

2014 Compact

Fraport. Finance. Sustainability.



Contents

01	Foreword
04	Fraport at a Glance
06	Highlights 2014
08	Situation of the Group
15/I	Sustainability Program 2014
18	Traffic Development
22	Financial Development
28	Responsible Corporate Management
30	Employees
34	Customers
38	Noise Abatement
42	Environment
46	Community
50	Our International Airports
54	Imprint

Reporting Principles

Through the “2014 Compact – Fraport. Finance. Sustainability” report, we inform our stakeholders and the interested public of the economic development of the Fraport Group as well as its goals, activities, and advancements in the area of sustainability in a compressed form. We publish further information in accordance with the Global Reporting Initiative standard (GRI) in a separate report in version G 3.1, including the additional industry-specific indicators for airport operators, on our home page at www.fraport.de/sustainability. The GRI report meets the requirements for “Application Level A+” and therefore fulfills the application level of the guidelines.

The content of the report is chosen on the basis of regular exchange with our stakeholder groups and a comprehensive materiality analysis. In this respect, we have defined the major areas of activity for Fraport and have positioned them in a Materiality Matrix according to their significance for the stakeholders and the company. As part of the sustainability program, Fraport has set targets for all areas of activity and defined measures to achieve these goals.

Fraport observes and supports the ten principles of the UN Global Compact, develops and implements measures for their implementation and contributes to their recognition, including beyond the boundaries of its own company. Together with the GRI report, this publication also serves as a progress report with regard to the implementation of the ten principles of the UN Global Compact in corporate management.

Our reports appear annually in German and English and cover the reporting period from January 1 to December 31 of the respective year. The editorial deadline for this 2014 report was in April 2015. The previous report was published on April 16, 2014.

The information in “2014 Compact” comprises all of the Group’s activities, products, and services, as well as all companies that we have included in the scope of consolidation in accordance with the financial reporting regulations valid on the relevant balance sheet date, as well as those that have a considerable environmental impact in this respect. As the largest site in the Group by far, Frankfurt forms the focus of our reporting. More detailed information as to how we collect data can be found in the GRI report.

Where statements in this document relate to the future, 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. This may lead to the actual results deviating considerably from the forecasts and statements made in the report.



Foreword

Dear Readers,

Fraport AG helped millions of people to reach their destination last year; either via the Frankfurt hub or via one of our airports worldwide. Airports enable global mobility, promote the exchange of knowledge and culture, and are indispensable for a flourishing economy, both nationally and globally. Following the successful conclusion of the financial year, Chairman of the Executive Board, Dr Stefan Schulte, and Chairman of the Supervisory Board, Karlheinz Weimar, discussed the events of the year 2014.

>>>



Weimar: It's hard to believe that Terminal 2 is already more than 20 years old. After all, it had a forward-looking concept even back then and was suitable for the new generation of wide-bodied aircraft.

Schulte: Yes, our Terminal 2 was designed for these types of airplanes in 1994, and today can also accommodate the Airbus A380. The dimensions of aircraft have changed considerably over time, and our long-term plans have paid off once again: while we used to welcome around 96,000 passengers to Frankfurt on an average day, this figure had risen to more than 160,000 by last year. This means almost 70 % more passengers flying each day.

Weimar: At these numbers, any disruption in airport operations also leads to considerable inconvenience for our passengers.

Schulte: Unfortunately that is true and cannot always be prevented. For example, around half a million people were not able to make their flights or were delayed due to strikes in 2014. This was largely due to disagreements

between our main customers, but there were also strikes at Fraport in security areas and in ground services.

Weimar: Nonetheless, we were able to report a record number of passengers in Frankfurt last year.

Schulte: That's right. Almost 60 million passengers translates to growth of 2.6 % – despite the strikes. We also need to point out, however, that almost 60 million passengers in Frankfurt represent a major operational challenge, primarily in the peak summer time around school vacations. On certain days, more than 210,000 passengers used our airport.

Weimar: Accordingly, it was only reasonable that you further intensified efforts regarding our "Great to have you here!" program over the previous financial year, and strived for a five-star service standard. We on the Supervisory Board regarded with favor that passenger satisfaction was still very high for 80 % of passengers, even despite the strikes and the high utilization of passenger areas.

Schulte: A positive contribution has certainly also been made thanks to fewer and fewer passengers suffering under the strict night flight policy. Together with our partners, we have made great strides and been able to significantly improve and stabilize processes before the "11 p.m. threshold" – even if each individual grounded flight is irritating.

Weimar: That is true, but it is nevertheless an encouraging development. This is not the case for safety and security, however. This is an area where we haven't always had a perfect result.

Schulte: This is an issue that will unfortunately continue in 2015. The quality of security checks was found to be unsatisfactory in a test conducted by the EU Commission. The measures required to improve quality were taken immediately, but the waiting times at security checks are still not at an acceptable level. We need to continue to work on this together with the relevant parties and authorities involved. But we are working on another issue as well ...



Dr Stefan Schulte
Chairman of the Executive Board

Karlheinz Weimar
Chairman of the Supervisory Board

Weimar: ... Do you mean noise abatement? There have been considerable advancements over the past few years in this area.

Schulte: Yes, we have played a leading role worldwide here, including in our responsibility to our neighbors. Together with the German Air Navigation Services and Lufthansa, the innovative ground-based augmentation system GBAS was introduced, which will help to refine approach and takeoff routes. The initial test phases for the new noise break models will start in 2015. Aircraft movements will be bundled on certain takeoff and landing runways or departure and arrival routes in such a way that there will be breaks from the noise for people living in the vicinity of the routes not being used. Overall, we have strict demands when it comes to noise abatement, also because there are always new methods that need to be tested. But we are moving in the right direction.

However, we are not satisfied with gate availability and the proportion of bus boardings, especially for intercontinental flights. We need to take action here, or it's not only our pas-

senger satisfaction that will suffer. This can be solved through the construction of Terminal 3.

Weimar: We also discussed this topic intensely on the Supervisory Board and adopted a number of resolutions. The two independent opinions forecasting further growing passenger numbers for the next few years strengthens our resolve. It is very positive, but forces us to take action. The approvals are there, the plans are well advanced. As Fraport AG's largest shareholder, the State Government has also since published its review report of the expansion project. In a special meeting of the Supervisory Board in April, we discussed Terminal 3 again and decided on construction.

Schulte: The State Government's reports provide quality assurance, and of course we analyzed them extensively. They confirm our basic assumptions. With the renewed resolution by the Supervisory Board to construct Terminal 3, initial civil engineering will start in 2015. Fortunately, we have an excellent team of employees we can rely on to implement the project. It's a strength that also distinguishes our company in many other areas at home and abroad. This team will do everything to ensure that Terminal 3 becomes a calling card for the Rhine-Main Region and far beyond. It will raise customer service and the passenger experience to a new level. The numerous options for energy-efficient construction are an important added benefit, helping us to achieve our goals in environmental management. In energy management, we are certainly addressing our existing buildings and systems as well, for example, by using LED technology.

Weimar: Nevertheless, we have set ambitious internal targets in the approved business plan. It shows how much the company can do under its own steam.

Schulte: We have made good headway here in recent years. Earnings in 2014 met expectations. With EBITDA of some €790 million and EBIT of around €483 million, we once again significantly surpassed the previous year's figures – as announced. The Group result also reported an increase of €252 million. The important free cash flow also continues to develop in the right direction. The positive development will continue in 2015.

Weimar: In the Supervisory Board, we have recognized the positive development and have reflected it in the dividend proposal to the AGM. After four years without an increase, the shareholders can now look forward to a 10 cent increase to €1.35 per share held.

In any case, it's still all go here, and not only in Frankfurt. The Group continues to grow, after all: with the acquisition of AMU Holdings, Fraport has taken over the center management for retail business of four American airports and as a result has established a first foothold in the USA. In addition, we were able to take over the operator company of the airport of Slovenia's capital city, Ljubljana.

Schulte: Yes, we expanded our international portfolio considerably in 2014. The integration phase for the new additions to our Fraport Group is now underway, and the aim will then be to develop the investments successfully. Among these acquisitions are our plans in Greece. There, we are working on concluding the contract for the operation of 14 regional airports, which we are expecting for the end of 2015/start of 2016.

Weimar: These are interesting developments which are also described in detail in our annual report. I initially found it hard to forgo having a printed version.

Schulte: It's undoubtedly unusual, but a sensible step. The annual report keeps getting more and more extensive, while the demand for printed versions has been decreasing sharply. We have gone down a different path and now offer the complete report in electronic form only. At the same time, we have brought together the major topics of the sustainability and annual report in a condensed form. We will offer a printed version of the new format of "2014 Compact – Fraport. Finance. Sustainability" report. We will also publish further information in accordance with the Global Reporting Initiative standard (GRI) in a separate report on our website. Together, the reports also describe the progress achieved in terms of the 10 principles of the UN Global Compact, which we have expressly recognized since 2007. I am confident that these changes will be well-received by our stakeholders.

Fraport at a Glance

20,395

people were employed by
Fraport on average in 2014.

Fraport (hereinafter also referred to as: the Fraport Group or “our” Group) is among the leading global airport operators with its international portfolio of airport and airport-related investments. The Group encompasses all services of airside and terminal operation and associated services. The further development of airports into integrated mobility, event, and real estate locations additionally represents a broad revenue and earnings basis for the Group.

The Group’s key driver of revenue and earnings is Frankfurt Airport, one of the largest passenger and cargo airports in the world. In contrast to time-limited concession models, the Fraport Group parent company, Fraport AG Frankfurt Airport Services Worldwide (hereinafter: Fraport AG), wholly owns and operates Frankfurt Airport with no time limits. In addition to Frankfurt, Fraport was active at a further 14 airports on four continents at the end of 2014.

The Group companies included in accordance with IFRS and their 20,395 employees generated revenue amounting to €2,394.6 million and EBITDA of €790.1 million. Including further investments, Fraport generated a Group result of €251.8 million in 2014. While the Frankfurt site made up around two-thirds of the earnings, Fraport generated around one-third outside of Frankfurt.

Through successful acquisitions, Fraport expanded the Group with the new investments of AMU Holdings Inc. in the USA and the airport of Slovenia’s capital city of Ljubljana over the previous financial year. While the investments held by AMU Holdings Inc. operate and develop commercial terminal areas at the four US airports in Pittsburgh, Boston, Baltimore, and Cleveland via concession agreements, the investment at Ljubljana Airport comprises all services of airside and terminal operation at the site.



€790.1 million

EBITDA achieved by the company in 2014.

- Airport investments
- Retail concessions AMU Holdings Inc.



€251.8 million

Group result increased
by 6.8%.

Highlights 2014

APR

"E-PORT AN" wins GreenTec Award

The joint project of Fraport, Lufthansa, the State of Hesse, and the "E-PORT AN" Rhine-Main electromobility model region won the GreenTec Award in the air traffic category in April. The goal of the various projects bundled under "E-PORT AN" is to reduce ground emissions when handling aircraft on the ground at Frankfurt Airport by using electric vehicles and drive technologies. The GreenTec Award is Europe's largest environmental and business award.

MAY

Fraport shareholders decide upon €1.25 dividend per share

At the 13th AGM, the shareholders ratified the Executive Board and Supervisory Board with a large majority for financial year 2013 (99.94% and 99.88% respectively). In addition, they approved the dividend recommendation of €1.25 per share.

JUN

"Diverse business!"

Under the banner of "Diverse business!", the 2nd German diversity day took place nationwide on June 3. As part of an in-house fair, employees received information about the six aspects of "diversity": age, gender, culture, religion, disability/inclusion, and sexual orientation.

AUG

Fraport acquires AMU Holdings Inc.

In August, Fraport acquired 100% of the shares in AMU Holdings Inc., USA. The investments held by AMU Holdings Inc. operate and develop commercial terminal areas at the 4 US airports in Pittsburgh, Boston, Baltimore, and Cleveland via concession agreements. This acquisition is Fraport's first step on the North American airport market.

6,114,305 passengers

In August, more than 6 million passengers were transported in a single month for the first time in the history of Frankfurt Airport. In comparison to the previous month, this was an increase of 5.4%. Overall, the limit of 200,000 passengers per day was exceeded 13 times in August – this value had previously only been exceeded on 4 days in the history of the airport. The day with the highest number of passengers was August 17, 2014, which saw 210,599 air passengers.

Building permit for Terminal 3 granted

The building application for Terminal 3 in Frankfurt was approved on August 12. In the first phase of construction, a central terminal building with 2 piers and an annual capacity of 14 million passengers is planned. Fraport expects to bring the first construction phase into operation in 2022.

SEP

"GBAS" approach system implemented

On September 3, Frankfurt implemented its satellite-supported, ground-based augmentation system (GBAS) in conjunction with the German Air Navigation Services and Lufthansa. GBAS facilitates satellite-supported precision landings at an international air traffic hub in Europe for the first time. In the long term, the new landing system should also enable segmented approaches – with the goal of further noise abatement in the region.



May 20, 2014
13th AGM
in Frankfurt Jahrhunderthalle



June 3, 2014
2nd German Diversity Day



August 12, 2014
Building permit for Terminal 3 granted

OCT

Shares acquired in Ljubljana Airport

In October, Fraport acquired 75.5 % of the shares in the listed company Aerodrom Ljubljana, d.d. for a price of €177.1 million. The company operates the airport of Slovenia's capital city of Ljubljana. Through an associated takeover offer and a squeeze-out procedure, Fraport acquired 97.99 % of the company's shares by the balance sheet date.

Service Champion FRA

In the ranking of a total of 1,500 companies and institutes – evaluated on the basis of a million customer ratings – Frankfurt Airport again achieved a gold medal rating and was industry leader among major German airports for the second year in a row. Two-thirds of customers surveyed felt that they had received very good service during their stay at FRA.

Casa program ended

At the end of the application deadline on October 31, Fraport achieved a positive balance sheet from the voluntary real estate purchase program, Casa. As part of the program, Fraport purchased residential properties in the vicinity of the airport that were on the flight path of particularly low-altitude flyovers (i.e. less than 350 meters), or paid compensation to the owners. Fraport bought 250 residential units by the end of 2014. In addition, a total of 122 compensation payments were made in Raunheim, with this number previously being 144 in Flörsheim. Further applications are still being processed.

NOV

Contract for Greek regional airports

In November, Fraport and the Copelouzos Group were both named as the preferred investors for two concession agreements to operate 14 regional airports in Greece. The 40-year agreements comprise the mainland airports of Thessaloniki, Aktio, and Kavala, and the island airports of Chania on Crete, Kefalonia, Kerkyra on Corfu, Kos, Mykonos, Lesbos, Rhodes, Samos, Santorini, Skiathos, and Zakynthos. The purchase price for the concessions is made up of a one-time payment in the amount of €1,234 million as well as an annual minimum concession payment of €22.9 million plus an inflation-dependent adjustment. The consortium in which Fraport holds the majority interest is also obliged to invest in the airports. At the time of the editorial deadline, Fraport is assuming that the transaction will be concluded and that operation of the airports will begin at the end of 2015/start of 2016.

Situation of the Group

Division of management and control

Fraport AG is a public company limited by shares (Aktiengesellschaft) in accordance with German law – with the management and control being divided over 2 independent bodies (two-tier board). While Fraport's Executive Board is responsible for management and leads the Group, the Supervisory Board monitors this activity.

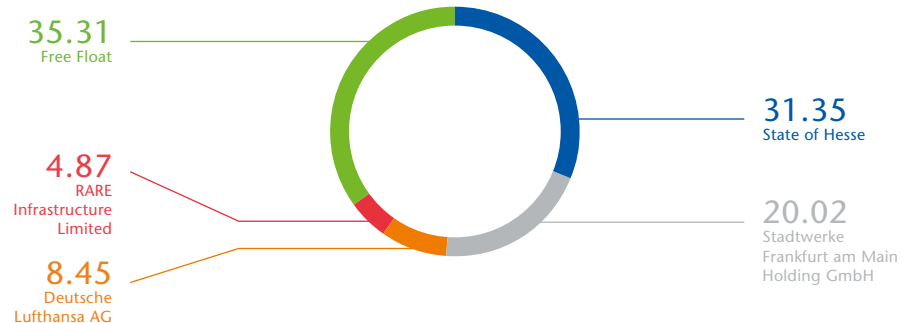
The Executive Board, which is appointed by the Supervisory Board, was composed of the 4 members Dr Stefan Schulte (Chairman), Anke Giesen (Operations), Michael Müller (Director of Labor Relations), and Dr Matthias Zieschang (Controlling and Finances) at the end of 2014. In accordance with German law, the Supervisory Board consists of 20 members and is elected equally by the shareholders and the employees of the company. In the event of a tie vote in Supervisory Board resolutions, the Chairman of the Supervisory Board, who must be from among the shareholder representatives, is entitled to a second vote.

As an additional decision-making and supervisory body, the shareholders of Fraport AG exercise their right to a voice and a vote at the AGM. The ordinary AGM of Fraport AG is held in the first 6 months of the financial year

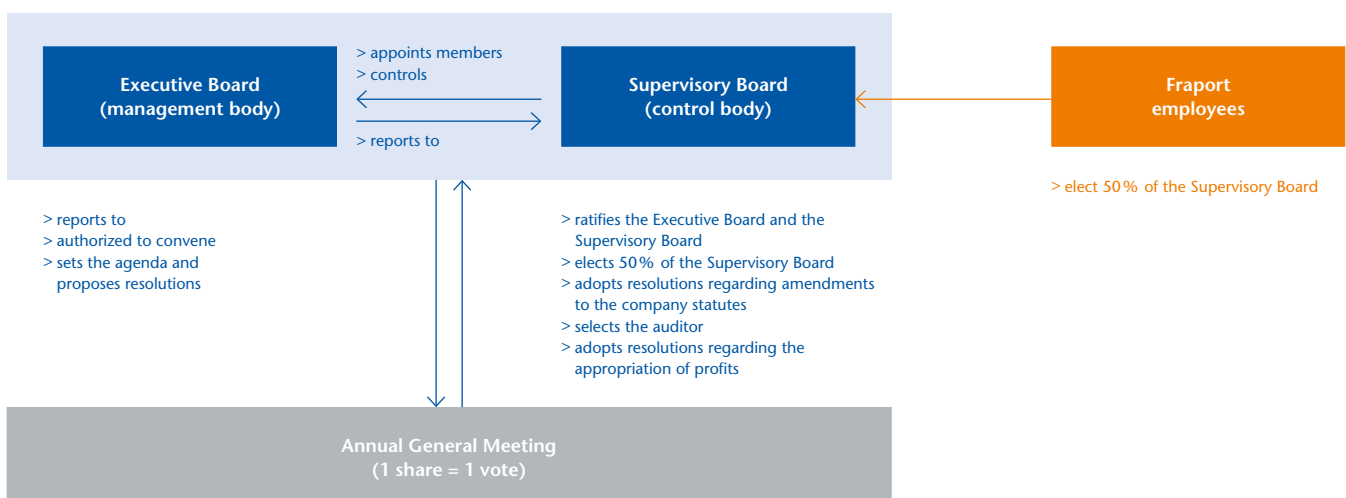
and makes decisions concerning the tasks assigned to it by law, such as the appropriation of profits, election and approval of the actions of the members of the Supervisory Board, and approval of the actions of the Executive Board. Each share entitles the owner to one vote. The shareholders can exercise their voting right themselves or via an authorized third party. There are no differing classes of shares.

Shareholder structure

in %



Overview of Group management and control



92,342,748

shares were in circulation on the reporting date December 31, 2014.

More than 82 million

voting rights were exercised at the AGM 2014 on the individual agenda items.

99.88 %

of votes cast at the AGM 2014 ratified by the Supervisory Board.

99.94 %

of votes in 2014 ratified by the Executive Board.

The Fraport Executive Board



(from left)

Dr. Matthias Zieschang
Executive Director Controlling and Finance
Born in 1961, appointed until March 31, 2017

Dr. Stefan Schulte
Chairman of the Executive Board
Born in 1960, appointed until August 31, 2019

Anke Giesen
Executive Director Operations
Born in 1963, appointed until December 31, 2017

Michael Müller
Executive Director Labor Relations
Born in 1957, appointed until September 30, 2017

The Fraport Supervisory Board

Representatives of the shareholders

Representatives of the employees

Karlheinz Weimar (Chairman)	Gerold Schaub (Vice-Chairman)
Uwe Becker	Claudia Amier
Kathrin Dahnke	Devrim Arslan
Peter Feldmann	Hakan Cicek
Peter Gerber	Dr Roland Krieg
Dr Margarete Haase	Mehmet Özdemir
Frank-Peter Kaufmann	Arno Prangenberg
Lothar Klemm	Hans-Jürgen Schmidt
Michael Odenwald	Werner Schmidt
Prof. Dr Katja Windt	Edgar Stejskal

1 Group = 4 segments

For transparent controlling, the Executive Board has divided the Group into 4 segments: "Aviation", "Retail & Real Estate", "Ground Handling", and "External Activities & Services".

The Aviation segment comprises the strategic business units "Airside and Terminal Management, Corporate Safety, and Security" as well as "Airport Security Management", and primarily operates at the Frankfurt site. The core business of the segment is the construction and operation of airport infrastructure in Frankfurt. The segment refinances the resulting costs of capital through regulated airport charges, which are primarily composed of passenger fees as well as takeoff and landing charges. The costs for aviation security services are charged to the Federal Police as a sovereign activity. In addition to the Frankfurt site, the segment generates further revenue at Stuttgart Airport through its subsidiary FraSec (Fraport Security Services).

The Retail & Real Estate segment consists of the strategic business unit "Retail and Properties". It primarily operates retailing activities, parking facility management, and the rental and marketing of real estate at the Frankfurt site. In the previous financial year, the Retail & Real Estate segment only generated income in and around the Frankfurt site.

The "Ground Services" strategic business unit as well as the associated Group companies form the core business of the Ground Handling segment. In 2014, the segment generated most of its income through the provision of ground services and central infrastructure at the Frankfurt site.

The External Activities & Services segment primarily includes the central "Global Investments and Management" area. This is responsible for all Group companies that are not integrated into business processes at the Frankfurt site and are also referred to as "external business" based on corporate history. Depending on the involvement of Fraport AG, external business is also shown under operating result figures (consolidated) or is included in the financial result of the Group or Fraport AG accordingly. In addition to external business, the segment comprises the service areas of "Facility Management", "Information and Telecommunications", as well as "Central Infrastructure Management", which operate exclusively at the Frankfurt site.

In addition to the segments, 12 central units render Group-wide services, among other things, such as "Corporate Compliance, Risk, and Values Management", "HR Top Executives", or "Finance and Investor Relations". The costs of the central units are distributed across the 4 segments as appropriate.

62.7%

of the Group result
is generated in Germany.

Segment structure

Fraport			
Aviation <ul style="list-style-type: none"> > Airside and Terminal Management, Corporate Safety, and Security > Airport Security Management Revenue: €884.2 million EBITDA: €236.9 million EBIT: €115.5 million	Retail & Real Estate <ul style="list-style-type: none"> > Retail and Properties Revenue: €455.7 million EBITDA: €356.5 million EBIT: €275.0 million	Ground Handling <ul style="list-style-type: none"> > Ground Services Revenue: €656.2 million EBITDA: €44.3 million EBIT: €7.5 million	External Activities & Services <ul style="list-style-type: none"> > Global Investments and Management > Information and Telecommunications > Facility Management > Corporate Infrastructure Management Revenue: €398.5 million EBITDA: €152.4 million EBIT: €84.8 million
Allocated earnings: > 90% at Frankfurt site			> 90% external business

Strategy oriented toward long-term market development

The Group strategy is oriented toward the long-term forecasted development of the global aviation market and its market trends. Despite short-term negative effects from political and economic crises, the financially uncertain situation of various airlines, and unilateral national and international burdens from legislation, aircraft manufacturers, and aviation associations expect long-term stable growth rates in the aviation market.

This forecast is derived from expected global economic growth as well as the growth of the middle class throughout the world. The continuing internationalization of work and education continues to support this. An increase in traffic is also to be assumed as a result of expected sustained migration and tourism. Air traffic is set to develop disproportionately well in emerging companies in Asia/Pacific, Latin America, Africa, and the Middle East.

As a result, Fraport has a broad international presence and, in addition to the mega hub in Frankfurt, operates a number of international airports in dynamic economic regions and airports that primarily serve tourist traffic.

Risk and opportunities management

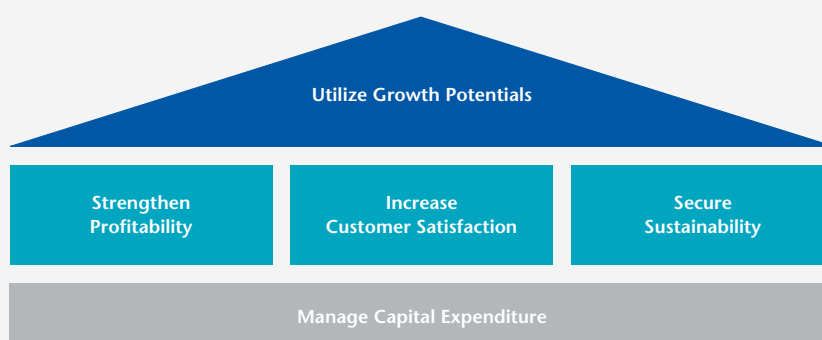
The Fraport Group has established a comprehensive, Group-wide risk and opportunities management system, which makes it possible for risks to be identified and analyzed at an early stage, and to control and limit those risks using appropriate measures. Opportunities management helps companies to recognize opportunities at an early stage. Risk and opportunities management is a continuous system with defined notification thresholds, and at the same time comprises risks that result from compliance violations.

Further information on risk and opportunities management can be found in the most recent annual report at www.fraport.de in the “Investor Relations” section. The risk and opportunities report also contains an overview of the company’s major risks and opportunities, assessments of the probability of occurrence, and possible financial consequences of the risks.

+4.1%

average expected worldwide
passenger growth p.a. until 2031
(Forecast of Airports Council International)

Agenda 2015



The long-term stable growth forecasts and varying short-term framework conditions present strategic challenges for Fraport. The Executive Board has summarized these challenges into the five areas of “Manage Capital Expenditure”, “Strengthen Profitability”, “Increase Customer Satisfaction”, “Secure Sustainability” and “Utilize Growth Potentials”.

Further information on the Fraport Group’s strategy can be found in the most recent annual report at www.fraport.de in the “Investor Relations” section.

Stakeholder dialog

Airports are of great interest to the public. They give rise to regular industrial and political debates; of course, this is also the case for Frankfurt Airport. As operator of one of the largest hubs in Europe, Fraport AG is caught between the crossfires of a number of very different demands.

For some of our stakeholders, global challenges such as climate change are at the forefront of discussion, while aircraft noise is the most important issue for many people in the vicinity of airports. Other groups of persons pose questions regarding the economic value creation of the airport and its competitiveness, as well as the retention and creation of more secure and attractive jobs. The things asked of us are extremely varied and sometimes incompatible or even contradictory.

We are able to implement many suggestions, but not all of them. We are nevertheless convinced that the exchange of information contributes to mutual understanding and the processing of solutions that find broad acceptance.

Through its stakeholder dialog activities derived from the company's most relevant areas of activity as defined in the Materiality Matrix (p. 14), Fraport is actively targeting all of the company's major stakeholder groups. These include passengers and airport visitors, business partners, potential investors and owners, the public, politicians, and authorities. Particular attention is paid to neighbors of our sites affected by aircraft noise and the more than 78,000 employees (as of 2012) at Frankfurt Airport, the largest workplace in Germany, including in particular Fraport employees for whom we are directly responsible. The Fraport Group also stays in intensive contact with its main customers, the airlines, in order to regularly exchange information on a variety of issues and coordinate operational measures.

We see dialog as an important instrument for us to obtain suggestions for the strategic direction of the company and indications for risk management. As a "learning organization", we also focus on advancements in science and technology.

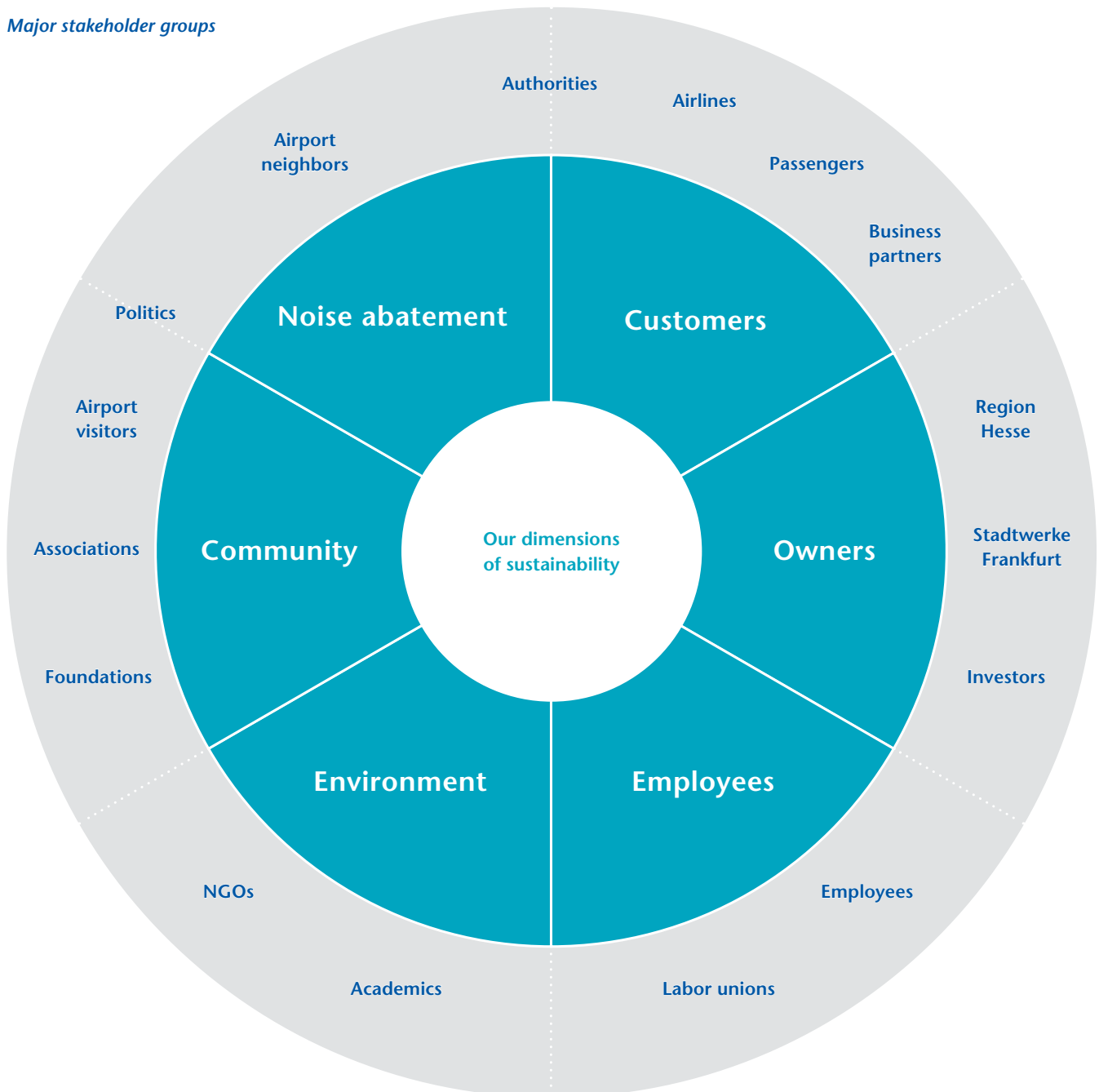
Lars Mosdorf

Head of Remuneration and Concessions

As Head of Remuneration and Concessions, Lars Mosdorf holds consultation meetings between Fraport and airlines.



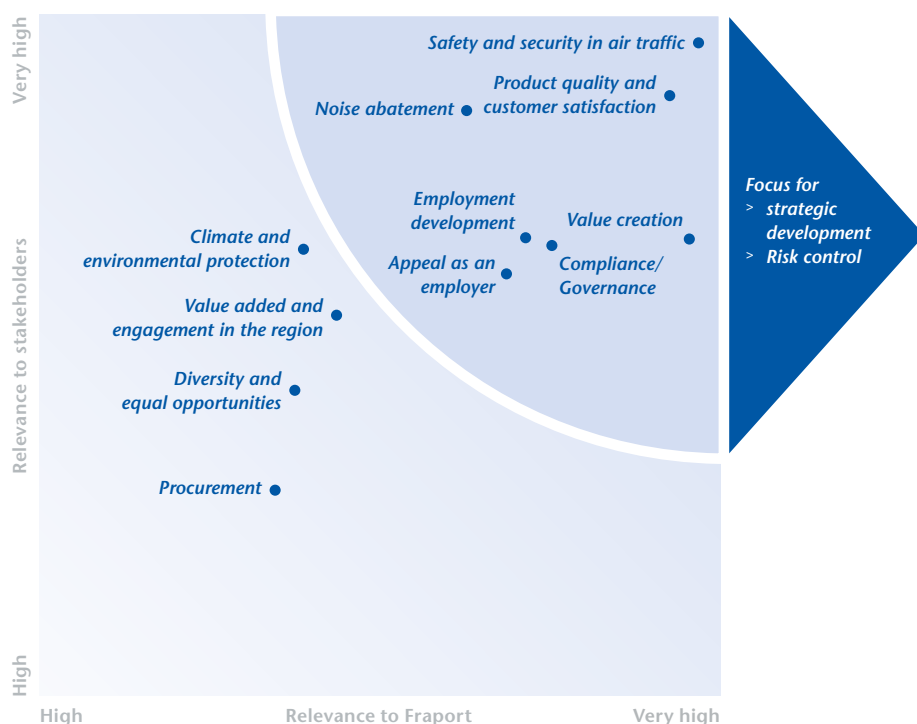
"Of course, airlines are one of our most important customer groups as an airport operator. In order to always be able to closely coordinate all relevant operational and strategic issues, we remain in constant exchange with them. For example, we consult with users on the topic of airport charges each year. In addition, further working group meetings are held. An external authority, in our case the Ministry of Economics of the State of Hesse, approves the airport charges in accordance with Section 19b of the German Air Traffic Act. This means that we can demonstrate institutionalized liaisons and a transparent exchange of information with this group of customers."

Major stakeholder groups*Examples of stakeholder communication in 2014***External:**

- > Annual Report 2013
- > Sustainability Report 2013
- > Environmental Statement 2014
- > Noise abatement reports
- > Website www.fraport.de
- > Passenger customer advisory council
- > "Air Cargo Community Frankfurt" association
- > "Aviation World" and "Retail World" customer magazines
- > Cooperation in the Airport and Region Forum
- > Information events for airport neighbors
- > Activities in associations
- > Discussions with authorities

Internal:

- > Employees meetings
- > Management conference
- > "Fraport live" employee magazine
- > Internal "Skynet" and "Galaxynet"
- > "Fraport Barometer" employee survey
- > Dialog with members of the Executive Board – "Ask the Executive Board"



Materiality Matrix

In addition to the internal risk and opportunities management system, the Materiality Matrix helps us to identify and take account of risks and opportunities for the benefit of Fraport, or to avoid impacts as appropriate. The systematic exchange of information with the most important internal and external stakeholders enables us to develop perspectives for the strategic alignment of the company. We report major opportunities and risks in the most recent annual report at www.fraport.de in the "Investor Relations" section.

We first developed a Materiality Matrix in 2010. The result was 17 areas of action, which we developed from all the most important issues for Fraport on the basis of the Guidelines of the Global Reporting Initiative (GRI) and in interactive dialog with the most important stakeholder groups of the company. The matrix reflects Fraport's broad understanding of sustainability which is not simply restricted to environmental factors but also encompasses economic and community or social aspects. In 2013, we updated the Materiality Matrix,

involving the Executive Board and the managers of the business units, service units, and central units, as well as representatives of our most important stakeholders. It was checked that this matrix was up to date in 2014 and its validity was confirmed.

Organization of sustainability management

The issue of sustainability has been covered in the central unit of "Business Development, Environment, and Sustainability" since October 1, 2012 and is the responsibility of the Chairman of the Executive Board. This unit summarizes sustainability issues of strategic importance and initiates their further development where appropriate. In addition, it is also in charge of environmental management as well as the creation of the Materiality Matrix and the sustainability program. Since 2014, the Executive Board has decided on decision-related sustainability topics, with the involvement of the managers of the business units, service units, and central units. In order to generate synergies in the drafting of reports and design processes in a more

efficient manner, the drafting of the sustainability report was consolidated with financial reporting on September 1, 2014 and has already been carried out in the "Finance and Investor Relations" segment for 2014. This also includes the maintenance of rankings and assessments.

Inclusion of international sites

At the international sites, the relevant environmental management and human resources departments have thus far covered important sustainability topics. Through the successive introduction of a Group-wide applicable Code of Conduct, corporate responsibility has been given greater attention, taking country and company-specific requirements into account.

Sustainability program

Fraport sets targets for strategically important issues and defines the measures necessary to meet them as part of the sustainability program. A corresponding program was developed for the first time in 2010. It is structured analogously to the areas of activity of the Materiality Matrix. The content is reviewed and carried on each year, including in 2014. Items on the program for the subsidiary companies are also gradually being included. The complete program can be found over the following pages.

Sustainability program 2014

The goal of the Fraport sustainability program 2014 is to show the further development of the Group's sustainability services.

Areas of activity

Customers

Safety and security in air traffic
Product quality and customer satisfaction

Employees

Employee development
Appeal as an employer
Diversity and equal opportunities

Noise abatement

Noise abatement

Environment

Climate and environmental protection

Community

Value added and engagement in the region

Owners

Compliance and governance
Value creation
Procurement

Safety and security in air traffic

Guaranteeing safety and security by preventing terrorist activity and protecting passengers in civil air transport, as well as operational safety over the entire airport site.

Safety and security in air traffic and in operational areas are always of the highest priority for Fraport, thus no targets are set at this point. In order to guarantee maximum standards of safety and security at all times, we continuously further develop our processes and adapt them to changing circumstances. Something that presents a challenge here is designing necessary security controls and measures in a way that burdens travelers and employees as little as possible. Goals and measures that aim to increase customer satisfaction are included in the relevant area of activity.

Product quality and customer satisfaction

Innovation and the continuous improvement of our services, reflected in our customers' high level of satisfaction. Ensuring Frankfurt site's hub function and maintaining the Group's competitiveness.

Objectives: Lasting stabilization of passenger satisfaction at 80% at the minimum, long-term retention of more passengers at FRA, improving the competitive position of the FRA hub

Duration: 2016

Measure	Status
Definition of 5 work packages:	Passenger satisfaction 2014: 80 %
1.) "Arrival and orientation": Improving the arrival experience and finding your way around	On 1.):
2.) "Culture, art, & atmosphere": Creating an identity and recognition factor through the implementation of various improvement projects for terminal infrastructure, e.g. art and culture projects	> Terminal 1: Implementation of signposts to kids' play areas; signposts to hand-baggage trolley depot planned for 2014 and 2015
3.) "Furnishing and comfort": Adaptation to international standards	> Terminal 2: Signposts for airline information above entrances planned for 2014 and 2015
4.) "Relax & sleep": Expanding our offer to include rest and relaxation options	> Introduction of 3 new information kiosks at central process points in terminals in 2014, construction of four new information kiosks planned for 2015
5.) "Work & explore": Expanding workspace and entertainment opportunities	On 2.):
Executing and further developing service training for employees with direct contact with passengers	> Enhancing wall surfaces, e.g. Terminal 1 departures level
	On 3.):
	> Introduction of free Wi-Fi access

Objective: Increasing airline customer satisfaction (measurement tool: Customer Service Index)

Duration: 2014

Measure	Status
Implementation of a package of measures for both airside and landside as well as corporate safety and security, based on the survey results from airline representatives	> The survey tool was revised in 2014, with the goal of greatly streamlining it and accordingly making it more focused.
	> In addition to quantitative content, qualitative content is also requested from airline representatives. Measures to be implemented will be derived from the survey.

Objective: Increasing the satisfaction of freight customers with infrastructure offers and efficient processes in CargoCity Frankfurt

Duration: 2015

Measure	Status
Regular communication and cooperation with customers, process participants, and authorities Implementation of process-supporting intelligent IT systems to reduce status and waiting times and prevent unnecessary traffic in CargoCity Frankfurt Creation of additional infrastructure and parking spaces	<ul style="list-style-type: none"> > "Air Cargo Community Frankfurt" association was founded and has assumed operations. The acquisition of additional partners is ongoing. Working groups for the optimization of site quality have been set up. > Regular communication commenced with relevant authorities, further intensification of cooperation has been planned. > IT communication to improve processes has been introduced and integrated into regular operations. Additional system add-ons for the Frankfurt site are in development. > 70 parking spaces opened at the end of 2014. Further parking spaces are planned.

Objective: Improvement in intermodal services for passengers to increase the proportion of originating passengers traveling to and from the airport via public transport

Duration: 2015

Measure	Status
Connecting the baggage conveyor system to the check-in counter in the AIRail terminal	> Planning concluded at Fraport
Expansion of ICE Rail & Fly and codeshare connections in cooperation with the Deutsche Bahn rail network and airlines	> Air China concluded a codeshare agreement with Deutsche Bahn for routes to Cologne, Dusseldorf, and Hanover in 2013. This has been marketed and used by Chinese passengers since January 2014.

Objective: Growth in the originating market by increasing the catchment area for users of public transport

Duration: 2015

Measure	Status
Promoting scheduled coach connections from German regions that are not optimally connected to Deutsche Bahn's long-distance train network to Frankfurt Airport	> Planning concluded for a central coach station at the parking lot near to Terminal 1 (P 36).

Objective: Improvement in intermodal offers for airport employees

Duration: 2015

Measure	Status
Verifying the improvement in rail and bus offers, in particular during marginal nighttime hours for shift workers	> Early ICE from Hamburg/Cologne (arrival at FRA 4:35 a.m.) by Deutsche Bahn will continue to run as planned; the rail network's expectations in terms of passenger demand have been met. RMV plans to introduce 24-hour operation for metropolitan trains going to the airport, in order to be able to offer even better options for commuters.

Objective: Increasing the competitive position of the intermodal intersection at Frankfurt Airport in long-distance passenger rail transport

Duration: 2015

Measure	Status
Initiatives with major cooperation partners to increase the extent to which the airport is included in federal transportation infrastructure plans	> The Fraport parent company cofinanced the "Transport and economic benefits of intermodality" study as part of the Air Transport for Germany initiative. The study was concluded in 2012.

Employee development

Securing jobs in the company as well as encouraging employees to maintain or improve their physical and mental performance through appropriate training and education measures, as well as in the areas of occupational safety and health management.

Objective: Continuous reduction in accident occurrences (total accidents) and days missed due to accidents

Duration: 2015

Measure	Status
Improvement in the organization of occupational safety	> Review and completion of company-wide risk assessments
Risk assessments	> Implementation of interface controls > Continuation into 2015
Reduction in work-related health hazards and musculoskeletal disorders	> Determining stresses using a strain log > Development of measures > Use of innovative load-reducing technologies in the area of ground services
Redesign of the training concept on the topic of occupational safety for managers and employees in administrative departments	> In addition to the existing extensive training opportunities, refresher courses for management (transfer of duties) were launched in 2013. > Development of an e-learning module for employees in administrative departments. Its introduction is planned for early 2015.

Objective: Medium-term stabilization and long-term increase in attendance rates

Duration: 2015/2020

Measure	Status
Development and implementation of organizational and health-promoting measures to prevent work-related physical problems	> Determining physical strain among ground services and air security control staff > The development and implementation of measures began in 2013 and continued in the form of group discussions with employees in 2014
Improvement in gradual reintegration, especially of employees with long-term illnesses	> Measures developed for the better reintegration of employees with chronic illnesses; training measures designed and executed; continuation in 2015
Execution of health workshops, health panels, and information events	> Strain and its causes were identified in many areas in 2014, and suggestions for improvement were developed and implemented. Continuation in 2015
Implementation of a corporate fitness concept	> Expansion of the fitness opportunities offered at the Frankfurt site by a mobile training component, the "fitness mobile", with specific exercise opportunities for the torso and back muscles for employees in airside areas. > 2013: Introduction of an allowance for fitness training at home, continued in 2014 and 2015 > 2014: Launch of the "FRAzubi-Fit" program, which comprises seminars and an apprentice sports day; in addition, there is the option to collect points by participating in sport and health events, which can be converted into a shopping voucher.
Introduction of company health insurance	> Reviewing the introduction of company health insurance for employees of Fraport AG and their relatives. Introduction planned from mid-2015.

Objective: Guarantee of at least 110 training places per year

Duration: 2018

Measure	Status
Differentiated training offers for graduates of all school types with one-year job guarantee following conclusion	<ul style="list-style-type: none"> > 2014: 107 places filled > 2015: At least 110 places offered

Objective: Integration of teenagers and young adults with learning difficulties, 75% of participants taken on for apprenticeships

Duration: 2015

Measure	Status
Continuation of the "Ready for Takeoff" vocational preparation program, expansion of Group vocational training to 8 subsidiary companies (from start of training period in 2015)	<ul style="list-style-type: none"> > Continued in November 2013 with a further twelve places > Expanded up to 17 places in spring 2014 > All graduates of the 2013/14 program were accepted for training > Ratification of the vocational preparation program by the Executive Board resolved in June 2014

Objective: Needs-based training with a continued employment rate of 70% in the second year following the conclusion of the training

Duration: 2018

Measure	Status
A training concept oriented toward future personnel requirements, annual Group-wide needs analysis	> Continued employment rate 2011–2014: 81.2%

Objective: The development of specialist and management employees in the Group with an internal filling of vacancies on levels 1–4 of 75%

Duration: Ongoing

Measure	Status
Further development of strategic succession planning	> Adopted in 2012, implemented annually
Development and establishment of the concept of "specialist careers"	> Successive implementation in the Fraport parent company planned for 2015

Appeal as an employer

Creation of good working conditions and opportunities for development in order to gain and retain committed and qualified employees.

Objective: Increasing employee satisfaction measured on the Group barometer from 3.06 to better than 3.0 (whereby 1 = very good and 5 = inadequate).

Duration: 2015

Measure	Status
	<ul style="list-style-type: none"> > Employee satisfaction in the Fraport Group in 2014: 2.89 > Employee satisfaction in the Fraport parent company in 2014: 3.14
Gradual development of performance-related salary components	<ul style="list-style-type: none"> > In 2014, €7.55 million was distributed to collective payscale employees (approximately 27% more than in the previous year). > Employees not covered by collective bargaining agreements received performance-related bonuses totaling €2.96 million in 2014 (2013: €2.90 million).
Child care and kindergarten places offered for the children of Fraport employees	<ul style="list-style-type: none"> > Needs-based planning in the assignment of child care and kindergarten places

Objective: Employee capital participation

Duration: 2015

Measure	Status
Increasing the proportion of employee shares	<ul style="list-style-type: none"> > Program in development
Supporting the initiative to find an employee shares association	<ul style="list-style-type: none"> > Support concept created

Diversity and equal opportunities

Guaranteeing the same employment and promotion opportunities without preference or discrimination with regard to personal characteristics such as gender, ethnicity, nationality, age, religion, ideology, disability, or sexual orientation.

Objective: Increasing the proportion of women in management positions to 25%–35% within the Fraport parent company

Duration: 2018

Measure	Status
Increasing the part-time working rate of men and women in management roles	> Proportion of management employees in reduced full-time employment in 2014: 5.7%
Further development of underlying indicators	The proportion of women in management positions was specified as a KPI. From 2014, additional underlying indicators will be recorded, such as: <ul style="list-style-type: none"> > Female proportion <ul style="list-style-type: none"> • of new hires • in potential assessment centers > Satisfaction of female employees (measured using the Fraport barometer)
Analysis of salary increases for women	> Regular review on the basis of Logib-D structural data. The basis for this is the results determined jointly with the Cologne Institute for Economic Research, on behalf of the Federal Ministry for Family Affairs, Senior Citizens, Women, and Youth in early 2014.
Development of specific training and courses for women	> Seminars and personal coaching appropriate for the target group aimed at women in management or with management potential

Objective: Development of specialist and management employees in the Group with an immigration background

Duration: 2020

Measure	Status
Development and implementation of a strategy for specialist and management employees in the Group	> In progress

Noise abatement

Improving the noise situation in neighboring residential areas and reducing the number of people impacted by noise.

Objective: Reducing the proportional number of people affected by aircraft noise in light of the planned capacity expansion to 701,000 aircraft movements (nighttime protection zone = 183,026 inhabitants, daytime protection zone 1 = 28,980 inhabitants)

Duration: Until capacity has been exhausted

Measure	Status
Further development of selected runway and route utilization for landings (dedicated runway operations, DROps) to create breaks from noise	<ul style="list-style-type: none"> > Original DROps concept successfully tried and tested > Measure limited by the introduction of a nighttime flight ban > New "DROps early morning" concept in regular operation since June 28, 2013: Change in usage remains, application limited to first hour of operation, however > With regard to operational direction 25, landing runway 25 is used for 99 % of takeoffs on DROps days, thus implementing the DROps concept.
Putting into regular operation of the raising of the approach angle to 3.2 with ILS (instrument landing system) on the new Runway Northwest	<ul style="list-style-type: none"> > Trial operation since October 18, 2012 > Monitoring program carried out by DLR; maximum levels of noise reduction at the monitoring measurement sites between 0.5 and 1.2 db(A) > Putting into regular operation recommended by Aircraft Noise Commission
Introduction of a system for a satellite-supported, ground-based augmentation system (GBAS)	<ul style="list-style-type: none"> > Cooperation agreement concluded with DFS to set up the systems, initial groundbreaking on October 17, 2013 for ground station, commissioning on September 3, 2014. In the meantime, GBAS allows the approach angle on all landing runways to be raised from the current 3.0 to 3.2 degrees, which has since then been possible on Runway Northwest. In the long term, the new landing system should also enable segmented approaches – with the goal of further noise abatement in the region.
Development of GBAS-based, noise-reducing approach procedures	<ul style="list-style-type: none"> > In development

Objective: Improving the noise situation of the affected population

Duration: 2020

Measure	Status
Offer to acquire residential properties as part of the Casa 2 program in transition zones I + II	<ul style="list-style-type: none"> > Owners of real estate situated within the Casa catchment area had the opportunity until October 31, 2014 to submit an application for a buyout or compensation payment. To date, 250 residential properties have been bought as part of the Casa program and 266 compensation payments have been made. The package of measures in the Casa program amounts to a total of more than €100 million. > The vacancy rate of residential properties is less than 10 % for leases typical for the area.
Provision of funds for passive noise abatement for private households and eligible public institutions as part of the Regional Fund	<ul style="list-style-type: none"> > Funding guidelines were determined by the Federal State of Hesse on December 31, 2012. Funds are available. The public is informed by means of press releases. There are 23 eligible institutions that could benefit from this.
Continuation of dialog with stakeholders from the region in the "Airport and Region Forum" in order to develop further measures	<ul style="list-style-type: none"> > Joint monitoring and attainment of a positive vote for the regular operation of the following measures: <ul style="list-style-type: none"> • Raising the landing angle from 3.0 to 3.2 degrees for the northwest runway (in dependent and independent operation) • Raising downwind flights by 1,000 feet • The relocation of turning areas in the Mainz and Offenbach region (= raising of minimum flyover altitudes in this area) • The raising of flight altitudes from 4,000 to 5,000 feet in dependent operation as part of an ILS extension (since 2013) > Continuation of the "steeper approach" research project and the development of flight procedures for GBAS
Supporting the Noise Impact Study initiated by the Environment and Neighborhood House	<ul style="list-style-type: none"> > Module 3 of the NORAH study ("Noise-Related Annoyance, Cognition, and Health") has been concluded, and the results were presented in November 2014. In module 3, the focus was on the investigation of the reading abilities of elementary schoolchildren in second grade with regard to aircraft noise pollution. The other modules are in the survey or evaluation phases.

Climate and environmental protection

Monitoring and reduction of the emission of climate-relevant gases (CO₂) as well as of air-pollutants caused by the operation of airports. Careful handling of natural resources as well as maintenance and promotion of biodiversity on the airport site.

Objectives: Reduction in CO₂ emissions per traffic unit (TU: one passenger or 100 kg of cargo) by 30 % from 3.7 in 2005 to 2.6 kg/TU in 2020 (Fraport parent company, scopes 1 and 2 GHG Protocol), reduction in CO₂ emissions by 2020 to 238,000 metric tons despite airport expansion (Fraport parent company, scopes 1 and 2 GHG Protocol, 2005 taken as a basis)

Duration: 2020

Measure	Status
Use of alternative drive technology > Pallet loaders 20 % > Baggage truck (serial hybrid) 20 % > Conveyor belts 100 % > Cars	Successive implementation planned by 2015. Previously used: > Eight electric pallet loaders (approximately nine percentage points out of a planned 20 %) > Six serial hybrid baggage trucks (approximately three percentage points out of a planned 20 %) > 91 electric conveyor-belt loaders (approximately 88 percentage points of planned 100 %) > Twelve electric cars > Nine plug-in hybrid vehicles > Two electric minibuses > An electric passenger stairway > Up to 15 Fraport-specific loading stations for cars; two of these stations are already in operation
Energy optimization of the existing buildings of the Fraport parent company	> Renovation of air-conditioning units in Terminal 1: Total potential approximately 5,500 metric tons* of CO ₂ , realized potential approximately 3,900 metric tons of CO ₂ , a further 1,600 metric tons of CO ₂ in progress. > Energy optimization in service and administration buildings, total savings potential approximately 4,000 metric tons of CO ₂ , approximately 740 metric tons of CO ₂ in progress, realized approximately 915 metric tons of CO ₂ .
Use of LED lamps	> Terminal 1, in the entrance to Arrivals: in the planning stages > Terminal 2, hall lighting in corridor to parking lot, 500 m longer passenger corridor: in the planning stages (estimated savings of 1,400 metric tons of CO ₂ per year) > Carried out in seven apron lighting locations > Concluded in parking lots
Implementation of energy measures in baggage handling facilities (expected savings of 2,000 metric tons of CO ₂ emissions)	> Reduction in drive power in early baggage stores, distributors, feeders > Reduction in friction by replacing belts > Modification of controls for improved shutdown of the GFA in off-peak periods > Detailed planning of the aforementioned measures; implementation begins in December 2014; conclusion of measures expected at the end of 2018
Energy-optimized planning of Terminal 3 (by 2022)	> In the planning stages > Building permit obtained

* Reduction in potential due to postponement of the completion dates for multiple facilities to later than 2020, as well as a revaluation of the expected savings potential for facilities that are not yet completed.

Objective: Reduction in CO₂ emissions (scope 2 GHG Protocol) in 2015 from 2,800 metric tons to 2,200 metric tons (based on 2013)

Duration: 2014

Measure	Status
Providing the cargo handling hall with LED lighting (Fraport Cargo Services)	> The conversion from hall lighting to LED lighting was concluded on September 30, 2014.

Objective: Keeping the emission factor 15% below the German national average (Energy Air)

Duration: 2014/2020

Measure	Status
Managing and optimizing the electricity purchase portfolio	> Based on the nationwide deterioration in the energy mix in Germany – as a result of the increased use of coal – the objective was not met.
Acquisition of renewable energy within the framework of financial opportunities optimized from 24.1% to 30%.	> The purchase of renewable energy continues to be pursued.

Air quality

Objectives: Determining and documenting air-pollutant emissions and emissions from the operation of the airport, medium-term evaluation of measures to reduce emissions

Duration: 2015

Measure	Status
Development of measures to calculate air-pollutant emissions caused by > Infrastructure > Aircraft ground services > Subsequent expansion to include landside traffic optional	> In the conceptual phase: Inventory and expansion of existing operating data regarding infrastructure, research into current emission factors, trialing methodological approaches. > Preliminary partial results are available for heating oil and natural gas firing; the consolidation of results for infrastructure took place before the end of 2014. Preliminary results to be concluded by mid-2015.

Objective: Reducing air-pollutant emissions and emissions from the operation of the airport

Duration: 2015

Measure	Status
Introduction of electric ground handling devices	> (See Environmental conservation, measure “Use of alternative motor technology”)

Conservation of nature and resources

Objective: Reduction in consumption of drinking water due to higher service water usage in Terminal 1 (to 38% of total quantity by 2016) and in the southern section of the airport* (50% by 2020)

Duration: 2016/2020

Measure	Status
Increase in service water usage in Terminal 1 and in the southern section of the airport*	<ul style="list-style-type: none"> > In Terminal 1: 70% of bathroom facilities (238) in Terminal 1 have since been provided with service water. > In the southern section: Service water usage for new air freight halls in CargoCity South planned to an appropriate extent (in the planning stages). Commissioning of the first air freight hall planned for 2015, further commissioning planned to follow in 2017.

* This refers to the area to the south of the takeoff and landing runway 07R/25L. This is where CargoCity South, the southern development area for the future Terminal 3, and maintenance facilities, such as for Lufthansa, are located.

Objective: Improving structural diversity of up to 250 hectares

Duration: 2015

Measure	Status
Introduction of twice-yearly mowing and/or strip mowing of the dry grassland in the southern parallel runway system and takeoff runway 18 west	> In the planning stages

Objective: Ensuring the sustainable management of forest areas on the land owned by the Fraport parent company

Duration: 2015

Measure	Status
Certification of Fraport forest areas	> In the planning stages

Objective: Reduction in consumption of de-icing agent (N*ICE Aircraft Services & Support GmbH)

Duration: 2015

Measure	Status
Increase in remote de-icing using a new remote de-icing pad	<ul style="list-style-type: none"> > Operational usability is being verified in a simulation. > It was not possible to test any vehicles due to the mild winter in 2013/2014, and a new test is therefore planned for winter 2014/2015.
Testing of the forced air de-icing process	

Objective: Reduction in paper consumption (N*ICE Aircraft Services & Support GmbH)

Duration: 2015

Measure	Status
Switch to paperless work orders and electronic invoicing	> The transition has taken place, with a steady rise in acceptance being detected on the part of the airlines.

Valued added and engagement in the region

Positive contribution to economic development in the region. Charitable commitment in the neighborhoods around the airport and dialog with our stakeholders.

Objective: Promoting projects to support social developments in the region, especially in the areas of sport, culture, and education with a focus on youth work, integration, and volunteering

Duration: Ongoing

Measure	Status
In 2014, 1,660 individual measures in the region were supported financially by Fraport AG.	

Objective: Promoting environmental projects in the Rhine-Main region, particularly those with a focus on biodiversity, environmental conservation, and education

Duration: 2016

Measure	Status
In 2014, 56 individual measures in the region were supported financially by Fraport AG's Environmental Fund.	

Objective: Improving the number of regional training places

Duration: 2020

Measure	Status
In 2014, 41 projects in the region were supported financially by Fraport AG's Pro Region foundation.	

Objective: Promoting scientific research into air traffic, logistics, and mobility

Duration: 2020

Measure	Status
The "Erich Becker Foundation – a Fraport AG foundation to promote science and research" supports scientific research in the field of aviation, including mobility and logistics, by providing grants and awarding prizes for special scientific achievements.	
> In 2014, 20 scientific studies and projects in the region were supported financially by Fraport AG's Erich Becker Foundation.	

Governance and compliance

Compliance with laws and internal Group regulations. Principles for corporate governance and the Supervisory Board to ensure good and responsible corporate governance.

Objective: Group-wide implementation of the Group compliance management system (CMS) guidelines

Duration: 2015

Measure	Status
Documentation of resolutions made by the Executive Board and shareholder representatives. Reviewing the content of the implementation of the Group CMS	<ul style="list-style-type: none"> > 2015: implementation of the content plus communication regarding the Code of Conduct for Employees and Suppliers, introduction of a whistleblower system, reporting obligations, training.
Execution of a compliance risk analysis (CRA)	<ul style="list-style-type: none"> > Execution of the CRA and derivation of suitable measures based on the gap analysis
Inclusion of the German Group subsidiaries at the minimum in the e-learning program	<ul style="list-style-type: none"> > Offering and rolling out of e-learning programs for compliance at appropriate subsidiary companies via the "Human Resource Services" as well as "Corporate Compliance, Risk, and Values Management" units in order to support training measures

Objective: Ensuring Group-wide observance of Fraport's Code of Conduct by employees, communication regarding values-based compliance, and further training measures

Duration: 2014

Measure	Status
Sensitization and training of Fraport employees through e-learning and in-person events; successive introduction of the Code of Conduct into the entire Group	<ul style="list-style-type: none"> > In August 2013, the e-learning "Code of Conduct" course was assigned to all employees with "my Sky" access in their personal qualification program (status as at end of December 2014: 90 % of employees obliged to take the course had done so). > Two e-learning courses from May 2014 on dealing with gifts and invitations (status as at end of December 2014: 81 % of employees obliged to take the courses had done so) > In-person event for senior managers of Fraport AG in November 2014 > New in-person training sessions in 2014 on values-based compliance and the Code of Conduct. > New in-person events on the German Securities Trading Act (internal training)
Development and communication of regulations for the practical implementation of the new Code of Conduct	<ul style="list-style-type: none"> > In 2013: Development of an implementation strategy, rollout in affiliated companies concluded before 2014 > Status as at December 2014: The Code of Conduct has been introduced and communicated internally in 20 affiliated companies. The introduction of the Code of Conduct has been scheduled at two affiliated companies: Northern Capital Gateway (in 2015) and Air Transport IT (May 2015).

Objective: Anchoring sustainability into corporate processes

Duration: 2015

Measure	Status
Increasing the complementarity of financial and sustainability reporting; development of joint performance indicators	<ul style="list-style-type: none"> > Consolidation of financial and sustainability reporting in progress
Discussion of decision-related sustainability topics at Executive Board meetings, with the involvement of the managers of the business units, service units, and central units	<ul style="list-style-type: none"> > See "Situation of the Group", p. 14

Value creation

Increase in the company's value in all business segments, long-term securing, and increase in profitability and financial equilibrium.

Objectives: Expansion of terminal capacities to at least 64 million passengers per year and expansion of aprons in line with demands

Duration: Until 2022

Measure	Status
Modular realization of Terminal 3 including the necessary aprons and taxiways	<ul style="list-style-type: none"> > The building permit for the first phase of construction of the new Terminal 3 was granted by the City of Frankfurt on August 12, 2014. Further planning and construction preparation is underway. > Additional aprons were opened in 2014. A successive expansion will follow.

Objective: Increasing net retail revenue to at least €4 per passenger

Duration: Until 2019

Measure	Status
Optimizing existing rental spaces and strategies, qualitative portfolio growth; Increasing economic efficiency through the monitoring and active management of tenants as well as the optimization of the marketplace industry mixture	<ul style="list-style-type: none"> > Net retail revenue per passenger in 2014: €3.43

Objective: Securing and raising the proportion of external business in the Group's earnings

Duration: 2020

Measure	Status
Successful acquisition of airports and airport operators	<ul style="list-style-type: none"> > Acquisition of 75.5% of shares in the company "Aerodrom Ljubljana, d. d."; the complete acquisition of the company is planned in the framework of privatization, and the remaining shareholders are presented with a takeover offer in accordance with legal provisions. > In addition, Fraport acquired 100% of the shares in the US company AMU Holdings Inc., which is the sole owner of Airmall USA Holdings Inc. (Airmall Group). > Conclusion of consulting contract (master plan for airports in Africa) > Fulfillment of consulting contract (ORAT Sao Paulo) > Provision of consulting services as part of acquisition projects (for example, Airmall) and at subsidiary companies (for example, Antalya)
Further development of existing affiliated companies	
Conclusion of further consulting contracts	

Objective: Increase in cargo revenue

Duration: 2015

Measure	Status
Measures to further develop sales	<ul style="list-style-type: none"> > Sales organizations in the relevant areas have been restructured > New means of communication (newsletters) introduced for the cargo site. Communication and cooperation further optimized through association activities. > Targeting of specific customer groups, for example, the organization of a pharmaceutical roundtable and establishing contact with suppliers of perishables.
Communication and cooperation with process participants	

Objective: Modifying airport charges to refinance infrastructure

Duration: Until 2015

Measure	Status
Conclusion of public law contracts and contracts with airlines and airline associations	> Charges for 2014 were increased by 2.9%; market-driven development secured for 2015

Procurement

Planning, implementation, and monitoring of the necessary instruments and processes to enforce sustainability standards at suppliers.

Objective: Introduction of the Fraport Code of Conduct for Suppliers

Duration: 2012–2014

Measure	Status
Publication and communication of the Code of Conduct for Suppliers	> Took place in February 2013
Group-wide implementation in supplier management	> Implementation during the rollout of the Code of Conduct for Employees; introduced at 20 associated companies.
Assessment of relevant suppliers for compliance with the Fraport Code of Conduct for Suppliers	> Suppliers of product groups and from countries with an increased risk are assessed separately.
Assistance in industry-spanning initiatives as well as cooperation in the implementation of standards	> Among others, Fraport AG is a committed member of Transparency International Deutsches Chapter e.V. and the UN Global Compact.

Sustainability: Our business guidelines for the future

Sustainability for us means structuring the future responsibly. We understand sustainable development to be a continuous process. We believe that the entrepreneurial scope for action can only be ensured by the consistent inclusion of non-commercial aspects in management processes.

More detailed information and indicators can be found in our GRI Report at www.fraport.com/sustainability.



Traffic Development



Frankfurt site

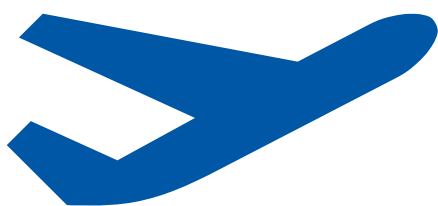
Despite a number of flight cancellations as a result of strikes, passenger traffic grew in financial year 2014 and reached an annual high at almost 59.6 million passengers. This increase was particularly strong in the months from May through September, which recorded significant growth – also due to high tourist demand. Without the strikes or weather-related flight cancellations, growth in passenger traffic of around 3.9 % to approximately 60.3 million passengers would have been possible in financial year 2014.

In accordance with expansions to the flight schedule, European traffic saw the most significant increase at 5.2%. In addition to

a rise in demand for tourist destinations, the inclusion of new destinations, more frequent services, the moderate summer weather in August 2014, and the booming cruise market all played a role here. Although strike and weather-related flight cancellations affected domestic traffic in particular, destinations within Germany still grew significantly by 2.1 %. In intercontinental traffic (– 0.5 %), increases in the flight schedule and the rise in seat capacity were comparatively low. However, a recovery in traffic in Asia, North Africa, and North America was observed from August onwards, but the strike-related cancellations at the end of the year prevented the result from being better.

With a growth rate of 1.8%, cargo volume increased moderately in 2014 to about 2.1 million metric tons. Following notable rates of growth in the first quarter, momentum slowed in the following quarters. This also reflected the sluggish development in the global economy. Chinese traffic proved to be a significant driver of growth for cargo development in Frankfurt, with a significant increase in cargo tonnage. The remaining higher volume countries in the Far East reported declines, however. Moderate tonnage increases by 1.7% were achieved on connections to and from Europe. Business stagnated in high-volume North American traffic.

Due to strike-related cancellations and the airlines' continuing conservative supply behavior, the number of aircraft movements fell by 0.8% in the reporting period to approximately 469,000. Without the strike effect, growth of around 0.5% could have been achieved. Due to sustained consolidation measures (use of larger planes and increase in seat capacity) for various airlines, the maximum takeoff weights increased by a further 1.9%. Had the cancellations not occurred, a higher growth rate of around 3.0% would have been possible here as well. The proportion of transfer passengers remained high at around 55%.



59.6 million

passengers in Frankfurt in 2014 boarded, departed or transferred, approximately 1.5 million more than in the previous year.



Top ten airports in Europe

Passengers

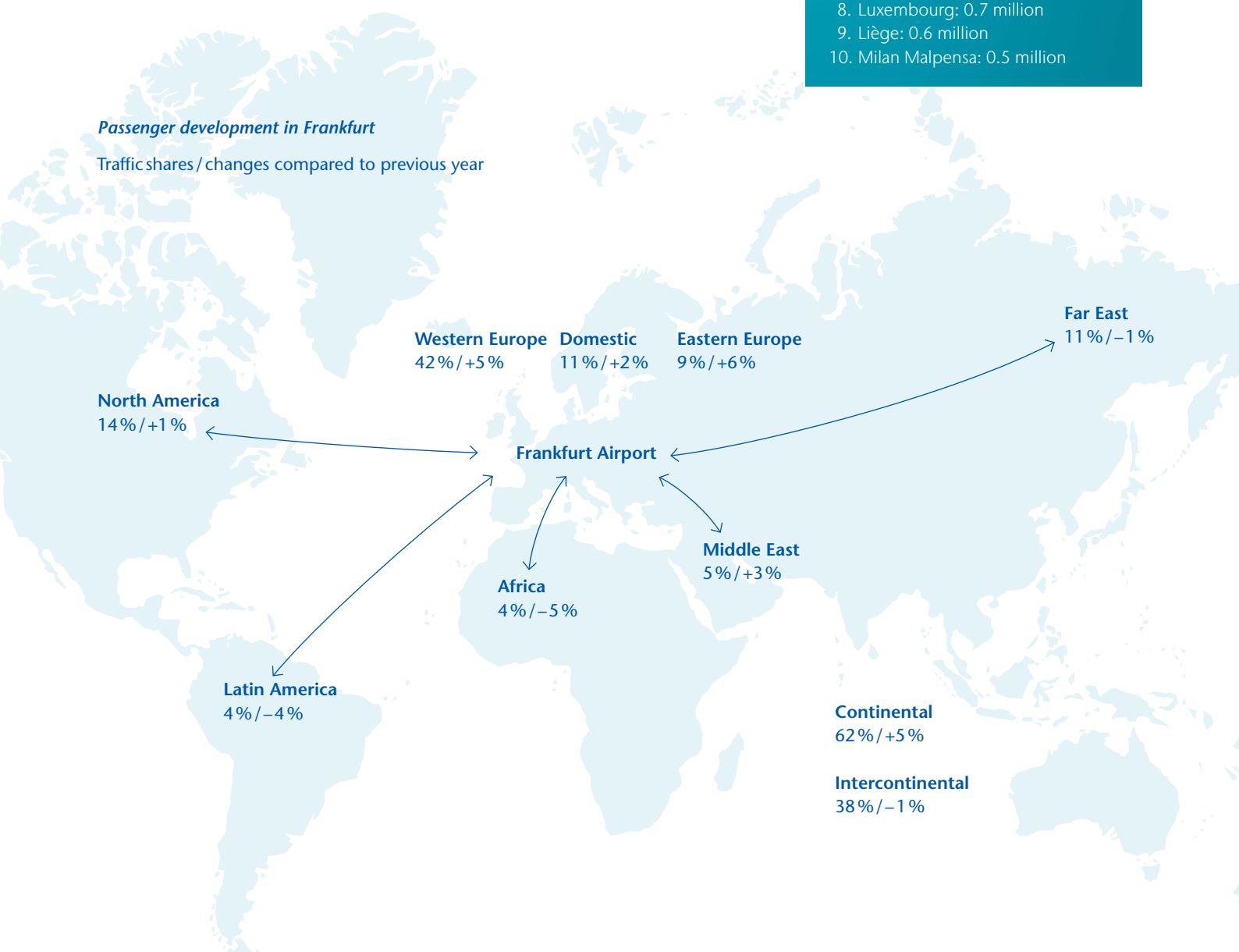
1. London Heathrow: 73.4 million
2. Paris Charles de Gaulle: 63.8 million
3. Frankfurt: 59.6 million
4. Istanbul Ataturk: 56.8 million
5. Amsterdam Schiphol: 55.0 million
6. Madrid Barajas: 41.8 million
7. Munich: 39.7 million
8. Rome Fiumicino: 38.5 million
9. London Gatwick: 38.1 million
10. Barcelona: 37.5 million

Cargo tonnage

1. Frankfurt: 2.1 million
2. Paris Charles de Gaulle: 2.1 million
3. Amsterdam: 1.7 million
4. London Heathrow: 1.6 million
5. Leipzig Halle: 0.9 million
6. Cologne Bonn: 0.7 million
7. Istanbul Ataturk: 0.7 million
8. Luxembourg: 0.7 million
9. Liège: 0.6 million
10. Milan Malpensa: 0.5 million

Passenger development in Frankfurt

Traffic shares / changes compared to previous year



+3.1 %

passenger growth at the
new Group company in Ljubljana

Development outside of Frankfurt

In the last financial year, passenger figures rose by just under 40,000 to just over 1.3 million (+3.1 %) at the airport in the Slovenian capital **Ljubljana**. Important reasons for the increase were more passengers on routes to and from Belgrade, as well as Tirana.

At **Lima** Airport, passenger volume increased by 5.0% in 2014 to around 15.7 million. Both domestic (+7.1 %) and international traffic (+2.7 %) grew in the reporting period. Cargo throughput increased by 2.0% to approximately 302,000 metric tons.

The Bulgarian airports at **Varna** and **Burgas** carried more than 3.9 million passengers in the reporting period, and thus around 119,000 more than in the previous year (+3.1 %). The Burgas site reported an increase of 2.0% to a good 2.5 million passengers. Varna Airport showed growth of 5.2% and achieved just under 1.4 million passengers.

In 2014, around 28.0 million passengers meant growth of 4.7% at **Antalya** Airport. The number of international passengers increased by 3.4%. The number of domestic passengers rose sharply by 10.5%.

With nearly 14.3 million passengers, **St. Petersburg** Airport reported growth of 11.0% in 2014 compared to the previous year. Significant growth of 22.8% was recorded in Russian domestic traffic. International traffic grew 1.2%.

At approximately 5.3 million passengers, passenger figures at the **Hanover** site grew slightly compared to the previous year (+1.1 %). While low-traffic domestic travel declined by 2.3%, higher volume international traffic transported 2.0% more passengers.

Xi'an Airport continued to show a dynamic performance as passenger traffic increased by 12.0% to almost 29.2 million. High-volume domestic traffic rose by 11.2% to a good 27.8 million passengers. International traffic grew by 33.3% to around 1.4 million passengers.

Delhi Airport achieved significant growth of 8.4% in 2014 in comparison to the previous year, with almost 39.8 million passengers. Significant growth continued to be reported in domestic traffic, with an increase of 10.2% to 26.4 million passengers. International passenger numbers increased by 5.1% to 13.4 million. Cargo throughput increased significantly by 15.8% to approximately 690,000 metric tons.

Investments in airports

Passengers in number of persons, cargo (freight and post) in metric tons

Frankfurt, Germany

Shares	100%
Passengers	59,566,132
Cargo	2,132,132
Movements	469,026

Ljubljana, Slovenia

Shares	100%
Passengers	1,307,379
Cargo	9,831
Movements	31,405

Lima, Peru

Shares	70.01%
Passengers	15,659,066
Cargo	302,406
Movements	155,093

Burgas, Bulgaria

Shares	60%
Passengers	2,530,368
Cargo	5,354
Movements	19,088

Varna, Bulgaria

Shares	60%
Passengers	1,387,494
Cargo	74
Movements	12,063

Antalya, Turkey

Shares	51%/50%
Passengers	27,979,307
Cargo	N/A
Movements	176,191

St. Petersburg, Russia

Shares	35.5%
Passengers	14,264,732
Cargo	N/A
Movements	147,415

Hanover, Germany

Shares	30%
Passengers	5,291,981
Cargo	15,184
Movements	76,031

Xi'an, China

Shares	24.5%
Passengers	29,177,459
Cargo	185,889
Movements	244,336

Delhi, India

Shares	10%
Passengers	39,752,819
Cargo	689,716
Movements	323,701



Gudrun Teloeken

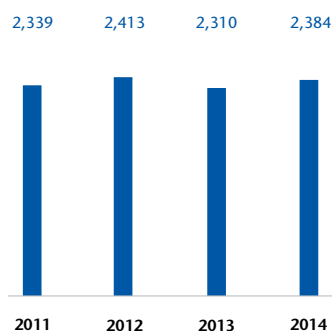
> Head of Asset Management
in the Global Investments and Management unit

"Our Group companies abroad form an important part of our Group, which have once again gained in significance in 2014. We have acquired 2 further Group companies in the form of AMU Holdings Inc. in the USA, which specializes in retail concessions, and the operating company Ljubljana Airport in Slovenia. Through the acquisition of AMU Holdings Inc., Fraport AG has established a foothold in the largest aviation market in the world. The market for retail and food and beverage concessions at airports is developing gradually in the USA; there is a need to catch up with other countries. Ljubljana is a well-managed airport with a high proportion of business travelers. Slovenia also has considerable potential as a tourist destination, which has still to be exploited. We have also won the contract to operate a total of 14 regional airports in Greece, and expect this to be concluded in late 2015/begin of 2016.

Our portfolio of Group airports is heterogeneous in many respects: Construction and maturity phases alternate at various sites. Airports in established European markets – such as Ljubljana – complement rapidly growing markets such as Xi'an, China. Smaller hubs, for example, Lima, are also represented, as are mainly tourist airports with major seasonal peaks, such as Antalya. As a result, our international airport business is diversified and exploits stable earnings potential as well as growth opportunities."

Financial Development

Revenue in € million ¹⁾



¹⁾ Revenue adjusted by IFRIC 12, revenue without joint ventures since 2013 (IFRS 11)

Revenue

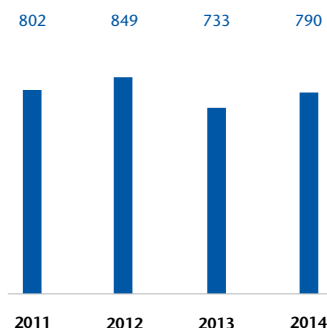
At €2,394.6 million, the Group revenue in 2014 was 0.8 % higher than the value for the previous year. Adjusted for the recognition of earnings-neutral capacitive capital expenditure in the Group companies Twin Star and Lima (IFRIC 12), revenue grew by €73.8 million to €2,383.8 million.

At the Frankfurt site, traffic growth and the increase in airport and infrastructure charges in particular contributed to the rise in revenue. Outside of Frankfurt, the Group company Lima reported continuing revenue growth,

which was also a result of positive traffic development. In addition to Lima, the Twin Star Group company also achieved an increase in adjusted revenue. The decrease in revenue in the Retail & Real Estate segment was primarily due to lower retail revenue and revenue from land sales and energy supply services.

The new Group companies AMU Holdings Inc. and Ljubljana contributed €27.8 million to revenue growth in the previous financial year.

EBITDA in € million ¹⁾



¹⁾ EBITDA since 2013, revenue without joint ventures (IFRS 11)

EBITDA

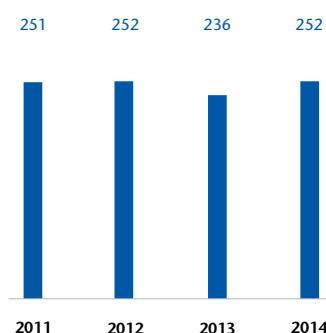
Despite higher personnel expenses, which primarily resulted from increases in collective bargaining agreements, the Group EBITDA improved from €732.9 million to €790.1 million in 2014. The positive development of revenue as well as a decline in the cost of materials and other operating expenses were crucial in the increase in EBITDA.

A decrease in the cost of materials at the Frankfurt site resulted primarily from the mild winter, which led to lower expenses for

winter services as well as energy and supply services. In external business, lower capacitive capital expenditure in the Twin Star and Lima Group companies were the primary cause of a decrease in the cost of materials.

The EBITDA margin accordingly improved by 2.2 percentage points to 33.0%. Adjusted for the revenue and expenses from the recognition of capacitive capital expenditure in connection with the application of IFRIC 12, the EBITDA margin rose from 31.7% to 33.1 %.

Result in € million



Result

The positive EBITDA development allowed the Group result to grow by €16.1 million to €251.8 million in financial year 2014, in the face of higher depreciation and amortization, a constant financial result, and higher income taxes. While the increase in depreciation and amortization was primarily due to the terminal inaugurations in Varna and Burgas at the end of financial year 2013 as well as the new Group companies AMU Holdings Inc. and Ljubljana, the investment in Antalya was the

main positive highlight of the financial result and increased its result contribution from €28.1 million to €38.3 million. A negative contribution primarily resulted from the market valuation of derivatives (2014: -€8 million against 2013: +€11 million) and a decline in the interest result by €5 million. The tax rate increased from 29% to 33% among others as a result of higher tax provisions. Overall, the earnings per share increased from €2.40 to €2.54.

Financial position

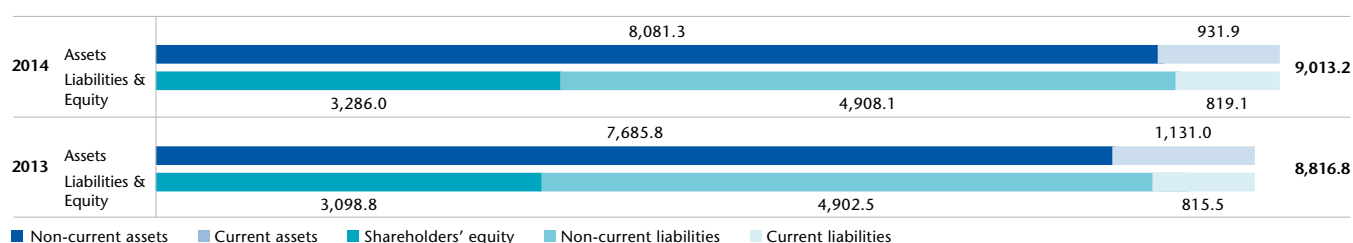
At the end of financial year 2014, Fraport's total assets reached a value of approximately €9 billion, and were therefore some €196 million above the level of the previous year. The reason for the increase was the rise in non-current assets. On the liabilities side, the greatest increase was seen in shareholders' equity. While the proportion of non-current assets grew from close to €7.7 billion to around €8.1 billion on the assets side of the balance sheet, current assets decreased by 17.6% to €932 million. The capital expen-

diture at the Frankfurt site and the inclusion of the new Group companies Ljubljana and AMU Holdings Inc. were the major reasons for the increase in non-current assets. The decline in current assets was primarily a result of the purchase price payments for the new Group companies of AMU Holdings Inc. and Ljubljana as well as the repayment of financial liabilities and the distribution of dividends for financial year 2013. Despite the dividend payment, shareholders' equity increased by €187 million to almost €3.3 billion – due to

the positive Group result. At €4.9 billion, non-current liabilities remained almost unchanged compared to the 2013 balance sheet date. Lower financial liabilities stood in contrast to a larger position for deferred tax liabilities. At €819 million, current liabilities met the previous year's level. Slightly higher financial liabilities were almost entirely offset by lower trade accounts payable.

Structure of the consolidated financial position as at December 31

€ million



Liquid funds and financial debt

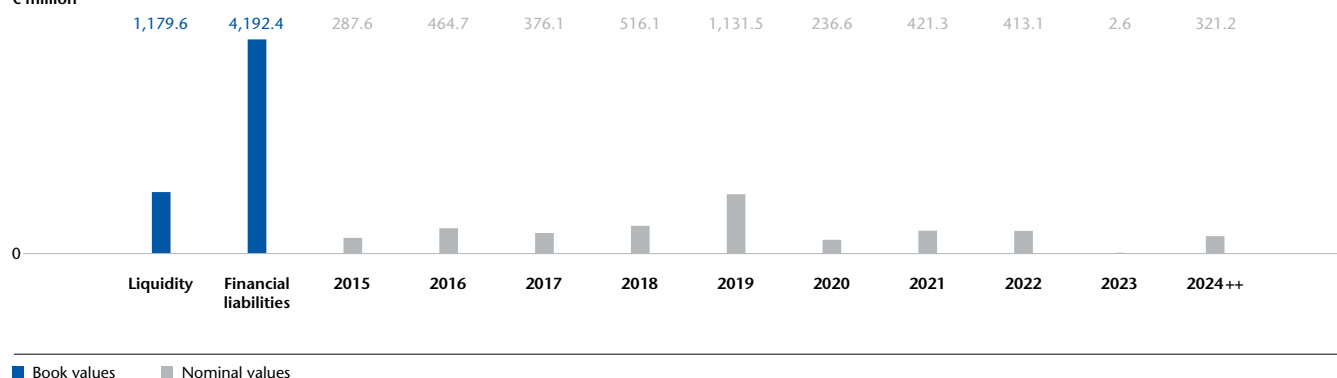
As at December 31, 2014, Fraport's liquidity amounted to just under €1.2 billion. In contrast, financial liabilities amounted to approximately €4.2 billion. Overall, the net financial debt of the Group totaled approximately €3 billion at the end of 2014. In terms of the

underlying equity, this resulted in a debt ratio (gearing ratio) of around 97%. Free credit lines, which were available to Fraport in the amount of approximately €487 million as at the balance sheet date, were not considered in this calculation.

At the end of 2014, the Group's financial liabilities showed a balanced maturity profile.

Maturity profile as at December 31, 2014

€ million



Statement of cash flows

In the previous financial year, Fraport generated operating cash flow (cash flow from operating activities) amounting to €506.2 million. In comparison with the previous year, this was a considerable improvement of €52.0 million, which was primarily the result of the positive development of the operating business and earnings as well as a lower decline in liabilities.

Cash flow used in investing activities (without investments in cash deposits and securities) increased from €418.4 million to €523.8 million in the past financial year. The reason for the higher cash outflow was the acquisition of the new Group companies AMU Holdings Inc. and Ljubljana, which totaled some €271.1 million. For property, plant, and equipment and airport operating projects, Fraport used significantly lower funds in financial year 2014 due to a decline in investing activities. At €264.4 million, this was €143.2 million below the previous year's value. Including investments and returns from cash deposits and securities, the entire cash flow used in investing activities in the previous financial year amounted to €292.7 million, and was therefore €93.0 million higher than the previous year's value.

The positive development of operating cash flow and lower capital expenditure in property, plant, and equipment and airport operating projects led to a significant increase in free cash flow, which improved from €34.3 million to €246.8 million in the previous financial year. In accordance with the new definition, the free cash flow has also considered dividends received from joint ventures and minority interests since 2014. While this made up close to €32 million in the previous financial year, the 2013 value was adjusted for dividends in the amount of approximately €17.1 million.

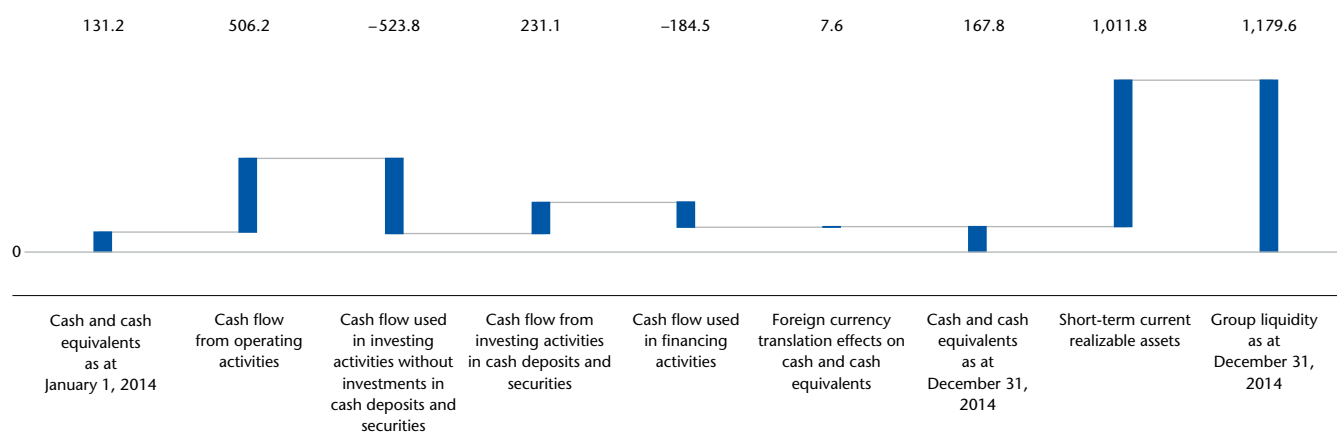
Taking the cash flow used in/from financing activities, the payment of dividends for financial year 2013 as well as bank balances with a drawing restriction into consideration, the cash and cash equivalents of the Fraport Group – according to the statement of cash flows – amounted to €167.8 million as at December 31, 2014. Compared with the previous year, this meant an improvement of €36.6 million.

€246.8 million

free cash flow in
financial year 2014.

Summary of the statement of cash flows and reconciliation to the Group's liquidity

€ million

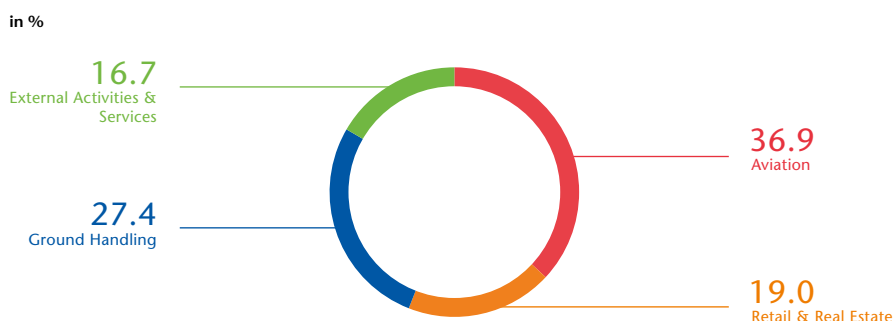


Segments

Aviation

In financial year 2014, the Aviation segment generated revenue amounting to €884.2 million. This was €38.6 million more than in the previous year. The key reasons for this growth were the increased passenger numbers at the Frankfurt site and the increase in airport charges. Despite an increase in personnel expenses, the segment EBITDA improved by €29.0 million to €236.9 million as a result of positive revenue development. Slightly higher depreciation and amortization led to a segment EBIT of €115.5 million, corresponding to a growth of €24.9 million.

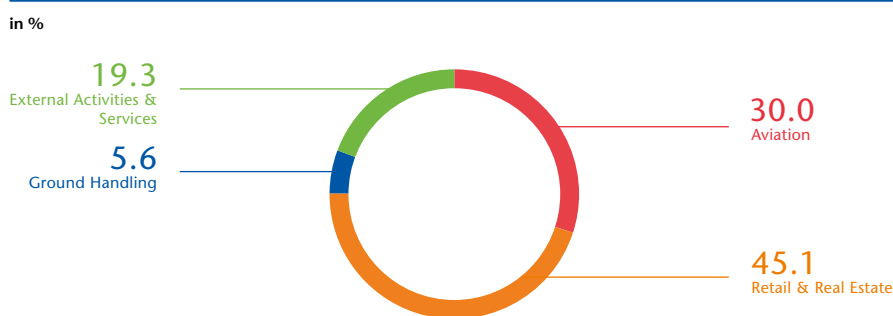
Segment contribution to Group revenue 2014



Retail & Real Estate

At €455.7 million, revenue of the Retail & Real Estate segment was below the previous year's value by €8.5 million. The decrease in revenue was primarily due to lower retail revenue, as well as revenue from land sales and energy supply services. Retail revenue fell largely due to a changed passenger structure and reductions in purchasing power in connection with the strong € exchange rate. The "net retail revenue per passenger" decreased from €3.60 to €3.43. With a decrease in expenses related to land sales, energy supply services, and utilities, the EBITDA rose by €6.8 million to €356.5 million. A slight decrease in depreciation and amortization led to a segment EBIT of €275.0 million, representing an €8.0 million increase compared to the previous year's value.

Segment contribution to Group EBITDA 2014



Ground Handling

The higher passenger number and the increase in infrastructure charges led to a growth in revenue by €7.2 million to €656.2 million in the Ground Handling segment. Whereas personnel expenses rose because of increases in pay under collective bargaining agreements, material and other operating expenses fell. Overall, the segment EBITDA saw growth of €10.1 million to €44.3 million. A slight decrease in depreciation and amortization led to a segment EBIT of €7.5 million. Compared with the previous year, this meant a significant improvement of €11.9 million.

External Activities & Services

The revenue of the External Activities & Services segment decreased in 2014 by €18.4 million to €398.5 million. Adjusted for the recognition of earnings-neutral capacitive capital expenditure in the Group companies Twin Star and Lima (IFRIC 12), revenue grew from €351.2 million in the previous year to €387.7 million in the period under review. The reason for the increase in revenue was largely the positive development in the existing Group companies in Varna and Burgas as well as in Lima. The newly acquired Group companies AMU Holdings Inc. and Ljubljana also led to a rise in revenue. Overall, the segment EBITDA improved by €11.3 million to €152.4 million as a result of the positive underlying revenue increase as well as the new investments. An increase in depreciation and amortization led to a segment EBIT of €84.8 million, thereby equaling the previous year's level.

€1.35

dividend proposal made to the
Annual General Meeting 2015

€4,436 million

was the level of Fraport market
capitalization at the end of 2014.

Share development

With a price of €48.04, the Fraport share closed financial year 2014 at 11.7% lower than the closing price in 2013. Fraport therefore had a market capitalization of €4.4 billion at the end of 2014 (previous year: €5.0 billion). Taking into account the €1.25 per share dividend payment of June 2, 2014, the Fraport share fell €5.10 or 9.4% in 2014. On an average day, around 100,100 Fraport shares were traded in XETRA.

After remaining almost unchanged in the first quarter of the financial year (–0.3% compared to the closing price of 2013), the value of the Fraport share dropped by 4.8% in the second quarter, primarily due to the profit warning by Deutsche Lufthansa AG on June 11, 2014. In connection with the Group's positive operating performance, the value recovered slightly to €52.06 in the third quarter and gained 0.9%. Disappointing nine-month financial figures and the factoring-in of temporary negative effects from the planned acquisition of the concession to operate 14 Greek regional airports put pressure on the share in the fourth quarter and led to a reduction in the closing price of 7.7% to €48.04.

The German equity market itself presented a mixed picture in financial year 2014. While the continuing low-interest-rate policies of national banks and the overall favorable economic conditions had a positive effect, geopolitical crises, capping of earnings forecasts, and deteriorating economic prospects had a negative impact. Overall, the German DAX benchmark index closed the financial year at 9,806 points and therefore 2.7% higher than the closing value in 2013. The MDAX increased by 2.2% in 2014 and closed at 16,935 points.

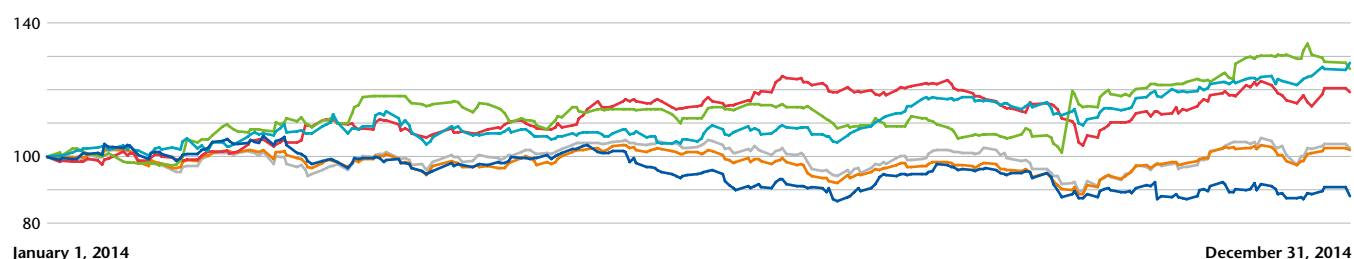
The shares of the other listed European airports performed as follows in 2014: Aéroports de Paris +19.0%, Vienna Airport +25.9%, and Zurich Airport +27.8%.

Proposed appropriation of retained earnings

The Executive Board and Supervisory Board intend to recommend a dividend of €1.35 per share to the 2015 Annual General Meeting. In relation to the closing price of the Fraport share at year end 2014, this would correspond to a dividend yield of 2.8% (previous year: 2.3%). The payout ratio in relation to the Group result attributable to Fraport AG's shareholders of €234.7 million would therefore amount to 53.1% (previous year: 52.2%).

Development of the Fraport share compared to the market and European competitors

in % (index base 100)



■ Fraport AG ■ DAX ■ MDAX ■ Aéroports de Paris ■ Vienna Airport ■ Zurich Airport

Source: Bloomberg

Added value statement

Unlike the external income statement, the added value statement does not take into account the owners’ perspectives, but rather illustrates Fraport AG’s proportion of private and public income. We make an important contribution to creating regional value and social stability at our sites. In 2014, we paid our employees around €970.4 million in wages and salaries and deducted approximately €132.5 million in direct taxes. In financial year 2014, we generated total revenue amounting to around €2.4 billion.

Around 73 % (€520 million) of the order volume from Fraport AG totaling €712 million was placed with companies in the Rhine-Main

region. It is important to remember here that airport operators are sector contractors and are precluded on legal grounds from granting preference to companies from the surrounding area when they place orders.

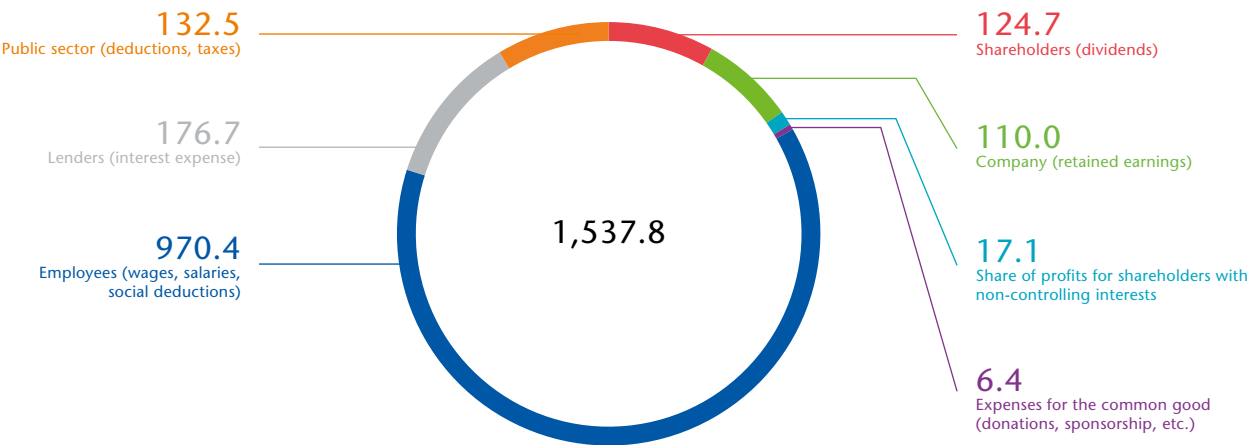
Our Group companies abroad also make a major contribution to value creation in their respective regions, for example, through the payment of above-average wages and salaries – in comparison to national levels. More detailed information regarding the effects on our environment can be found in the GRI report on our home page at www.fraport.com/sustainability.

73 %

of Fraport AG’s order volume went to companies in the Rhine-Main region.

Our added value

€ million





30 Employees



34 Customers



38 Noise Abatement

Responsible corporate management



42 Environment



46 Community



50 Our International Airports

Employees

The challenge of personnel management

Our personnel management increasingly focuses on sustaining the motivation, health, performance, and therefore productivity of our employees in the long term in light of the changing age structure in the Group. Against the backdrop of growing challenges such as international competition in the aviation industry, the demanding expectations of our passengers and airlines, and consistent focus on earnings, the explicit goal is to harmonize the requirements placed on employees with their personal, professional, social, and methodological skills as well as their personal health status. This allows us to guarantee the high level of quality of our services and to safeguard attractive jobs in the long term.

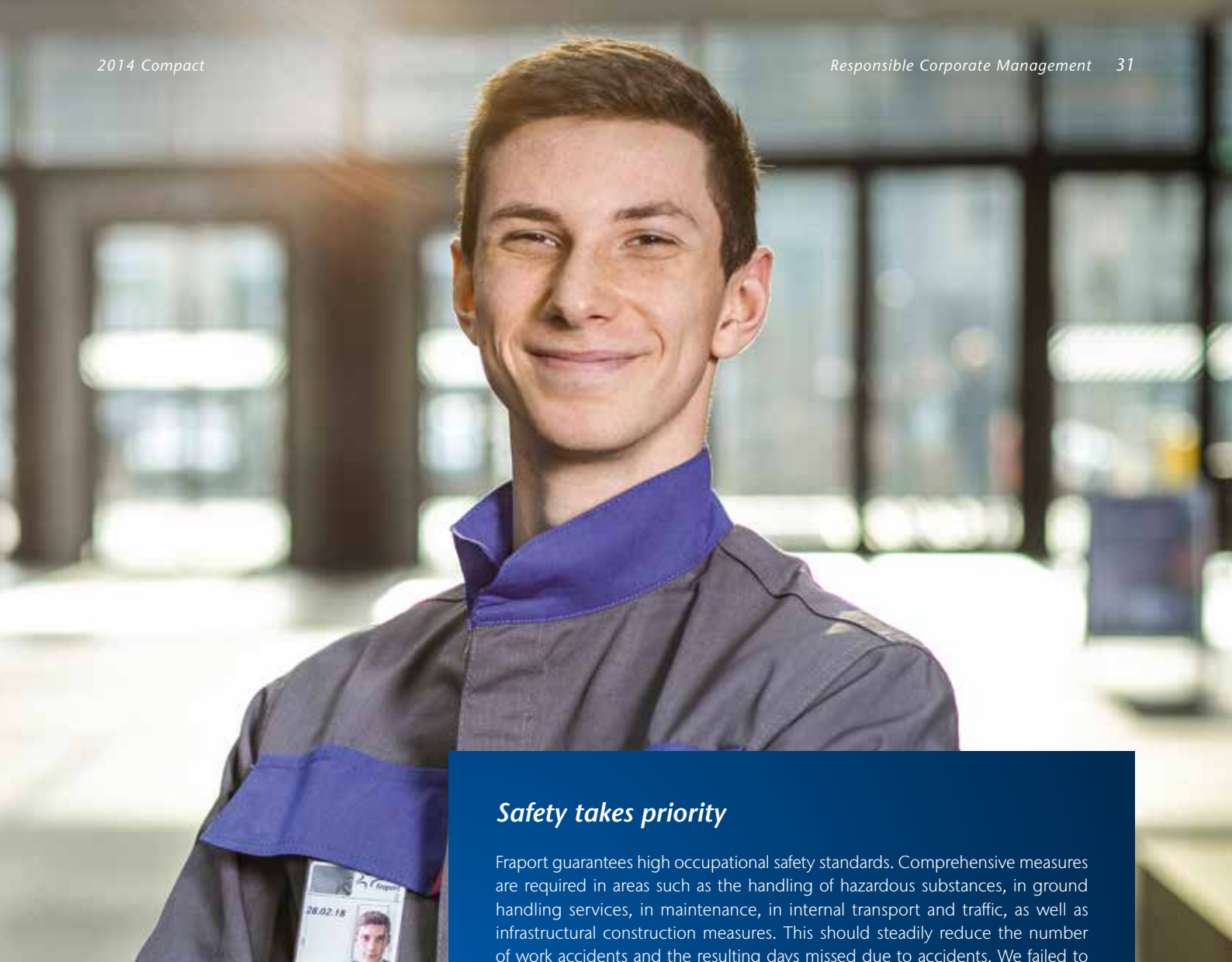
Internal training to combat the skills shortage

In a working environment as specialized as the management and operation of an airport, well-trained professionals are necessary. We

therefore offer our employees a varied range of opportunities for further training. Since 2014, all employees have been able to apply for support for professional requalification, for example, via the newly introduced training budget, provided that this is in the interests of the company. In addition, Fraport relies on its own junior staff. We provide training in 19 commercial and technical units, such as in IT, mechatronics, and cleaning services. This is in addition to 8 dual study courses, including industrial engineering and air traffic management. In tests by the Frankfurt Chamber of Industry and Commerce, our trainees regularly rank among the best graduates; the proportion of dropouts is exceptionally low at 3%.

In order to open up better professional opportunities for unemployed young people, we initiated the “Mobile Youth” program with the support of the employment agency in 1999. The aim is to integrate young, unemployed men aged between 18 and 24 years into

the world of work. These young people go through a two-year qualification program in ground handling services. Since the launch of the project, 198 participants have been kept on as part of a permanent employment relationship. Our second project in this area is called “Ready for Takeoff”, which was established in 2012, and each year aims to help up to 14 young people who do not yet meet all the requirements for direct entry into training through an eight-month qualification program. Assuming personal and professional suitability, the successful graduates then start technical training. This was the case for 16 out of 24 people in the first two cohorts. The aim of the sustainability program is to take on at least 75 % of participants into training, which we have thus almost met. Based on the good result and the further decline in application numbers in the technical segment, the Executive Board resolved in 2014 to continue the program for an indefinite period. Across the Group, we concluded 107 new training contracts in the year under review. We were



not able to fully reach our goal of hiring 110 new trainees each year, despite intensively searching for suitable applicants.

Promoting health competence from the outset

Increasing efficiency and flexibility requirements as well as physically demanding activity in operating units may present issues that need to be tackled at an early stage. The increasing age of employees presents a further challenge. By informing our employees about health-maintaining measures and behavior as well as designing ergonomic workstations, we are aiming to stabilize the attendance ratio in the medium term and increase it in the long term. In 2014, the ratio amounted to 92.7%.

Our preventive measures for health protection range from regular health checks by the company medical officers to tailored programs. Since fall 2013, we have been testing the

Safety takes priority

Fraport guarantees high occupational safety standards. Comprehensive measures are required in areas such as the handling of hazardous substances, in ground handling services, in maintenance, in internal transport and traffic, as well as infrastructural construction measures. This should steadily reduce the number of work accidents and the resulting days missed due to accidents. We failed to meet this goal in 2014, when the number of accidents in the Group increased to 1,473 (previous year: 1,342). We analyze the reasons for this in detail and develop corresponding measures.

In close cooperation with the subsidiary companies, we consistently implement the relevant statutory occupational safety requirements and also include external service providers and temporary employees. For example, this concerns the realization of building projects in cooperation with external service providers. The number of work accidents on Fraport AG's construction sites fell from 15 to 10 in 2014.

"fitness mobile" initiative on the apron. Using a mobile fitness center in a converted truck, Fraport enables employees to strengthen their core muscles through targeted exercise on the apron, close to their place of work and during working hours. Encouraged by the success of the program, we will make a larger vehicle available in operating areas from spring 2015. Promoting the health of our trainees from the outset is the goal of the "FRAzubi-Fit" program launched in September 2013. This includes practical options on the subjects of nutrition, exercise, and dealing with stress.

Focus on diversity

The international orientation of our business means that daily business at Fraport has been characterized by diversity since the very start. We see the different cultural backgrounds, experience, and language skills of our employees as an opportunity to respond flexibly and creatively to changing requirements on the international markets and to benefit from them. Through our diversity management, we therefore specifically promote the establishment of diverse teams, among other things. The guaranteeing of equal opportunities for different groups of employees is required here and will continue to form the focus at Fraport in future. We have recognized the “Charter of Diversity”, a corporate initiative to promote diversity in companies and institutions, since 2007. This charter emphasizes the importance of recognizing and valuing diversity and incorporating it into corporate culture.

By 2018, we aim to increase the proportion of women in management positions from 24.3 % (2014) to between 25 % and 35 % within the Fraport parent company, differentiated by business, service, and central units. Specific training sessions have been directed toward this goal, for example, our mentoring programs and seminars for female specialist staff and managers. In addition, we analyzed the salary development of our female employees in 2014 in cooperation with the Cologne Institute for Economic Research. The results show that there are no significant differences

in the remuneration of women and men in our company due to collective bargaining agreements. However, the study did confirm the need to promote more female employees to higher positions.

Family-friendly working-time models

We offer extensive support and opportunities to our employees in order to help them to maintain a work-life balance. These range from providing assistance in organizing parental leave and family services to advice regarding issues of domestic care. Our employees can organize their working hours to be as flexible as feasibly possible. Approximately 250 employees worked partly from home (2013: 210). In addition, we help families to organize child care. Fraport has an allocated number of child care and kindergarten places in the vicinity of the airport for the children of employees. Through our cooperation with “Fluggi-Land”, a child care facility initiated by Fraport in 2003 and built in conjunction with Lufthansa, we provide our employees with reasonably priced and flexible child care where needed, which is available from 6 a.m. to 10 p.m., 365 days per year. Our efforts to ensure family-friendly employment for our employees have been recognized multiple times within the framework of an audit by “berufundfamilie GmbH”, part of the Hertie Foundation.

The airport workplace is highly attractive to people of various nationalities. It provides opportunities to meet people of various nationalities, cultures, and languages every day. As at the end of 2014, 1,765 of 11,694 employees of the Fraport parent company did not hold a German passport. The majority of these were employees from Turkey (1,045), followed by Italians (145), Greeks (91), and Spaniards (85)*. These are spread over the entirety of the company.

Promotion without a German passport

Frankfurt Airport also offers jobs that do not require any specific professional qualifications. For example, it is possible to hire unskilled employees in ground handling services and cleaning services, who will receive basic training and specific orientation. This also gives applicants who have completed training which is not officially recognized in Germany a fair chance. A lack of knowledge of the German language is usually not a barrier. We promote linguistic competences through targeted German courses. Anyone who passes has the opportunity to advance. In ground handling services, around a third of load masters, baggage supervisors, and transport masters were not German citizens in 2014.

Measuring the mood

Using the “Fraport barometer”, we have been able to determine employee satisfaction in the Group. In 2014, the value increased to 2.89 (2013: 3.02; whereby 1 = very good and 5 = inadequate). The average employee satisfaction score in the parent company amounted to 3.14 in the previous financial year and was therefore largely stable compared to the previous year (2013: 3.12). Over 150 individual measures designed to improve employees’ immediate working environments were introduced in 2014. This allowed certain aspects of employee satisfaction to be improved despite continuing tricky conditions.

Fraport aims to increase employee satisfaction to an average value higher than 3.0 in the long term. Both company-wide and department-specific measures and their evaluation will contribute to this. From financial year 2015 onwards, employee satisfaction will be determined by means of an online survey.

* The figures refer to employees with a foreign passport. No data was collected on employees with an immigration background and German passport.



Georgious Konstantinous

"I have been working at the airport for 24 years. I came to Germany from Greece in 1989. A neighbor, who at the time worked in the management office, asked me whether I was interested in a job. I've been here ever since. At first, I worked for Piepenbrock, they changed to Pedus in 1994 and GCS in 1998 (Gesellschaft für Cleaning Service mbH & Co. Airport Frankfurt/Main KG). I had no experience in cleaning and received training. I started off as a special cleaner, and then a driver of wet floor scrubbers. There, I cover around 22,000 square meters in a shift – almost the size of 3 soccer pitches. I always work the night shift from 10 p.m. to 6 a.m. Working night shifts pays better than day shifts.

It doesn't take long to get from my apartment in Raunheim to the airport on the train. Working conditions are good: I always work inside the terminal. GCS offers further training and German courses every year. My uniform is provided and I have a Job Ticket. And they pay on time – which is not always the case in other cleaning companies. I also get on very well with my bosses and colleagues. It's never even occurred to me to work somewhere else."





Customers

Prerequisite for our success: Customer satisfaction

At an international hub such as Frankfurt Airport, we as operator must meet or exceed the expectations of our various customers every day. Passengers primarily want an airport that is easy to navigate, short waiting times, and clean infrastructure. Airlines demand seamless, on-time handling on the ground and flawless interfaces. For cargo customers and transport companies, short distances, the best possible connection to different modes of transport, and the central implementation of all security measures are crucial. Operators of shops and restaurants at the airport expect route planning based on modern infrastructure, which gives passengers easy access to their product ranges. On behalf of the security authorities, around 2,000 Fraport employees and some 700 employees of an external security provider (I-SEC) implement statutory requirements during passenger, baggage, and goods checks. We provide attractive areas in Arrivals for car rental companies. Their cars are housed in parking areas that are as close as possible for passengers. In addition, Fraport

cooperates with a number of taxi companies that use assigned parking spaces directly in front of both terminals. Regional bus companies benefit from the spacious stops outside of Terminal 1.

Easier orientation and free Wi-Fi

We adapted the “Great to have you here!” service initiative to changing passenger requirements in 2014. In 5 subprograms, we plan to significantly improve signposting, the atmosphere and comfort in the terminal, as well as the range of recreational, work, and entertainment opportunities. Among other things, the airport’s provision of Wi-Fi was expanded in 2014, and the Wi-Fi can now be used by passengers and visitors free of charge 24 hours per day. New information kiosks and better signposts at heavily frequented intersections make the airport easier to navigate. The “My Airport Guide” is also new – an individual companion through the entire airport

process, which is available in 10 languages, as well as “Home to Gate” – a service that supplements customer care at the airport through pickup services from home or from another starting point. In addition, we have begun to redesign some wall surfaces and are thereby making an investment in improving the atmosphere of the terminal.

Our efforts are continuing to pay off in 2014: With passenger satisfaction levels at 80%, we were able to achieve our ambitious goal for overall satisfaction ($\geq 80\%$) for the third year in a row in 2014. We received the title of “service champion” in the ranking of a total of 1,500 evaluated companies and facilities. As in the previous year, Frankfurt achieved a gold medal position and remains industry leader among German airports with over 8 million passengers per year. The rankings are created annually by the market research company Service/Value, Goethe University Frankfurt, and “Die Welt” newspaper, and form the largest service barometer in Germany. Our



personal shopper service came in first place in the “Care and Assistance” category when the innovation prizes were awarded by the market research institute YouGov Service.

Frankfurt as a transport hub

The interconnection of various modes of transport is a further key activity that increases the attractiveness of Frankfurt Airport. We wish to further expand the airport's catchment area and increase the proportion of passengers arriving and leaving via public transport. The combined usage of the ticket and departure control systems by the modes of transport involved makes the transfer process easier for passengers. For example, we offer a dedicated AIRail terminal for Lufthansa and Deutsche Bahn's (DB) AIRail service, in order to facilitate travel to the check-in counters there and make it more attractive by providing shorter routes. Since 2014, airlines such as Air China have been offering a codeshare



agreement with DB for the booking of trains with flight numbers to Cologne, Dusseldorf, and Hanover via its global reservation system. The boarding pass for the flight is then also valid for the journey via train. For routes to Saarbrücken, Kaiserslautern, and Strasbourg, Lufthansa offers daily bus connections that are also integrated into the three-letter code system. In addition, coaches regularly connected 20 major cities with Frankfurt Airport in 2014. In order to promote reasonably priced

departure and arrival options for passengers and to connect the airport with locations that are not well-connected to the rail network, Fraport is building a central coach station near to Terminal 1.

Nighttime flight ban – when planes are grounded

Fraport is fully committed to the results of the mediation proceedings for the construction of Runway Northwest. This expressly also includes the ban on nighttime flights between 11 p.m. and 5 a.m. Our ground handling team, employees in the terminals, and all technical processes are geared toward ensuring that each and every plane reaches the takeoff runway on time. However, it is not possible to avoid very late planes being affected by the nighttime flight ban. In addition to strikes, inclement weather in the afternoons and evenings represents the greatest risk factor here. In the event of heavy snow, fog, strong winds, or violent summer storms in the region, flight operations may need to be discontinued temporarily or the number of takeoffs and landings reduced. But there are also other challenges: In 2014, 3 aircraft bombs from the Second World War, which were found during construction work on Autobahn 3, in the new airport district Gateway Gardens and Offenbach offshore port were responsible for operation stoppage that lasted hours. The places where

the bombs were found were located directly below the takeoff and landing routes, which had to be disabled while the bombs were defused by the bomb disposal team.

Camp beds and toothbrushes

Should the reason for the delay not be within the sphere of influence of the airline, special permission* may be requested. Should this not be granted, passengers must spend the night in Frankfurt until the first possible takeoff the next morning. The airlines usually accommodate them in hotels in the surrounding area. Should multiple aircraft be grounded and there not be any free beds, we provide sleeping areas in various parts of the terminal. In general, passengers do not leave the transit area and are accompanied into the C/D connecting passage in order to be able to spend the time before takeoff as comfortably as possible. Provision stations with small snacks and drinks are provided here. Camp beds are set up, and soft covers, sheets, and pillows

are passed out. Some airlines provide their passengers with vouchers so that they can eat in the restaurants open around the clock in the terminals.

The terminal duty manager on duty is responsible for organizing emergency care. Along with a small team of night-shift employees, he or she looks after the involuntary overnight guests and tries to make this unfortunate situation as pleasant as possible. Every passenger receives an “overnight kit”, which includes items such as a toothbrush, shower gel, and a hand towel. Diapers and baby food are provided for babies. Up to 500 people can be accommodated in the areas available for this purpose.

Care team for special cases

In order to support passengers as best as possible in exceptional situations – if planes cannot take off due to inclement weather or strikes, for example – we have developed a “hall color concept” for Terminal 1 in conjunction with Lufthansa. Each color represents a clearly defined ground service process. Our basic assistance team assists terminal operation employees in such special situations. Airport employees wear colored vests corresponding to the color code in Terminal 1 – or magenta-colored vests in other areas – and help travelers to get to where they need to be. Further employees form part of the special assistance team. They provide initial psychosocial counseling for (uninjured) passengers and people who want to meet them directly affected by aircraft accidents, as well as catastrophes in vacation destinations, such as the tsunami in the Indian Ocean in 2004 or the Costa Concordia disaster in 2012, as well as pass on information or important contact details. All teams are part of what is known as the care team, a component of Fraport’s emergency management. It is made up of around 200 voluntary employees from all units and the subsidiary company Fraport Security Services GmbH (FraSec). They work beyond their original area of responsibility to ensure the operation of the airport during emergency and special situations. They are released from their positions for this purpose as well as for the training required in advance.

** Special permission for a takeoff between 11 p.m. and 12 a.m. is granted by the Hessian Ministry of Economics, Energy, Transport, and Regional Development. The reason for the delay therefore may not be within the sphere of influence of the airline, and a technical defect is therefore not sufficient. After midnight, no delayed landings or takeoffs are permitted; early landings before 5 a.m. are also not allowed. Exceptions only apply for medically necessary flights, such as organ transport and emergency landings.*



Pets spend the night in the Animal Lounge

Should a cargo flight be affected, the process is similar to that for passenger planes. The airline has to decide whether it will apply for special permission. Should the plane remain in Frankfurt, the cargo is generally not unloaded, wherever possible. The crew travels to a hotel and, depending on the new flight schedule and the staff's resting hours, the flight will continue the following day. This is not the case for special cargo. In particular, this includes live animals and goods that cannot stay in the aircraft overnight, such as foodstuffs. Should such cargo be on board, it will be unloaded again at the instruction of the airline representative and brought to the intended location. Animals spend the night in the Animal Lounge at Frankfurt Airport, and perishable goods are stored in the Perishable Center. At both locations, we ensure the spatial and climatic conditions that are required for expensive racehorses or delicate fruit. This ensures that the special cargo can be reloaded onto the plane on the following day and can reach its destination without incident.

Effects of the nighttime flight ban

since its introduction in November 2011–December 2014



Noise abatement



Reduce noise, protect residents



Civil air travel enables global mobility, enables the fulfillment of a variety of requirements, and is of fundamental importance for the economy, both nationally and globally. However, an airport located close to an urban area means irritation for nearby residents. We are positioned in a field of tension at our main site in Frankfurt. On the one hand, we are responsible for tens of thousands of jobs, the economic importance of the biggest airport in the export nation of Germany, and the prosperity of the Frankfurt/Rhine-Main Region. On the other hand, the downside to this is the noise impact for those sections of the population who live in the region around the airport.

In order to quantify the impact and to verify the effectiveness of countermeasures, Fraport has been documenting aircraft noise for the past 50 years. A total of 28 stationary measuring stations and 3 mobile stations provide an important set of data for assessing noise

impact in the surrounding areas. Our goal is to stay below the noise values projected in the approval procedure for the airport extension by taking measures within the scope of active noise abatement. Active noise abatement reduces the noise directly at the source or brings about improvements along the distribution pathway. Passive noise abatement is targeted toward reducing noise at the location where the noise pollution is experienced. We tackle this issue by financing building measures for noise abatement which go beyond the statutory regulations.

Precise approaches with satellite assistance

With the commissioning of the “Ground Based Augmentation System (GBAS)” navigation system in the year under review, Frankfurt Airport is the first international air traffic hub in Europe to offer satellite-assisted precision

approaches. We and our project partners, German Air Navigation Services (DFS) and Lufthansa, are expecting GBAS to make a major contribution to greater efficiency and low-noise approach procedures. Up to 49 different approach routes on our 3 landing runways are supported by just one GBAS station. This opens up new opportunities to relieve the burden on heavily populated areas. In order to use the system, aircraft must have the relevant equipment in addition to the technology on the ground. In 2013, this was the case for 4% of all aircraft movements. We anticipate that the proportion of aircraft movements where planes are equipped for the GBAS system will grow over the next 10 years to approximately 52%. At the end of 2014, the system was successfully moved from trial operation to regular operation.



In the form of MAR, DFS has been testing a further approach procedure at Frankfurt Airport since 2014. This abbreviation stands for “modified arrival routes”. The new procedure involves the raising of minimum flight altitudes before and in the first part of the northern and southern downwind approach routes by up to 2,000 feet (approximately 600 metres). The higher flight altitude provides the local populations under these approach areas with some relief.

Bundled approaches create breaks in noise

A further example of active noise abatement is the “dedicated runway operations” procedure (DROps), which aims to reduce noise in the departure area by using alternate runways. This procedure, which started regular operation in 2013, provides for a bundling of takeoffs on defined takeoff runways or de-

parture routes depending on the direction of operations between the hours of 5 a.m. and 6 a.m. This system creates breaks from noise for people living in the vicinity of the routes not being used. As the planes take off on parallel runways in an easterly or westerly direction depending on the wind direction, there is a specific DROps system for flight operation which also includes takeoffs from the west takeoff runway. In any case, construction measures on the runway system may have the effect that the procedure cannot be used on certain days. A modified DROps procedure

in the form of the “noise breaks model” is expected to be introduced into trial operation in April 2015. This should facilitate relief from noise during the night through the alternating use of runways – including for landings. However, operational or infrastructural requirements may also lead to the suspension of the procedure.

Active noise abatement

1 Creating breaks in noise

Thanks to the DROps procedure, heavily burdened residential areas are provided with relief at particularly sensitive times. Takeoffs on certain runways or routes are bundled together to achieve this.

2 Flying around urban areas

In order to lighten the burden on as many areas as possible, takeoffs and landings have been optimized or reorganized. This is also supported by the installation of a satellite-assisted, precision ground-based augmentation aid to enable higher and quieter landing approaches.

3 Flying higher

Downwind approaches are raised from 3.0° to 3.2°. Noise is reduced through the raised gliding angle.

4 Flying more quietly

Noise-based fees for takeoffs and landings create incentives to use quieter aircraft.

Passive noise abatement

- 5** Passive noise abatement measures include the conversion of windows, shutters, roofs, walls, and the installation of fans. The implementation of the potential measures depends upon the structural requirements of the property.



Measuring the influence of flight noise

On behalf of Gemeinnützige Umwelthaus GmbH (UNH) in Kelsterbach, a subsidiary of the Federal State of Hesse, experts have been investigating the effects of traffic noise since April 2011. The NORAH (Noise-Related Annoyance, Cognition, and Health) study is financed by the Federal State of Hesse, local communities, Deutsche Lufthansa, UNH, and Fraport AG. As part of the third module, the impact of aircraft noise on the reading abilities of children was determined – independent from other factors such as the socio-economic status of parents or quality of education. This study found that aircraft noise has a low but discernible influence on reading performance, which is nonetheless within the national average. A direct effect of aircraft noise on abilities prior to reading, such as listening comprehension, was not found.

Overall, children and parents assess the health-related quality of life and well-being in the region as very high. The study found that children in all of the locations investigated feel well, are healthy, and are happy to go to school. This also applies for children in areas with comparatively high aircraft noise. However, teachers stated that aircraft noise does affect classes. Over a third of children at such schools sometimes have difficulty understanding their teachers. The study did not consider the fact that Fraport has been further developing and expanding active and passive noise abatement in conjunction with its partners since the data was collected in 2012. The new knowledge obtained from the NORAH study is now being used to narrow the focus of the various measures even further.



Further information can be found online at www.fraport.com/sustainability under “Aircraft noise abatement”.

One problem – many solutions

Who is offended by aircraft operations complains about aircraft noise. Each day, around 7,250 complaints are received as part of Fraport’s neighbor dialog. 95 % of these are automatically generated verification requests, i.e. they are automatically sent online by a piece of software. The rest is sent personally – usually via email. Fraport deals with each individual message and also investigates conspicuous flights on its own initiative. All questionable aircraft movements are compared with the values from noise measurement points and with flight plan depictions from German Air Navigation Services (DFS), where required. Should prescribed flight routes not be complied with, for example, we pass on the information to the aircraft noise protection officer of the Hessian Ministry of Economics, Energy, Transport, and Regional Development (HMWEVL). Route precision and altitude are also verified here. In addition, it is determined whether noise-reducing takeoff and landing approaches at Frankfurt Airport have been complied with. If the pilot has acted incorrectly, DFS applies for summary proceedings at the Federal Aviation Office.

The employees on the noise abatement team handle queries regarding passive noise abatement. The goal of this is reducing the noise level within buildings by means of structural measures. Fraport has comprehensive statutory obligations for some 86,000 households at the Frankfurt site. These are located in a specific noise abatement area, giving them a defined entitlement to submit claims for passive noise abatement measures, which has been determined by Hesse State Government in accordance with the most stringent noise abatement regulations. We comply with the full scope of these claims. Furthermore, we have joined with the Hesse State Government in setting up a Regional Fund that provides between €265 million and €270 million to finance further measures.

A consequence of the expansion of Frankfurt Airport by Runway Northwest is the introduction of additional takeoff and landing routes. Owners who bought or constructed a property before the zoning decision and whose house or apartment lies within the approach flight path of the new landing runway are particularly affected by this. Fraport has therefore launched the Casa program and offered compensation payments to the owners of residential properties in Raunheim that are on the flight path of particularly low-altitude flyovers (i.e. less than 350 meters). Fraport also offered to buy residential properties in certain areas

in Flörsheim and Kelsterbach, where aircraft approach the new Runway Northwest at an altitude of less than 350 meters. In 2012, we expanded the scope for the purchase option to include transition zones as part of the “Alliance for More Noise Abatement 2012”. The volume of measures was increased to over

€100 million for this purpose and the application deadline was extended to the end of October 2014. Since then, Fraport has bought 250 residential properties and rents them out, with an average vacancy rate of only 3% in 2014. In addition, a total of 122 compensation payments were made in Raunheim, with this

number previously being 144 in Flörsheim. Further applications for purchases and compensation payments are still being processed (as at December 2014).



3 questions for Manfred Ockel

- > Mayor of Kelsterbach
- > Board member of the Aircraft Noise Commission
- > Co-chairperson of the Active Noise Abatement expert group in the Airport and Region Forum
- > Member of the Administrative Board of Gemeinnützige Umwelthaus GmbH (Environment and Neighborhood House Kelsterbach)

Why are you committed to noise abatement?

Mobility is an important driver of our economy and a basic human need. However, traffic does cause many problems that harm people and the environment. Air traffic plays a major role in the Frankfurt urban area. Due to the extent of the traffic, noise abatement is a social responsibility for me. That means that all parties involved are required to cooperate. As representatives of cities and local communities, it is therefore our responsibility to work together on this task in order to strike a comfortable balance between mobility and noise abatement. The utmost goal must be ruling out potential health risks.

What do you bring to the numerous committees?

First of all, committee work in the “Aircraft Noise Commission” as well as in the “Airport and Region Forum” and especially in the “Active Noise Abatement expert group” makes it clear that noise abatement is a highly complex issue. Simple solutions are hard to find, however. I therefore find it important to take a deep breath when it comes to noise abatement; continuously address issues and problems, support and motivate the relevant actors from air traffic control, airlines, airport operators, and the authorities to develop suggestions and solutions to reduce noise pollution from air traffic.

How do airport neighbors and citizens of Kelsterbach benefit from your commitment?

This is a tricky one to answer, and it's hard to achieve anything on your own when it comes to noise abatement. But I do believe that we have managed to increase the significance of noise abatement in Frankfurt overall over the past few years. Frankfurt has played a pioneering role in many issues surrounding active noise abatement. We can see this in the requests we receive from other airport sites that want to find out about developments in Frankfurt. Even if these efforts are not always perceptible to the residents, I still see the opportunities and possibilities offered by committee work to reduce noise pollution for the people living around Frankfurt Airport.

Environment

Energy-efficient climate protection

Around 2% of the CO₂ emissions caused by humans worldwide are ascribed to civil aviation by the International Energy Agency. In contrast to air carriers – i.e. the airlines – airport operation itself only makes up a very minor proportion of this. Responsibility for the rise in average temperatures on the earth has been attributed to the increasing concentration of CO₂ and other greenhouse gases in the atmosphere, with recognized drastic consequences for humans and nature. Even the smallest measure helps to reduce CO₂ emissions and therefore protect the environment and our living spaces. Even at an international air traffic hub such as Frankfurt Airport, small measures can allow many thousands of tons of the greenhouse gas to be saved. Using energy efficiently, reducing consumption, and therefore making a contribution to environmental protection has been important to Fraport for some time. In figures, this means reducing the CO₂ emissions that Fraport AG itself is responsible for by 30% per passenger or 100 kg of cargo at the Frankfurt site by 2020 compared to 2005's figures. This corresponds to the second goal: Total CO₂

emissions should not exceed 238,000 metric tons in 2020.

Measuring consumption and targeted intervention

We have improved our data basis in order to identify high energy consumption and its causes and introduce energy efficiency measures. Since 2013, the values of energy consumption and CO₂ emissions have been generated from SAP based on causes and are made available for further analysis each month. Fraport has also been contributing its climate reporting externally to the "Carbon Disclosure Project" (CDP), the world's leading climate reporting initiative in the financial industry. It analyzes companies and their strategies on climate change and CO₂ reporting. Since 2006, Fraport has been participating in the CDP and it was listed for the fifth time in succession in the Climate Disclosure Leadership Index (CDLI) in the "DACH" region (Germany, Austria, Switzerland). This index lists the best 10% of participating companies. Fraport is one of 2

companies from the "Transportation" sector to be listed in this index.

GreenTec Award for e-mobility project

"E-PORT AN", the joint project of Fraport, Lufthansa, the State of Hesse, and the "Rhine-Main electromobility model region" won the GreenTec Award in the Air Traffic category in 2014. The GreenTec Award is Europe's largest environmental and business award. The goal of the various projects bundled under "E-PORT AN" is to reduce CO₂ emissions when handling aircraft on the ground. Alternative drive technologies will be tested. The scope ranges from aircraft tow tractors with diesel-electric hybrid drives to purely battery-powered pallet loaders for plane loading, as well as electric vans and even solar-powered airstairs. In addition, a total of 21 electric cars were included in employee car pools. A photovoltaic facility integrated into the facade of the Fraport corporate headquarters provides power for the electric vehicles parked in the car pool there.

Energy management in terminals, buildings and facilities

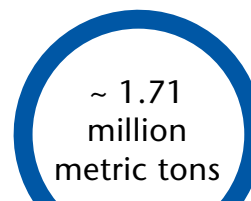
Our plans for energy costs in our terminals are ambitious. The increase in energy efficiency in the operation of the terminals, buildings, and equipment is crucial for achieving this goal – around 86 % of the CO₂ emissions at Fraport AG stems from these areas. That is why we have gradually been replacing the air-conditioning systems in Terminal 1 since 2007. By 2020, we will have exploited the majority of the total savings potential of Fraport AG for this period at 5,500 metric tons of CO₂. The energy optimization of service and administrative buildings saves around 4,000 metric tons of CO₂. Further energy-saving methods include usage-dependent control of terminal lighting, the use of LED lamps in the cargo handling hall of the subsidiary Fraport Cargo Services, and the optimization of the 80 kilometer-long baggage conveyor system. Energy consumption here has been lowered in a number of ways including by reducing the frictional forces generated by the belts, using more efficient drives, and partially shutting down some parts of the conveyor system when there is no baggage to transport. Following the conclusion of the measures in 2018, we expect savings of 2,000 metric tons of CO₂ emissions from the baggage conveyor system.

“E-PORT AN” is part of the activities of the “electromobility in model regions” support program of the German Federal Ministry for Transport and Digital Infrastructure. The focuses of the research of E-PORT AN lie in determining the energy needs for everyday use and optimizing battery sizes and lifetime. In addition, the effects of the large-scale use of electric vehicles is taken into consideration in the scale of the power network at the airport.

CO₂ footprint at Frankfurt Airport and Fraport parent company in 2014

in %

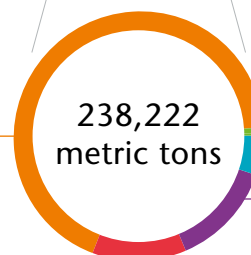
Frankfurt Airport



Fraport parent company (scope 1 and 2)

68.2
Energy consumption (scope 2)

12.2
District heating consumption (scope 2)



Red de-ices, green protects

The Fraport investment company N*ICE Aircraft Services & Support GmbH (N*ICE), a joint venture of Fraport and Servisair, which is responsible for de-icing aircraft, uses a mixture of propylene glycol and various proportions of water in order to de-ice aircraft. The red liquid removes ice and snow from surfaces and control elements, and the green liquid provides the aircraft with refreezing protection, which, depending upon the outside temperature and potential rainfall, lasts until takeoff. When it is very cold and the lead time of the refreezing protection has expired, the protection must be reapplied. In order to give even further consideration to environmental concerns, N*ICE has been applying the innovative N*ICE Advanced De-Icing System (NAD) from all 58 vehicles since winter 2012/13. With separate tanks for water and de-icing agents as well as a modern mixing system, the mixture used for de-icing and anti-icing can be adjusted to the prevailing conditions depending on the temperature. Fraport uses a potassium formate in a dosage corresponding to the weather conditions to de-ice flight operating areas at Frankfurt Airport. All agents biodegrade quickly and comply with strict environmental requirements.





Use rainwater, save groundwater

The operation of a large airport results in high water requirements as well as a large quantity of wastewater. When handling the precious commodity of water, Fraport observes all aspects of modern water management. This concerns not only water consumption but also the quality of the water that is introduced into the ecosystem via the airport area. Using over 550 groundwater measurement points at Frankfurt Airport and in its immediate vicinity, we monitor the quality of the groundwater and ensure compliance with prescribed threshold levels in conjunction with the authorities.

The drinking and service water network at Frankfurt Airport is 130 kilometers in length in total. Drinking water is sourced from the Hinkelstein well system, located around 3 kilometers to the north of the airport. We acquire service water from rainwater treatment facilities in CargoCity South, in Terminal 2, as well as at Pier A-plus, in addition to from our own groundwater wells and treated water from the Main River. We use it in sprinkler systems, toilet flushing systems, and to irrigate green areas. The service water supply system in CargoCity South has been extensively expanded. In the north, Terminal 2 is already supplied with service water, while 70% of Terminal 1 and the neighboring office buildings have access to this supply. Comprehensive supply to all areas is planned to be finished by 2016.

We do not merely want to replace drinking water with service water, but also use water in a fundamentally frugal way. The greatest savings achieved to date have been consistent use of water-saving techniques in wash basin fittings and toilet flushing. In technical areas, water is saved through methods such as the use of circulation systems in vehicle washing systems.

300 kilometers of channels for sewage and rainwater

Fraport operates 2 separate sewer systems for wastewater and rainwater. This allows us to avoid the overloading of water-treatment plants in the event of heavy rainfall. The waste water system has a sewer length of approximately 100 kilometers and contains wastewater from toilet facilities, canteens, restaurants, vehicle washing systems, plane toilets, and water used to clean aircraft. Wastewater from the northern section of the airport is purified in the water-treatment plants in Frankfurt-Sindlingen and Frankfurt-Niederrad. In the southern section of the airport, Fraport operates its own water-treatment plant. A further 200 kilometers of sewers collect the rainwater from the apron, aircraft positions, de-icing pads, roads, parking spaces, and roofs, for example. It flows through a number of safety facilities and filter systems and is then led into the Main River, the Gundbach River, or infiltration systems.

Over the past 14 years, the proportion of service water in Fraport AG's overall water consumption at Frankfurt Airport increased from 11 % to 24 % in 2014, and in 2011 and 2013 to as high as 25 %.

Community

Active for the region



At the Frankfurt site, Fraport feels a particular commitment to the Frankfurt/Rhine-Main Region. That is why we support regional children and youth projects, initiatives for people with an immigration background, ethnic minorities, and the socially deprived, among others. Fraport is particularly active in places where associations and voluntary organizations are dependent upon help in order to carry out their work. We have been providing financial support for many different social, sports, and cultural projects in the region around Frankfurt Airport under our motto “Active for the Region” for many years. The so-called “Neighborhood Framework” forms the geographical limit for our sponsorship activities. The corresponding area has increased as new flight routes have come into operation. In 2014, we supported more than 1,600 projects of various clubs and associations, with donations or sponsorship amounting to a total of €5.2 million.

In the Rhine-Main Region, Fraport is one of the largest supporters of sport; its commitment extends to both amateur and professional sports. Well-known names include FRAPORT SKYLINERS and Eintracht Frankfurt. At both associations,

we support not only the Bundesliga teams but also young talent, as well as projects promoting motor skill development and the social integration of children.

Creativity in the “Children’s Art Club”

In the areas of culture and education, Fraport supports initiatives such as the Rheingau Music Festival and the Weilburger Castle concerts. Through long-term partnerships with some of Frankfurt’s cultural institutions, including Städel Museum, Schirn Art Gallery, and the Liebieghaus sculpture collection, we support educational art programs such as the “Children’s Art Club”. In the “Summer Academy”, young people preparing for professional life discover their creative potential.

Commitment to professional training has a well-established tradition at Fraport AG. Since the 1980s, regional apprenticeship projects have been supported by company funds. The ProRegion Foundation was established in July 1999 in order to provide permanent and secure financial backing for these activities. The

endowed income yielded by the foundation assets amounting to €6.1 million is mainly used to support projects, institutions, and agencies which improve the training and job opportunities available to young people living in the Frankfurt/Rhine-Main Region. Other resources are channeled into the creation of new apprenticeship places and retaining existing ones. Funds are also used to provide equipment for training facilities. A total of some €400,000 was approved in 2014. Another foundation was established in 1986 on the initiative of the former Chief Executive Officer Erich Becker under the name “Frankfurt Airport Foundation” and was renamed in his honor as the “Erich Becker Foundation” in 2004. The purpose of the foundation is to promote academic development and research on the issues of air traffic, mobility, and logistics. The stable income from the endowed capital of €1.5 million is used by the foundation to finance diploma theses, dissertations, post-doctoral theses (habilitations), and other projects. Since 1988, funding of around €3 million has been approved.



Recreation in urban areas

The provision of funding for the RhineMain Regional Park is a contribution from Fraport to building up a relaxation and adventure environment in the middle of an urban cityscape. Different features have been gradually melded together over the years, connecting up the landscaped areas, historic gardens, monuments of industrial culture, and parks in a network of paths and trails. In addition, this local recreational area enhances the leisure value of the region. Visitors can discover the Frankfurt area on foot or by bike. The “Fraport Regional Park Open” mobility festival has taken place yearly since 2012. In 2014, the focus was on cycling mobility and therefore on the question as to what role bicycles will play in the future in the urban and recreational space of the Rhine-Main area. The RhineMain Regional Park has been sponsored using resources of the Environmental Fund, which Fraport has used since 1997 to support environmental conservation projects, research, and environmental educational projects. Since the Environmental Fund was established, more than 850 projects have been sponsored with funds adding up to nearly €35 million.

Parcels for children in Hungary and Romania

For a number of years, Fraport employee Helmut Hofmann has traveled to children’s homes in Hungary and Romania to offer his help. Traditionally, Fraport employees send parcels to children in orphanages, facilities for the disabled, and poor families in the 2 countries each year at Christmas time. In 2014, a total of 7,025 parcels was sent, not least thanks to the participation of the employees of the Hesse Broadcasting Service and ZDF, Kaltenhof workshops for the disabled, as well as some day care centers and schools in the region. Hofmann took the Christmas parcels to the children on a number of trips. Fraport paid for the gas required and provided some of the vehicles. On his trips, Hofmann was often accompanied by other Fraport employees, including members of the Executive Board.

The many aspects of responsibility

Frankfurt Airport is a leading international air traffic hub. The Frankfurt/Rhine-Main Region has very high locational quality and an excellent transport infrastructure. This is particularly important for companies which depend on global networking. 5.5 million people living in the metropolitan area around Frankfurt also benefit from this. They enjoy the advantages of traveling a short distance to the airport when they go on holiday, and a lot of people work for companies that benefit from their close proximity to the airport.

Airlines, logistics companies, and not least passengers appreciate the airport for its central location in the heart of Europe. High demand has led to more international and international destinations being served here than from many other airports worldwide. Its role as a hub plays a crucial role here: As connections to the entire world are very good here, airlines offer additional flights to new destinations. More than half of air passengers transfer to another flight in Frankfurt.

The airport's role as a hub makes it an attractive cargo shipment terminal. Around half of the over 2 million metric tons of cargo transported each year are carried in the hold of passenger aircraft. Cargo shippers take advantage of the extensive connection options at Frankfurt Airport to get their goods to the destination quickly. Frankfurt therefore ranks among the most important air freight sites worldwide and as number one in Europe. This is taken

advantage of by the export-oriented German economy, which needs connections to other markets.

Infrastructure secures jobs

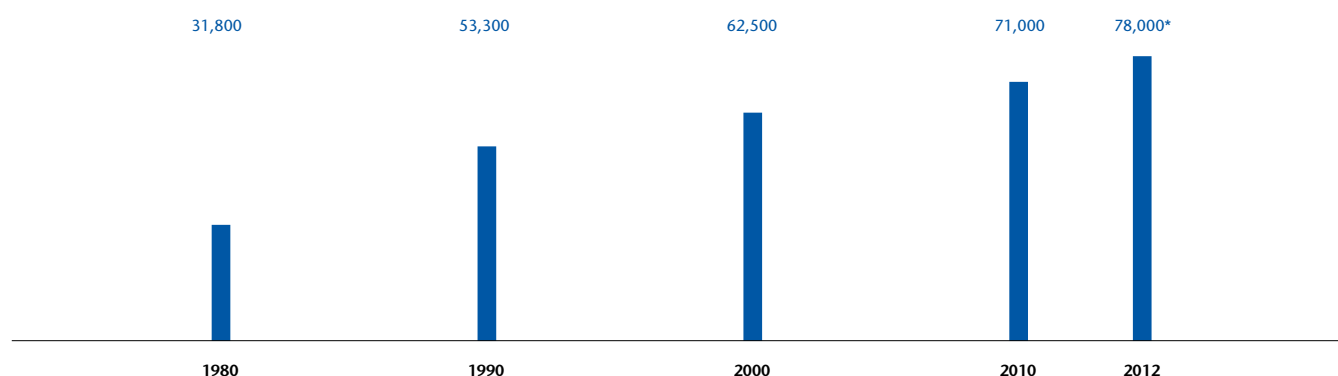
In 2012, around 78,000 people worked at the airport itself in more than 500 businesses. This means that Frankfurt Airport is the biggest workplace in Germany and it makes a significant contribution to the economic strength and prosperity in Germany and the Rhine-Main region itself. Many export-oriented companies as well as German and European branches of major international companies have selected the area around the airport as their location. They appreciate the advantages of the local infrastructure and benefit from the high number of flight connections offered by the airport.

All of the companies based at the airport and Fraport itself provide further employment stimuli in the area and also attract a number of service providers. This is also demonstrated by a report ordered by Fraport from the independent Swiss consultation and research company, INFRAS. According to this report, Germany's largest air traffic hub secures around 116,000 jobs at companies on the airport premises as well as at their suppliers and service providers. This corresponds to 2.9% of total employee numbers in Hesse. The added value created by these employment effects

amounts to €9.1 billion and therefore 3.4% of Hesse's overall economy. One in every 30 euros in Hesse is currently directly or indirectly generated due to Frankfurt Airport. Around 59,000 further jobs are created due to the buying behavior of employees of businesses and suppliers. In total, some 175,000 people benefit from the positive economic effects of air traffic in Frankfurt.

Position among the competition Fraport is committed to the Frankfurt economic hub and the metropolitan region. This commitment includes cooperating in the "Frankfurt Rhine Main Economic Initiative", in which 150 companies are involved. As co-founder, Fraport has been active in this area since 1996 and provides its management. The initiative aims to make the metropolitan region more attractive on an economic, scientific, and cultural level and therefore positions itself as best as possible among the competition. A result of the cooperation is the House of Logistics and Mobility (HOLM) center of excellence at its location at the airport. The economic initiative is also a project partner for the further development of the RhineMain Regional Park, the largest sponsorship project of the Fraport Environmental Fund.

Employee figures at Frankfurt Airport 1980–2012



* Number of employees including The Square and Gateway Gardens. The figures for 2014 were not available when this report went to press.

FrankfurtRhineMain metropolitan region



House of Logistics and Mobility (HOLM) center of excellence at its location at the airport.

Our International Airports

Growth driven by expertise

Worldwide, Fraport AG operates 14 airports with majority and minority shareholdings, as well as under management contracts. Fraport's portfolio as a full service provider includes airport operation and management as well as consultation services for all airport-specific areas, such as ground handling services as well as terminal, retail, and real estate management. Our sites include the airports in Ljubljana (Slovenia), Lima (Peru), Varna and Burgas (Bulgaria), and Antalya (Turkey) and are presented in further detail here.

LJU

Ljubljana – Ljubljana Airport

At our new affiliated company at Ljubljana Airport, environment-related activities have been managed via an environmental management system in accordance with ISO 14001 since 2011. The operating company Ljubljana Aerodrom, d.d. has committed to being environmentally responsible and to protecting natural resources. In order to reduce energy consumption and CO₂ emissions, most buildings at the airport have been heated with natural gas rather than heating oil since 2013. A further focus on renewable energy is already planned. Since 2012, the operator has been calculating the airport's carbon footprint and reached the first level of Airport Carbon Accreditation in 2013.

Wastewater from the airport and aircraft is treated, and the water quality is monitored by an external contractual partner. In addition, Ljubljana Aerodrom, d.d. has established a waste management plan for the period from 2012 to 2015, which provides for the strict separation of all kinds of waste. Furthermore, employees are encouraged to save resources during their daily working routine.

In accordance with EU guidelines, Ljubljana Aerodrom, d.d. introduced the systematic monitoring and measurement of noise in the vicinity of the airport in as early as 2008. The results show that aircraft noise fluctuates below the prescribed threshold levels. In order

to protect the residents from noise caused by airport operations, Ljubljana Aerodrom, d.d. plans to set up a natural noise abatement barrier by 2020 in cooperation with the local authorities.

In the areas of health protection and occupational safety, the operator is aiming for the utmost care. The organization of a number of sporting events and the sponsoring of in-house teams contribute toward a healthy and capable workforce. The voluntary commitment of employees is also promoted.

Depending on the season, operational employees sometimes work in difficult areas. Since 2013, they have been provided with standardized protective clothing that meets all the different requirements. To reduce workloads, Ljubljana Aerodrom, d.d. made investments in a number of areas in 2014, including new conveyor belts, and equipped the cargo warehouse with a hydraulic lifting system. Internal and external auditors carried out around 500 inspections of equipment and devices in the year under review.

Ljubljana Aerodrom, d.d. divides its social commitment in the region into 3 areas: sport, art, and culture as well as social projects. Examples include supporting the Slovenian Olympic Team and the presentation of exhibitions in the terminal. Moreover, the operator is one of the sponsors of the "Ljubljana Festival", the major cultural event in the capital.





LIM

Lima – Aeropuerto Internacional Jorge Chávez

In 2014, Lima Airport Partners (LAP), the operator of Lima Airport, redefined its vision, mission, and corporate principles. In addition to service quality, integrated security, innovation, efficiency, and financial sustainability, it now expressly considers social and environmental responsibility to be among its core principles. Interaction with the most important target groups as well as social responsibility activities have been reviewed and an action plan drafted for 2015/2016.

The environmental management system in accordance with ISO 14001 was successfully inspected by TÜV NORD in 2014. In the same year, LAP certified its carbon footprint in accordance with ISO 14064-1 for the first time. This makes Lima one of the first airports in South America to be certified. Its commitment to climate protection is also visible: During the UN Climate Change Conference in Lima in December 2014, LAP provided space in the terminal for an artistic installation, which showed approximately 10,000 employees, passengers, and visitors the consequences of their actions on the global climate.

Personnel management at Lima Airport was audited by SGS (Société Générale de Surveillance SA) in 2014. The successful certification reflects the significant improvements that have been achieved in the areas of payroll accounting, performance management, recognition schemes, further training, and the working environment since 2011. The follow-up audit is planned for 2016. This certification is also associated with the inclusion of LAP in the renowned “Asociación de Buenos Empleadores”, an association of “good employers” of the American Chamber of Commerce in Peru.

Compliance with the international standard for occupational safety measures, OHSAS 18001, was also successfully certified by TÜV NORD in 2014. Participation in operational health and safety training is mandatory for all employees. In addition, LAP audited 63 companies based at the airport for compliance with statutory requirements in the year under review.

LAP pays its employees above-average wages by Peruvian standards, and the company also offers a voluntary bonus program. All employees were financially involved in the success of the company. LAP expanded its sponsorship commitment to 3 projects in the field of child protection and care in 2014. Where possible, the activities are associated with environmental protection measures.

LAP maintains relationships with its stakeholders and business partners, for example, via monthly meetings with the airlines. External market research institutes carry out surveys of airlines, passengers, and concessionaires annually. The results are presented to the management and improvement measures are developed. In addition, employees’ opinions are integrated into improvement processes. Since 2012, LAP has surveyed employee satisfaction in the company once every 2 years. In the year under review, the employee satisfaction value amounted to 72%, which represented a significant increase in comparison to 57% in 2012.



VAR/BOJ

Varna and Burgas – Varna Airport and Burgas Airport

At our sites in Varna and Burgas, we have made a commitment to comply with internationally recognized standards and principles, such as the UN Global Compact. In early 2014, the operating company Fraport Twin Star Airport Management (FTSAM) also adopted the Codes of Conduct for Employees and Suppliers introduced by Fraport in its regulations and contracts.

The primary focus of personnel policy includes the further training of employees as well as safety in the workplace and health protection. In addition to regular health checks, health promotion programs and training on handling specific risks in the workplace were carried out in 2014. Information campaigns regarding the prevention of accidents, individual measures, biannual monitoring, and analyses of health states should also reduce the rate of illness-related leave. In order to minimize the risk of back injuries in employees,

vacuum lifting systems have been introduced in baggage handling at both airports.

FTSAM controls environment-related activities at Varna and Burgas airports via a joint environmental management system. This allows risks to be identified and minimized as well as environmental performance to be improved. The operating company has declared environmental protection to be one of the most important goals of the new Code of Conduct. Various measures have been implemented in this context, such as the separation of recyclable waste since 2013. A further goal is the responsible handling of the precious commodity, water. This includes the purification of rainwater at both airports, which can be charged with plane de-icing agent in the event of snowfall or frost.

Together with the City of Burgas, FTSAM is financing the construction of a noise abatement

wall, which should be completed in 2015. This should reduce the noise pollution caused by Burgas Airport in neighboring Sarafo. The company has operated its own aircraft noise monitoring system at both airports since 2012. Each of the 4 stationary measuring points lie within the modeled aircraft noise profiles of between 60 and 65 dB(A) around the cities of Varna and Burgas.

In addition, FTSAM commits to initiatives at both sites, such as donation and collection campaigns for social facilities, and promotes cultural life as well as the development of tourism in the region.

AYT

Antalya – Antalya Airport

ICF Airports, the operator of Antalya Airport, approved a CO₂ management plan in 2010, which was then expanded in 2011. In this plan, ICF assumes responsibility for almost all of the airport's sources of emissions. The goal is to reduce CO₂ emissions per passenger in comparison with the previous year, but at least in comparison with the average for the previous three-year period. As early as 2012, Antalya Airport reached the second highest level of Airport Carbon Accreditation (level 3), which was verified once again in 2014. ICF Airports also helps its business partners to reduce their emissions. In 2014, a reduction of approximately 12,000 metric tons of CO₂ was achieved, partly due to the supply of parked aircraft with ground power, which allows engines to be turned off. The trigeneration power station, which has been in operation since 2011, facilitates further CO₂ savings. In order to use natural resources as responsibly

as possible, 4,500 cubic meters of wastewater are treated in the airport's own water purification system.

In dealings with employees, we have also committed to complying with internationally recognized standards and principles such as the UN Global Compact at our Antalya site. In addition, ICF Airports creates added value for its employees by means of occupational safety and health programs, additional financial benefits, and training offers. Since 2013, monthly audits have aimed to cover risks in the fields of occupational safety and health protection. All employees are trained with regard to these issues. In 2014, ICF Airports offered a total of 101 training courses in the areas of professional and personal development. Overall, approximately 7,000 training sessions were held. Within what is known as the cafeteria system, employees were able

to select additional insurance for them and their relatives, such as private health or life insurance.

Providing more than €500,000 in total, ICF Airports supported social, culture, and education projects in the region in 2014. In addition, the company funds the introduction of recycling systems at 2 schools each year.

An overview of all affiliated airports and other affiliated companies can be found on our home page at www.fraport.com.



Imprint

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Publication Date

May 2015

Editorial Deadline

April 2015

¹⁾ 20 cents (€) per call from a German landline; maximum
of 60 cents (€) per call from a German cell phone.

