on-year. Free cash flow was still negative at – €125.0 million (Q1 2011: – €160.1 million), reflecting ongoing investments at Frankfurt Airport.

Key figures

€ million	Q1 2012	Q1 2011	Change	Change in %
Revenue	537.9	508.6	29.3	5.8
EBITDA	138.3	128.5	9.8	7.6
EBITDA-Marge	25.7 %	25.3 %	0.4 PP [1]	–
EBIT	61.6	58.8	2.8	4.8
EBT	22.0	34.2	– 12.2	– 35.7
Group result	15.4	24.2	– 8.8	– 36.4
Earnings per share in € (basic)	0.17	0.27	– 0.10	– 37.0
Shareholders' equity	2,872.7	2,850.8 [2]	21.9	0.8
Total assets	9,344.7	9,224.4 [2]	120.3	1.3
Operating cash flow	67.4	68.2	– 0.8	– 1.2
Free cash flow	– 125.0	– 160.1	35.1	–
Capital expenditure	306.9	242.1	64.8	26.8
– Capital expenditure without financial assets	142.1	178.0	– 35.9	– 20.2
Average number of employees	20,366	19,907	459	2.3

[1] Percentage Points
[2] Figures as at December 31, 2011

FRA's Summer Schedule with Increased Seating Capacity

With the start of the summer schedule on March 25, airlines operating from Frankfurt Airport (FRA) increased their seating capacity by 3.2 % to a total of some 790,000 seats per week. Intercontinental traffic saw the largest growth in seating capacity (+4.8 % to some 285,000 seats). This means that 64.5 % of Germany's intercontinental air traffic is operated from Frankfurt, thus underscoring FRA's position as an international aviation hub and its role as the country's gateway to the world. Simultaneously, the number of scheduled passenger flights rose by 1.7 %. In the more volatile freight sector, the number of aircraft movements declined from 260 per week to around 235.

Strikes Cause Flight Cancellations at Frankfurt Airport

In the first three months of 2012, Frankfurt Airport was affected by a number of strikes resulting in 2,150 flight cancellations. In February 2012, approximately 1,700 flights were cancelled at FRA following a wage dispute between Fraport and the German union of air traffic controllers (GdF – Gewerkschaft der Flugsicherung). In March 2012, a public sector strike led to 450 flight cancellations.

"Together for the Region"-Noise Abatement Package Adopted

On February 29, 2012, a joint declaration titled "Together for the Region – Alliance for Noise Protection 2012" was signed by Fraport AG, the state of Hesse and representatives of the aviation industry. Within the framework of this declaration, additional measures of active and passive noise abatement will be implemented or investigated. The package also includes Fraport's voluntary Casa program. A regional fund of €335 million was set up to finance additional passive noise abatement measures. Over a period of three years, Fraport AG shall contribute a total of €15 to 20 million to this fund, with payments made in installments and granted according to the further development of the package. In addition, Fraport AG's voluntary Casa program will be enlarged to cover more properties in Flörsheim, where aircraft fly at a particularly low altitude. Expanding this option to the entire area covered by Casa will lead to a doubling of the program's volume regarding the number of eligible properties. To finance this so-called "Casa 2" program, some €70 million will be made available.

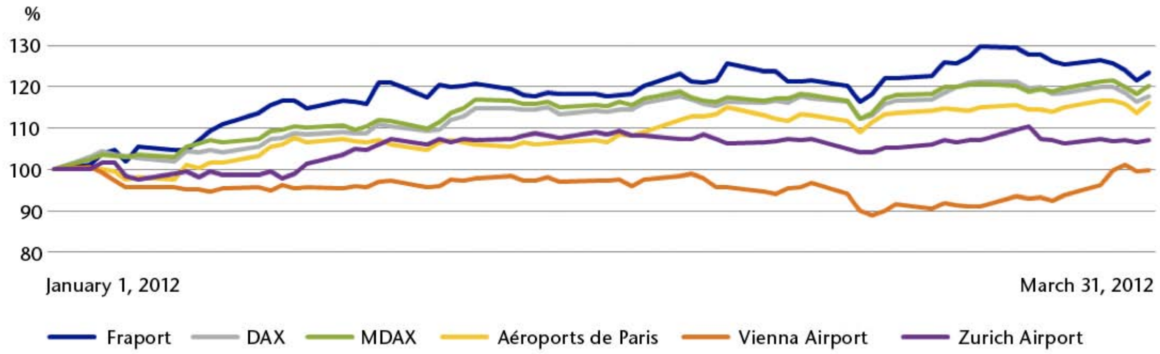
New Terminal Inaugurated in Xi'an

On March 24, 2012, the construction of the third passenger terminal at Xi'an Airport (XIY) was completed after a construction time of about three years. To meet the increasing passenger demand, the new terminal has been designed to handle approximately 21 million passengers a year. The airport as a whole has now a total capacity of up to 40 million passengers. Xi'an Airport has been part of Fraport's portfolio since August 2008. In the past few years, XIY increased its passenger volume from 11.9 million in 2008 to 21.2 million in 2011. The new terminal became operational on May 3, 2012. Contemporaneously, the airport's second runway went into operation.

The Fraport Share

With a closing price of €46.95 at the March 31, 2012 reporting date, the Fraport Share was up 23.6 % on the 2011 year-end price of €38.00, thus recovering from the decline in the fourth quarter of 2011. Reasons for the upward trend included among others the more positive perception of the general economic situation as well as the confirmation of Fraport Group's positive outlook for the current business year. The DAX and MDAX benchmark indices also increased noticeably in the first three months, rising by 17.8 % and 20.3 % respectively compared to year-end 2011. In the reporting period, the shares of Fraport's European competitors developed as follows: Aéroports de Paris 16.1 %, Vienna Airport – 0.2 % and Zurich Airport 7.2 %.

Development of the Fraport Share compared to the market and competitors
Index base 100



Source: Bloomberg

Shareholder Structure

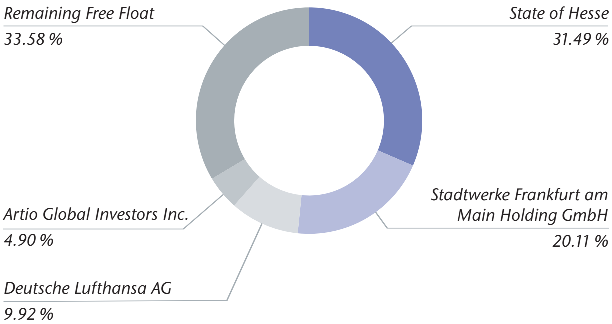
The following change in Fraport AG's shareholder structure occurred in the first quarter of 2012:

Voting right holder	*Date of change*	*Type of change*	*New proportion of voting rights*
Artio Global Investors Inc.[1]	*February 29, 2012*	*Fell below the 5 %-threshold*	*4.90 %*

[1] 4.90 % of the voting rights were attributable to Artio Global Investors Inc. pursuant to Section 22 (1) sentence 1 no. 6 WpHG.

As at March 31, 2012, the shareholder structure adjusted to the current total number of shares was as follows:

Shareholder structure as at March 31, 2012 [1]



[1] The relative ownership interests of the individual shareholders was adjusted to the current total number of shares as at March 31, 2012, and therefore may differ from the figures given at the time of reporting an excess/shortfall of the threshold or from the respective shareholders' own disclosure. Proportions below 3 % are classified under "Remaining Free Float".

Dividend for the Fiscal Year 2011

In view of the overall positive performance in fiscal year 2011, Fraport AG's Supervisory and Executive Boards recommend to the Annual General Meeting 2012 that the dividend be maintained at last year's level of €1.25 per share. Compared to the 2011 year-end price, this would correspond to a dividend yield for fiscal year 2011 of 3.3 % (2010: 2.7 %). The dividend payout ratio would then be equal to 63.3 % of the Fraport AG's profit for the year of €182.3 million (2010: 48.5 %) and equate to 48.0 % of the Group profit attributable to Fraport AG's shareholders of €240.4 million (2010: 44.0 %).

Organization

Fraport's organizational structure in the first quarter of 2012 did not change compared to the structure described in the Annual Report 2011 (page 45 et seq.).

Business Development

Air Traffic Development

Airports Council International (ACI) reported a 5.9 % growth in global passenger traffic for January to February 2012. In the same period, air freight volume edged down by 1.7 %. Passenger figures at European airports rose by 3.2 %. As a result of the global economic slowdown and the debt crisis in particular, European air freight shrank noticeably by 4.8 %.

In the first two months of the year, the extra day gained in February due to leap year had a positive effect of around 2 percentage points on air traffic.

The **Fraport Group's majority-owned airports** handled approximately 17.5 million passengers in the first three months of 2012 – an increase of 3.9 %. Aircraft movements stagnated at approximately 166,000. Cargo volume (air freight and air mail) plummeted by 10.9 % to just under 547,000 metric tons. A total of approximately 37.6 million passengers (+8.2 %) passed through the **Fraport Group's airports** (majority and minority-owned airports as well as airports under management contracts).

Development at Frankfurt Airport

With passenger figures rising by 3.5 % to 12.2 million, **Frankfurt Airport** just missed the previous record first quarter set in the 2008 leap year, even though new record highs were reached in the months of January and March. Strikes at a number of airports in and outside Germany and, in particular, the walkouts staged by the Gdf and ver.di unions at Frankfurt Airport had a constraining effect on growth, especially on domestic and European routes. In addition to the strikes, the 1.5 % decline in **domestic traffic** was also attributable to Air Berlin's reduction in the number of air services to and from Hamburg. Even though also affected by the strikes, **European traffic** (+3.9 %) benefited from increased flight offerings during the winter season and was helped by Easter falling earlier this year (compared to last year), with pre-Easter traffic starting already at the end of March. **Intercontinental air traffic** markedly improved 4.5 %. Thanks to the overall stabilization of the political situation in Northern Africa holidaymakers began to return to this region, leading to an increase in passenger figures of around 40 % in March. Japan became a growth driver for the Far East traffic, due to the base-year effect resulting from the earthquake in March 2011 but also prompted by additional flight offerings. After a longer period of stagnation, North America recorded growth rates again. Latin America, too, benefited from additional flight offerings.

With 488,719 metric tons handled, **cargo tonnage** was down 11.7 % or approximately 65,000 metric tons compared to last year's record high, mainly due to the overall slowdown in global air freight and the night flight ban. **Aircraft movements** declined by 1.7 %. **Maximum take-off weights** (MTOWs) contracted by 1.8 %.

Development at the Fraport Group's Airports

With 2.1 million passengers, **Antalya** Airport (AYT) registered a slight 2.5 % decline in passenger volume. This was primarily due to a decrease in the number of international passengers, dropping by 12.9 % to 1.1 million. While in the previous year AYT benefited from holidaymakers switching from destinations in Northern Africa and the Gulf region to Turkey, this effect subsided in the reporting period. With around 1.0 million passengers, domestic traffic continued to record a positive trend, clearly exceeding the level reached in the previous year (+13.6 %).

At **Lima** Airport (LIM) passenger figures increased 11.2 % to a total of 3.1 million passengers in the first quarter. Both domestic and international traffic continued to grow (by 13.4 % and 9.0 % respectively). Cargo throughput contracted slightly by 2.0 % year-on-year to roughly 58,000 metric tons.

At **Burgas** Airport (BOJ) passenger traffic surged by 96.5 % to almost 58,000 passengers in the reporting period. This rise can mainly be attributed to the diversion from Varna Airport (VAR), which was closed until the end of February 2012 due to runway refurbishment. As a result of the airport's temporary closure, passenger traffic at **VAR** plummeted by 77.0 % to around 15,000 passengers.

Delhi Airport (DEL) continued to develop positively in the first three months of the year, with passenger numbers rising by 10.7 % to 9.1 million passengers. Domestic low cost traffic, in particular, as well as an increasing number of foreign tourists were the main drivers behind the good performance. Cargo volume, by contrast, shrank by 9.0 % to some 142,000 metric tons, reflecting the negative global trend.

Passenger figures at **Xi'an** Airport (XIY) improved by 9.3 % to almost 5 million passengers in the first three months. Reasons for this positive performance included the sustained growth of China's gross domestic product and specific measures to enhance the airport's hub function.

Passenger traffic at **St. Petersburg** Airport (LED) soared 18.8 % in the first quarter 2012 to 1.9 million passengers. International traffic, in particular, recorded a marked increase of about 27 %.

Handling some 1.0 million passengers in the reporting period, **Hanover** Airport (HAJ) recorded a 1.1 % increase in passenger volume. The positive traffic performance mainly resulted from additional air services offered by Lufthansa, Germanwings and Turkish Airlines.

Traffic Figures for the Fraport Group

Fully and/or proportionately consolidated airports

Q1 2012	*Share of the airport in %*	*Passengers[1] 2012*	*% change over 2011*	*Cargo (air freight and air mail in m. t.) 2012*	*% change over 2011*	*Movements 2012*	*% change over 2011*
Frankfurt	*100.00*	*12,178,610*	*3.5*	*488,719*	*– 11.7*	*112,448*	*– 1.7*
Antalya	*51.00/50.00[2]*	*2,119,910*	*– 2.5*	*n. a.*	*n. a.*	*16,819*	*– 2.0*
Lima	*70.01*	*3,148,423*	*11.2*	*57,597*	*– 2.0*	*34,929*	*9.0*
Burgas	*60.00*	*57,731*	*96.5*	*191*	*– 87.0*	*1,195*	*31.9*
Varna	*60.00*	*14,929*	*– 77.0*	*2*	*– 79.7*	*304*	*– 73.7*
Group		***17,519,603***	***3.9***	***546,509***	***– 10.9***	***165,695***	***0.0***

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

[2] Proportionate consolidation with 51 % voting interest and 50 % equity share.

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

Q1 2012	*Share of the airport in %*	*Passengers[1] 2012*	*% change over 2011*	*Cargo (air freight and air mail in m. t.) 2012*	*% change over 2011*	*Movements 2012*	*% change over 2011*
Delhi	*10.00*	*9,095,013*	*10.7*	*141,532*	*– 9.0*	*78,470*	*8.8*
Xi'an	*24.50*	*4,959,517*	*9.3*	*36,746*	*– 1.6*	*44,034*	*6.5*
Cairo	*0.00*	*3,134,279*	*22.4*	*76,384*	*10.3*	*32,817*	*11.3*
St. Petersburg	*35.50*	*1,925,241*	*18.8*	*n. a.*	*n. a.*	*25,572*	*10.7*
Hanover	*30.00*	*1,000,949*	*1.1*	*4,605*	*6.7*	*16,928*	*– 1.3*
Total		***20,114,999***	***12.2***	***259,267***	***– 2.7***	***197,821***	***8.0***

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

[2] Figures for the airports in Riyadh, Jeddah and Dakar (management contracts) were not available until the editorial deadline.

Results of Operations

Fraport Group

In the first three months of 2012, the Fraport Group achieved €537.9 million in **revenue**. This represents a year-on-year increase of €29.3 million or 5.8 %. Benefiting from traffic growth at Frankfurt Airport, the Aviation as well as the Retail & Real Estate segments contributed a total of €31.1 million to the increase in Group revenue. The Ground Handling segment, by contrast, did not achieve revenue growth for the first quarter (– €3.5 million). Besides benefiting from traffic growth, revenue of the Aviation segment was helped by an increase in airport charges. In the Retail & Real Estate segment, a property sale at the Mönchhof site generated additional revenue. In the Ground Handling segment, the decline in revenue was mainly a result of the slump in the cargo business and lower maximum take-off weights. The External Activities & Services segment, which mainly comprises Group companies outside Frankfurt, saw a moderate increase in revenue of €1.7 million resulting from traffic growth in Lima. Adjusted for the application of IFRIC 12, the segment's revenue was slightly down by €0.3 million compared to the first quarter of the previous year. Reasons included the sale of the Fraport Ground Services Austria Group company in December 2011 as well as the declining traffic volume at the Group's airports in Antalya and Varna. **Other income** decreased by €3.0 million to €14.3 million (– 17.3 %), mainly due to a lower release of provisions compared to the previous year. With €552.2 million, **total revenue** was up 5.0 % on the previous year (+€26.3 million).

Personnel expenses slightly increased by €1.5 million to €233.7 million in the reporting period (+0.6 %), mainly reflecting the higher demand for manpower resulting from traffic growth. **Non-staff costs** (cost of material and other operating expenses) went up €15.0 million to €180.2 million (+9.1 %), due to increased expenses in the Retail & Real Estate segment as well as expenses from long-term construction activities in the external business (IFRIC 12). Correspondingly, **total operating expenses** increased from €397.4 million to €413.9 million (+4.2 %).

Because of the disproportionately low increase in costs in relation to revenue, **Group EBITDA** climbed €9.8 million or 7.6 % to €138.3 million. The **EBITDA margin** slightly improved by 0.4 percentage points to 25.7 %. If adjusted for the revenue and expenses from long-term construction activities in accordance with the application of IFRIC 12, the EBITDA margin improved to 25.9 % (Q1 2011: 25.4 %). **Depreciation and amortization** rose by 10.0 % to €76.7 million in the reporting period, principally due to the first-time inclusion of the new Runway Northwest. **Group EBIT** grew 4.8 % to €61.6 million.

The **financial result** further deteriorated from – €24.6 million to – €39.6 million (– €15.0 million) in the reporting period due to lower interest income as well as higher interest expenses resulting from less capitalized interest expenses related to construction work (Q1 2012: €7.6 million against Q1 2011: €17.3 million). The improved result from associated companies had a positive effect on the financial result.

Reflecting the increase in depreciation and amortization as well as the markedly deteriorated financial result, **Group result** declined from €24.2 million to €15.4 million (– 36.4 %). **Basic earnings per share** shrank correspondingly by €0.10 to €0.17. The **tax rate** was at 30.0 % (2011: 29.4 %).

Fraport Segments

Aviation

€ million	Q1 2012	Q1 2011	Change	Change in %
Revenue	179.9	165.7	14.2	8.6
Personnel expenses	67.6	68.0	– 0.4	– 0.6
EBITDA	26.7	21.7	5.0	23.0
EBITDA margin	14.8 %	13.1 %	1.7 PP	–
EBIT	1.5	2.8	– 1.3	– 46.4
Average number of employees	6,187	6,016	171	2.8

Revenue in the Aviation segment rose by €14.2 million to €179.9 million (+8.6 %), reflecting traffic growth and the resulting higher proceeds from airport charges. The increase in airport charges as of January 1, 2012, as well as base-year effects resulting from the adjustments of airport charges in the previous year contributed substantially to revenue growth. As operating expenses increased disproportionately low compared to revenue, segment EBITDA improved by 23.0 % to €26.7 million (+€5.0 million). Depreciation and amortization rose by €6.3 million mainly due to the first-time inclusion of Runway Northwest. This led to a slump in segment EBIT of €1.3 million to €1.5 million (– 46.4 %).

Retail & Real Estate

€ million	Q1 2012	Q1 2011	Change	Change in %
Revenue	119.4	102.5	16.9	16.5
Personnel expenses	11.7	11.1	0.6	5.4
EBITDA	81.6	73.8	7.8	10.6
EBITDA margin	68.3 %	72.0 %	– 3.7 PP	–
EBIT	64.7	57.1	7.6	13.3
Average number of employees	622	592	30	5.1

Revenue in the Retail & Real Estate segment grew in the first three months 2012 from €102.5 million to €119.4 million (+16.5 %) due, among other things, to a property sale at the Mönchhof site in the amount of €15.5 million. Furthermore, the Retail business benefited from increased passenger volume, with the key performance indicator "net retail revenue per passenger" improving from €3.32 to €3.40 (+2.4 %). Non-staff costs went up, mainly due to the property sale. Segment EBITDA rose from €73.8 million to €81.6 million (+10.6 %). As a result of increased expenses, the EBTDA margin contracted 3.7 percentage points to 68.3 %. With depreciation and amortization remaining almost unchanged, segment EBIT jumped 13.3 % to €64.7 million.

Ground Handling

€ million	Q1 2012	Q1 2011	Change	Change in %
Revenue	155.3	158.8	– 3.5	– 2.2
Personnel expenses	101.4	102.1	– 0.7	– 0.7
EBITDA	1.2	5.1	– 3.9	– 76.5
EBITDA margin	0.8 %	3.2 %	– 2.4 PP	–
EBIT	– 7.3	– 3.2	– 4.1	–
Average number of employees	8,923	8,806	117	1.3

Despite traffic growth at Frankfurt Airport, revenue in the Ground Handling segment declined by €3.5 million to €155.3 million (– 2.2 %) in the first quarter of 2012. The decrease in cargo volume and lower maximum take-off weights were the main reasons behind the decline in the segment's revenue. Segment EBITDA plummeted by €3.9 million to €1.2 million (– 76.5 %) due to the decline in revenue and lower proceeds from the release of provisions than in the previous year. Segment EBIT deteriorated correspondingly from – €3.2 million to – €7.3 million.

External Activities & Services

€ million	Q1 2012	Q1 2011	Change	Change in %
Revenue	83.3	81.6	1.7	2.1
Personnel expenses	53.0	51.0	2.0	3.9
EBITDA	28.8	27.9	0.9	3.2
EBITDA margin	34.6 %	34.2 %	0.4 PP	–
EBIT	2.7	2.1	0.6	28.6
Average number of employees	4,634	4,493	141	3.1

In the first three months of 2012, revenue in the External Activities & Services segment increased by €1.7 million to €83.3 million (+2.1 %). Traffic growth at Lima Airport, in particular, as well as higher capital expenditure at the Twin Star and Lima Group companies led in line with the application of IFRIC 12 to increased revenue. Adjusted for the application of IFRIC 12, segment revenue slightly declined from €79.2 million to €78.9 million (– 0.4 %). The sale of the Fraport Ground Services Austria Group company in December last year as well as the declining traffic volume at the Group airports in Antalya and Varna had a negative effect on segment revenue. Despite a slight increase in personnel expenses in the "Corporate Infrastructure Management" service unit and a rise in traffic-related concession fees, segment EBITDA improved by €0.9 million to €28.8 million (+3.2 %), mainly due to the positive contribution of the Lima Group company. As depreciation and amortization remained almost level, segment EBIT edged up from €2.1 million to €2.7 million (+€0.6 million).

Development of the Fraport Group's Airports

The following table shows the **pre-consolidation** business figures for the Fraport Group's key companies outside Frankfurt:

€ million	Fraport share	Revenue [3] Q1 2012	Revenue [3] Q1 2011	Revenue [3] Δ %	EBITDA Q1 2012	EBITDA Q1 2011	EBITDA Δ %	EBIT Q1 2012	EBIT Q1 2011	EBIT Δ %
Antalya [1]	51 %/50 %	20.5	21.3	– 3.8	12.9	12.8	0.8	– 11.3	– 10.9	–
Lima [2]	70.01 %	43.0	36.0	19.4	15.9	13.0	22.3	12.9	10.4	24.0
Twin Star	60 %	3.9	3.0	30.0	– 1.9	– 1.2	–	– 3.5	– 2.8	–

[1] Proportionate consolidation with 51 % voting interest and 50 % equity share. Values correspond to 100 % figures before proportionate consolidation.

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

[3] Revenue adjusted by IFRIC 12: Antalya Q1 2012: €20.5 million, Q1 2011: €21.3 million; Lima Q1 2012: €41.2 million, Q1 2011: €34.6 million; Twin Star Q1 2012: €1.3 million, Q1 2011: €2.0 million.

Asset and Financial Situation

Capital Expenditure

The **Fraport Group** capitalized total capital expenditure of €306.9 million in the first three months of 2012 (2011: €242.1 million). This included additions to property, plant and equipment of €125.2 million, financial assets of €164.8 million, investment property of €2.4 million as well as investments in intangible assets and airport operating projects of €14.5 million. Capitalized interest expenses related to construction work amounted to €7.6 million in the reporting period (2011: €17.3 million).

With €120.3 million, the Fraport AG accounted for the lion's share of capital expenditures in property, plant and equipment, with a focus on ongoing investments for the completion of Pier A-Plus. The investment sum also included other measures for FRA's capacity expansion and further modernization. In addition, capital expenditure focused on securities and the Group's minority-owned airport in St. Petersburg.

Statement of Cash Flows

In the first quarter of 2012, **cash flow from operating activities** slightly decreased by €0.8 million to €67.4 million (– 1.2 %) compared to the previous year. Main reasons included a rise in interest expenses and a decline in interest income, which offset the positive development of the operating activities.

Cash flow used in investing activities without investments in cash deposits and securities amounted to €216.2 million. This represents a year-on-year decline of €39.7 million (2011: cash outflow of €255.9 million), reflecting fewer investments in property, plant and equipment (mainly due to the completion of Runway Northwest in fiscal year 2011) as well as fewer investments in associated companies. Higher financial investments in securities and promissory note loans as well as lower refluxes from cash and cash equivalents with a duration of more than three months resulted in **cash flow used in investing activities** of €249.1 million. This represents a surge of €166.6 million compared to the first quarter of the previous year (2011: cash outflow of €82.5 million).

Free cash flow was at – €125.0 million (2011: – €160.1 million) due to ongoing expansion and modernization investments.

Cash flow from financing activities in the amount of €131.0 million mainly resulted from the uptake of short-term financial liabilities (2011: cash outflow of €19.8 million).

In connection with financing the Antalya concession, bank deposits of €74.5 million were subject to drawing restrictions as at March 31, 2012. The Group's total **cash and cash equivalents** rose by 14.4 % to €119.9 million as at March 31, 2012 (March 31, 2011: €104.8 million). The following table shows the reconciliation of cash and cash equivalents according to the financial position:

€ million	***March 31, 2012***	***December 31, 2011***	***March 31, 2011***
Cash and cash equivalents according to cash flow statement	*119.9*	*132.8*	*104.8*
Cash and cash equivalents with a duration of more than three months	*630.0*	*680.0*	*1,402.4*
Restricted cash	*74.5*	*114.3*	*69.7*
Cash and cash equivalents according to the financial position	***824.4***	***927.1***	***1,576.9***

Asset and Capital Structure

In the three months ended March 31, 2012, the Fraport Group's **total assets** increased by €120.3 million to €9,344.7 million (+1.3 %), mainly due to a rise in non-current assets and current liabilities.

Non-current assets increased from €5,643.8 million to €5,748.2 million (+1.8 %), mainly as a result of investments at Frankfurt Airport (item "property, plant and equipment"). Also a rise in "other financial assets" resulting from investments made as part of the Financial Asset Management had an increasing effect on non-current assets. The decline in "investment property" resulted from a reclassification to the "property, plant and equipment" item. **Current assets** registered a slight decline of 2.8 % to €1,418.5 million. The decline resulted from cash outflow for investment activities and the payment of the Antalya concession but was tempered by an increase in receivables, as at the balance sheet date.

Shareholder's equity increased by €21.9 million to €2,872.7 million (+0.8 %) compared to the December 31, 2011 balance sheet date. The **equity ratio** (equity less non-controlling interests and profit earmarked for distribution) rose slightly by 0.3 percentage points to 29.3 % (2011: 29.0 %).

Non-current liabilities fell from €5,512.6 million to €5,416.7 million (– 1.7 %), mainly due to a decrease in non-current financial liabilities, which were reclassified according to their maturity, as well as a decline in other liabilities. Higher current financial liabilities led to an increase in **current liabilities** from €861.0 million to €1,055.3 million (+22.6 %).

The Fraport Group's **gross debt** amounted to €4,412.2 million on March 31, 2012, up €158.3 million or 3.7 % compared to December 31, 2011. After deducting the **Group's liquidity** in the amount of €1,623.2 million, **net debt** reached €2,789.0 million, exceeding the level of December 31, 2011 by €152.4 million (+5.8 %). The **gearing ratio** reached 102.0 % (December 31, 2011: 97.4 %).

Employees

	Q1 2012	Q1 2011	Change	Change in %
Fraport Group	20,366	19,907	459	2.3
thereof Fraport AG	11,415	11,112	303	2.7
thereof in Group companies	8,951	8,795	156	1.8
thereof in Germany	18,766	18,090	676	3.7
thereof abroad	1,600	1,817	– 217	– 11.9

The Fraport Group's good economic performance led to a 2.3 % increase in the average number of employees to a total of 20,366 (+459). In Germany, in particular, Fraport AG and its FraSec subsidiary expanded their workforce by 303 and 214 employees respectively. Outside Germany, the number of employees was affected by the sale of the Fraport Ground Services Austria Group company in December 2011 (– 269 employees) as well as new hires, e. g. at Lima Airport (+51 employees).

Miscellaneous

Business Forecast

Leading international and German economic research institutes have forecasted rather moderate growth for the global economy and the German GDP for the first half of 2012. For the year as a whole, however, the forecasts have recently been revised slightly upward. The economy is now expected to pick up slightly over the course of the year. The Fraport Group should also benefit from the economic recovery. Runway Northwest has enabled the Fraport Group to raise the number of aircraft movements at Frankfurt Airport and to accommodate the demand from airlines for additional and better timed take-off or landing slots.

Stock Options Plans

As at March 31, 2012, the total number of stock options issued under Fraport AG's stock options plans (see Annual Report 2011, pages 141 et seq.) amounted to 2,016,150. A total of 1,143,100 stock options have been issued until and including the year 2009, when the fifth and final tranche under the Management Stock Options Plan 2005 was issued. 658,250 of these stock options have expired and 44,700 have been exercised, as at March 31, 2012.

Treasury Shares

Fraport AG held 77,365 treasury shares on March 31, 2012. There were no changes compared to the December 31, 2011 balance sheet date (Annual Report 2011, pages 126 et seq.).

Contingent Liabilities and Other Financial Commitments

Compared to December 31, 2011, order commitments declined by approximately €50 million. Existing credit commitments to the Northern Capital Gateway LCC to finance the development and modernization of Pulkovo Airport in St. Petersburg were granted in the amount of €29.5 million.

There were no other significant changes in contingent liabilities and other financial commitments as at March 31, 2012.

Opportunity and Risk Report

As in previous years, we reported in the Group management report as at December 31, 2011 that most of the capital expenditure already capitalized in connection with Frankfurt Airport's expansion could be significantly impaired, if the remaining legal risks concerning the airport expansion materialized. With its revision decision, issued on April 4, 2012, the German Federal Administrative High Court – as previously the Hesse Administrative High Court – essentially confirmed that the zoning decision for the expansion of Frankfurt Airport was in compliance with the law. However, the German Federal Administrative High Court also confirmed the doubts expressed by the Hesse Administrative High Court regarding the decision to allow 17 flights between 11 p.m. and 5 a.m. As a consequence, it can now be expected that the zoning authority will impose a complete ban on all scheduled flights during these night-time hours. The zoning authority will also have to implement the stipulations of the German Federal Administrative High Court concerning the number of flights immediately before and after the night flight curfew, i. e., from 10 p.m. to 11 p.m. and from 5 a.m. to 6 a.m. Furthermore, the zoning authority will have to find a renewed decision regarding noise protection measures for commercially used properties.

There were no other significant changes in the risks and opportunities presented in the Group management report as at December 31, 2011 (Annual Report 2011, pages 69 et seq.). Currently no risks are discernible that could jeopardize the Fraport Group's ongoing business.

Significant Events after the Balance Sheet Date

Regarding the ruling by the German Federal Administrative High Court on Frankfurt Airport's capacity expansion, issued on April 4, 2012, please refer to the Opportunity and Risk Report.

There were no other significant events after the March 31, 2012, balance sheet date.

Outlook 2012

The outlook for the year 2012 in the reporting period continues to be consistent with the forecasts set out in the Annual Report 2011 (pages 82 et seq.). Contrary to previous forecasts, however, the EBITDA in the Ground Handling segment could decline over the year, due to the higher-than-expected public sector wage agreement and the ongoing negative trend in the cargo sector.

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

Consolidated Financial Statements as at March 31, 2012

Consolidated Income Statement

€ million	Q1 2012	Q1 2011
Revenue	**537.9**	**508.6**
Change in work-in-process	– 0.1	– 0.2
Other internal work capitalized	9.6	7.1
Other operating income	4.8	10.4
Total revenue	**552.2**	**525.9**
Cost of materials	– 145.4	– 129.0
Personnel expenses	– 233.7	– 232.2
Other operating expenses	– 34.8	– 36.2
EBITDA	**138.3**	**128.5**
Depreciation and amortization	– 76.7	– 69.7
EBIT/Operating result	**61.6**	**58.8**
Interest income	10.1	12.9
Interest expenses	– 56.1	– 43.5
Result from associated companies	4.3	– 0.4
Other financial result	2.1	6.4
Financial result	**– 39.6**	**– 24.6**
EBT/Result from ordinary operations	**22.0**	**34.2**
Taxes on income	– 6.6	– 10.0
Group result	**15.4**	**24.2**
thereof profit attributable to non-controlling interests	– 0.2	– 0.4
thereof profit attributable to shareholders of Fraport AG	15.6	24.6
Earnings per €10 share in €		
basic	0.17	0.27
diluted	0.17	0.27

Consolidated Statement of Comprehensive Income

€ million	Q1 2012	Q1 2011
Group result	15.4	24.2
Fair value changes of derivatives		
Changes directly recognized in equity	– 7.8	28.3
thereof realized gains (+)/losses (–)	– 5.9	– 8.7
	– 1.9	**37.0**
(Deferred taxes related to those items	0.9	– 10.4)
Fair value changes of financial instruments held for sale		
Changes directly recognized in equity	12.6	– 3.4
thereof realized gains (+)/losses (–)	– 0.5	– 0.3
	13.1	**– 3.1**
(Deferred taxes related to those items	4.4	0.0)
Foreign currency translation of subsidiaries	– 1.8	– 4.4
Income and expenses from associated companies accounted for using the equity method directly recognized in equity	– 2.3	– 3.3
(Deferred taxes related to those items	0.0	0.0)
Deferred taxes on other result	5.3	– 10.4
Other result after deferred taxes	**12.4**	**15.8**
Comprehensive income	**27.8**	**40.0**
thereof attributable to non-controlling interests	– 0.6	– 0.8
thereof attributable to shareholders of Fraport AG	28.4	40.8

Consolidated Statement of Financial Position

Assets

€ million	March 31, 2012	December 31, 2011
Non-current assets		
Goodwill	38.6	38.6
Investments in airport operating projects	1,055.3	1,067.1
Other intangible assets	43.2	43.6
Property, plant and equipment	5,748.2	5,643.8
Investment property	31.2	74.6
Investments in associated companies	134.9	138.0
Other financial assets	767.0	648.6
Other receivables and financial assets	34.1	33.5
Income tax receivable	24.2	29.6
Deferred tax assets	49.5	48.2
	7,926.2	**7,765.6**
Current assets		
Inventories	73.7	81.4
Trade accounts receivable	192.3	163.9
Other receivables and financial assets	309.2	280.2
Income tax receivable	18.9	6.2
Cash and cash equivalents	824.4	927.1
	1,418.5	**1,458.8**
	9,344.7	**9,224.4**

Liabilities and Equity

€ million	March 31, 2012	December 31, 2011
Shareholder's equity		
Issued capital	918.8	918.8
Capital reserve	584.9	584.7
Revenue reserves	1,346.5	1,317.9
Equity attributable to shareholders of Fraport AG	2,850.2	2,821.4
Non-controlling interests	22.5	29.4
	2,872.7	**2,850.8**
Non-current liabilities		
Financial liabilities	3,975.2	4,034.0
Trade accounts payable	65.0	64.9
Other liabilities	964.6	1,001.0
Deferred tax liabilities	102.1	106.9
Provisions for pensions and similar obligations	23.1	22.9
Provisions for income taxes	66.4	68.1
Other provisions	220.3	214.8
	5,416.7	**5,512.6**
Current liabilities		
Financial liabilities	437.0	219.9
Trade accounts payable	207.3	228.9
Other liabilities	178.3	187.4
Provisions for income taxes	2.1	2.4
Other provisions	230.6	222.4
	1,055.3	**861.0**
	9,344.7	**9,224.4**

Consolidated Statement of Cash Flows

€ million	Q1 2012	Q1 2011
Profit attributable to shareholders of Fraport AG	**15.6**	**24.6**
Profit attributable to non-controlling interests	– 0.2	– 0.4
Adjustments for		
Taxes on income	6.6	10.0
Depreciation and amortization	76.7	69.7
Interest result	46.0	30.6
Gains/losses from disposal of non-current assets	– 0.1	0.2
Fair value changes in associated companies	– 4.3	0.4
Changes in inventories	7.7	1.0
Changes in receivables and financial assets	– 39.6	– 44.4
Changes in liabilities	– 15.9	0.8
Changes in provisions	12.5	– 0.5
Operating activities	**105.0**	**92.0**
Financial activities		
Interest paid	– 19.6	– 3.0
Interest received	4.6	11.0
Taxes on income paid	– 22.6	– 31.8
Cash flow from operating activities	**67.4**	**68.2**
Investment in airport operating projects	– 63.8	– 55.0
Capital expenditures for other intangible assets	– 1.0	– 1.2
Capital expenditures for property, plant and equipment	– 125.2	– 172.1
Investment property	– 2.4	0.0
Capital expenditures for associated companies	0.0	– 32.5
Dividends from associated companies	5.1	3.2
Loans to affiliated companies [1]	– 29.4	0.0
Proceeds from disposal of non-current assets	0.5	1.7
Cash flow used in investing activities without investments in cash deposits and securities	**– 216.2**	**– 255.9**
Financial investments in securities and promissory note loans	– 161.6	– 55.0
Proceeds from disposal of securities and promissory note loans	78.7	29.7
Decrease of time deposits with a duration of more than three months	50.0	198.7
Cash flow used in investing activities	**– 249.1**	**– 82.5**
Dividends paid to non-controlling interests	– 6.3	– 2.5
Capital increase	0.0	0.0
Cash inflow from the uptake of long-term financial liabilities	0.5	0.0
Repayment of long-term financial liabilities	– 7.1	– 6.1
Changes in short-term financial liablities	143.9	– 11.2
Cash flow from/used in financing activities	**131.0**	**– 19.8**
Change in restricted cash	39.8	42.7
Change in cash and cash equivalents	**– 10.9**	**8.6**
Cash and cash equivalents on January 1	132.8	99.1
Foreign currency translation effects on cash and cash equivalents	– 2.0	– 2.9
Cash and cash equivalents on March 31	**119.9**	**104.8**

[1] This refers to joint ventures, associated companies and investments.

Consolidated Statement of Changes in Equity

€ million	Issued Capital	Capital reserve	Revenue reserves	Foreign currency reserve	Financial instruments	Total revenue reserves	Equity attributable to shareholders of Fraport AG	Non-controlling interests	Equity (total)
Balance at January 1, 2012	**918.8**	**584.7**	**1.384.9**	**11.5**	**– 78.5**	**1,317.9**	**2,821.4**	**29.4**	**2,850.8**
Foreign currency translation effects	–	–	–	– 1.4	–	– 1.4	– 1.4	– 0.4	– 1.8
Income and expenses from associated companies directly recognized in equity	–	–	–	– 2.3	–	– 2.3	– 2.3	–	– 2.3
Fair value changes of financial assets held for sale	–	–	–	–	17.5	17.5	17.5	–	17.5
Fair value changes of derivatives	–	–	–	–	– 1.0	– 1.0	– 1.0	–	– 1.0
Net income (+)/Net costs (–) directly recognized in equity	0.0	0.0	0.0	– 3.7	16.5	12.8	12.8	– 0.4	12.4
Issue of shares for employee investment plan	–	–	–	–	–	–	0.0	–	0.0
Management-Stock-Options-Plan									
– Capital increase for exercise of options	–	–	–	–	–	–	0.0	–	0.0
– Value of performed services (fair value)	–	0.2	–	–	–	–	0.2	–	0.2
Distributions	–	–	–	–	–	–	0.0	– 6.3	– 6.3
Group result	–	–	15.6	–	–	15.6	15.6	– 0.2	15.4
Consolidation activities/other changes	–	–	0.2	–	–	0.2	0.2	–	0.2
Balance at March 31, 2012	**918.8**	**584.9**	**1,400.7**	**7.8**	**– 62.0**	**1,346.5**	**2,850.2**	**22.5**	**2,872.7**
Balance at January 1, 2011	**918.4**	**582.0**	**1.258.9**	**2.5**	**– 43.7**	**1,217.7**	**2,718.1**	**21.2**	**2,739.3**
Foreign currency translation effects	–	–	–	– 4.0	–	– 4.0	– 4.0	– 0.4	– 4.4
Income and expenses from associated companies directly recognized in equity	–	–	–	– 3.3	–	– 3.3	– 3.3	–	– 3.3
Fair value changes of financial assets held for sale	–	–	–	–	– 3.1	– 3.1	– 3.1	–	– 3.1
Fair value changes of derivatives	–	–	–	–	26.6	26.6	26.6	–	26.6
Net income (+)/Net costs (–) directly recognized in equity	0.0	0.0	0.0	– 7.3	23.5	16.2	16.2	– 0.4	15.8
Issue of shares for employee investment plan	–	–	–	–	–	–	0.0	–	0.0
Transfer of treasury shares	–	–	–	–	–	–	0.0	–	0.0
Management-Stock-Options-Plan									
– Capital increase for exercise of options	–	–	–	–	–	–	0.0	–	0.0
– Value of performed services (fair value)	–	0.3	–	–	–	–	0.3	–	0.3
Distributions	–	–	–	–	–	–	–	– 2.5	– 2.5
Group result	–	–	24.6	–	–	24.6	24.6	– 0.4	24.2
Consolidation activities/other changes	–	–	1.7	–	–	1.7	1.7	–	1.7
Balance at March 31, 2011	**918.4**	**582.3**	**1,285.2**	**– 4.8**	**– 20.2**	**1,260.2**	**2,760.9**	**17.9**	**2,778.8**

Segment Reporting

€ million		Aviation	Retail & Real Estate	Ground Handling	External Activities & Services	Adjustments	Group
Revenue	Q1 2012	179.9	119.4	155.3	83.3		537.9
	Q1 2011	165.7	102.5	158.8	81.6		508.6
Other income	Q1 2012	5.4	3.2	2.9	2.8		14.3
	Q1 2011	6.2	1.9	6.2	3.0		17.3
Third-party revenue	**Q1 2012**	**185.3**	**122.6**	**158.2**	**86.1**		**552.2**
	Q1 2011	**171.9**	**104.4**	**165.0**	**84.6**		**525.9**
Inter-segment revenue	Q1 2012	17.3	54.0	8.8	81.8	– 161.9	
	Q1 2011	16.8	49.9	7.0	76.4	– 150.1	
Total revenue	**Q1 2012**	**202.6**	**176.6**	**167.0**	**167.9**	**– 161.9**	**552.2**
	Q1 2011	**188.7**	**154.3**	**172.0**	**161.0**	**– 150.1**	**525.9**
EBITDA	**Q1 2012**	**26.7**	**81.6**	**1.2**	**28.8**		**138.3**
	Q1 2011	**21.7**	**73.8**	**5.1**	**27.9**		**128.5**
Depreciation and amortization	Q1 2012	25.2	16.9	8.5	26.1		76.7
of segment assets	Q1 2011	18.9	16.7	8.3	25.8		69.7
Segment result (EBIT)	**Q1 2012**	**1.5**	**64.7**	**– 7.3**	**2.7**		**61.6**
	Q1 2011	**2.8**	**57.1**	**– 3.2**	**2.1**		**58.8**
Book values of segment assets	**Q1 2012**	**4,073.7**	**2,565.2**	**727.8**	**1,885.4**	**92.6**	**9,344.7**
	FY 2011	**4,023.2**	**2,483.1**	**705.9**	**1,928.2**	**84.0**	**9,224.4**

Selected Notes

Accounting Policies

The Fraport Group's shortened interim financial statements for the period ending March 31, 2012, have been prepared in accordance with IAS 34 and – like the consolidated financial statements for the year ended December 31, 2011 – in compliance with the International Financial Reporting Standards (IFRS) issued by the International Accounting Standards Board (IASB) and the interpretation thereof by the International Financial Reporting Interpretations Committee (IFRIC) as applicable in the European Union (EU). As far as they are of importance for the Fraport Group, all official bulletins of the IASB as of January 1, 2012, have been taken into account. This interim report also meets the requirements of the German Accounting Standard No. 16 (DRS 16) on interim financial reporting.

Regarding the accounting policies used in Group accounting, we refer to the Group notes of the Annual Report (pages 101 et seq.) for the period ended December 31, 2011.

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

Companies Included in Consolidation

There were no changes regarding the companies included in consolidation compared to December 31, 2011. As at March 31, 2012, a total of 58 companies including associates have been consolidated in the Fraport Group.

Related Party Disclosures

There were no material changes as at the balance sheet date March 31, 2012. As disclosed under note 48 (pages 151 et seq.) of the Group notes in the Annual Report 2011, there are numerous other party relationships. Fraport will continue to apply and adhere to the arm's length principle for all transactions carried out with these related parties.

Procedure for Determining Income Tax

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

Responsibility Statement

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

Frankfurt am Main, May 9, 2012
Fraport AG
Frankfurt Airport Services Worldwide
The Executive Board

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

Financial Calendar

Friday, May 11, 2012	Annual General Meeting 2012
Wednesday, August 8, 2012	Report on the 1st half of 2012
Tuesday, November 6, 2012	Report on the 1st nine months of 2012
Tuesday, March 12, 2013	Preliminary figures 2012
Wednesday, March 27, 2013	Annual Report 2012
Wednesday, May 8, 2013	Report on the 1st quarter of 2013
Friday, May 31, 2013	Annual General Meeting 2013
Wednesday, August 7, 2013	Report on the 1st half of 2013
Wednesday, November 6, 2013	Report on the 1st nine months of 2013

Traffic Calendar

Friday, May 11, 2012	April 2012
Thursday, June 14, 2012	May 2012
Wednesday, July 11, 2012	June 2012/6M 2012
Friday, August 10, 2012	July 2012
Wednesday, September 12, 2012	August 2012
Thursday, October 11, 2012	September 2012/9M 2012
Monday, November 12, 2012	October 2012
Wednesday, December 12, 2012	November 2012
Tuesday, January 15, 2013	December 2012/FY 2012
Tuesday, February 12, 2013	January 2013
Tuesday, March 12, 2013	February 2013
Thursday, April 11, 2013	March 2013/3M 2013
Tuesday, May 14, 2013	April 2013
Wednesday, June 12, 2013	May 2013
Wednesday, July 10, 2013	June 2013/6M 2013
Monday, August 12, 2013	July 2013
Wednesday, September 11, 2013	August 2013
Friday, October 11, 2013	September 2013/9M 2013
Tuesday, November 12, 2013	October 2013
Wednesday, December 11, 2013	November 2013
Wednesday, January 15, 2014	December 2013/FY 2013

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Imprint
Published by: Fraport AG Frankfurt Airport Services Worldwide
60547 Frankfurt am Main, Germany
Telephone: 01805 3724636 or 01805 FRAINFO*, from outside Germany: +49 69 690-0*
Internet: www.fraport.com

Responsible for the contents: Finance and Investor Relations (FIR)
Layout, production: Corporate Communications (UKM-IK)
Publication date: May 9, 2012
(5/12/0,08/APC)

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