### Hamburg Airport

**Key figures 2015: An overview**

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<tr>
<th>Year</th>
<th>Passengers (in millions)</th>
<th>Aircraft movements</th>
<th>Turnover (in € million)</th>
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#### Employees

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The significance of the airport for Hamburg and the northern German metropolitan region was once more impressively demonstrated once more in 2015. Hamburg Airport ensures the mobility of the people of the region and supports the performance of the region’s companies. For the economy, the airport represents an indispensable means of accessibility. Furthermore, tourism is an important economic factor for the Free and Hanseatic City of Hamburg.

Steady growth characterises Hamburg’s visitor numbers, and this applies increasingly to visitors from abroad. The number of overnight stays has doubled in the past ten years. Some 212,000 people are now employed in the tourism sector, and the gross turnover of the industry totals six billion euros per year. A total of 15.6 million passengers used Hamburg Airport last year, around 850,000 more than in 2014 – a growth rate of 5.8 percent.

I took over as Chairman of the Supervisory Board on 1 October, 2015. I would therefore like to thank my predecessor, Dr Klaus-Juergen Juhnke, for his outstanding dedication to Flughafen Hamburg GmbH. I also thank the members of the Supervisory Board who have left us in the past year for their substantial efforts: Dr Rolf Bierhoff, Dr Bernd Egert, Holger Linkweiler, Secretary of State Ralph Mueller-Beck, and Prof. Dr Hans-Joerg Schmidt-Trenz.

On 10 November, 2015, we – the members of the Supervisory Board and the entire workforce at Hamburg Airport – were deeply saddened to learn of the death of Helmut Schmidt. As a resident of the Langenhorn borough, the former Federal Chancellor, parliamentarian, and Interior Minister of the city-state of Hamburg was a highly valued neighbour of the airport, and he served for many years as honorary Chairman of the company’s supervisory board. As a politician, Helmut
Schmidt played a decisive role in the development of his hometown into one of the world’s most important aviation centers. Hamburg Airport owes a great debt of thanks to Helmut Schmidt. We will always cherish his memory here at “his” airport. The Supervisory Board has therefore agreed to honour him by adding the name “Helmut Schmidt” to the airport’s name in the future.

Flughafen Hamburg GmbH ended the 2015 financial year positively. Hamburg Airport increased its passenger volume and delivered a strong commercial result. Our passengers were satisfied with the comfort and service they experienced at the airport. Hamburg Airport is in a strong position and is building on dependability – both for our workforce, as a reliable employer, and for our customers, as a proven partner.

I would like to express my thanks to the Executive Board and to all of Hamburg Airport’s employees for their commitment and their successful efforts in the financial year under review.

The significant passenger growth demanded a great deal of effort from the entire workforce. Many of our employees went to their own limits for the company. This impressed me greatly, as did the team spirit and the great solidarity of the airport family.

August Wilhelm Henningsen
Chairman of the Supervisory Board
What is your personal assessment of the 2015 financial year?

Michael Eggenschwiler: For Hamburg Airport, 2015 was a successful year – one in which we celebrated another passenger record. But this success comes as no surprise. It was a joint effort of the entire airport team to match this recurrent passenger growth in our daily work. We learnt a great deal, and I am proud of the team spirit of the workforce. In the future, too, we will work hard to ensure that we can optimally process the high workload, in particular at operational peak times. Working across departmental boundaries is becoming more and more important in this context. Despite these challenges, we once again saw success with innovative ideas and achieved improvements in terms of environmental awareness and sustainability.

Were the many strikes an additional challenge?

Michael Eggenschwiler: Yes, most definitely, and not for the first time. At the start of the year, the security checkpoints were affected. We even had to temporarily close off one building due to overcrowding in the terminal. This was a whole new dimension for us. And at the end of the year, the strikes hit Lufthansa – for seven days in one go. What annoys me about this is that it is the passengers, innocent bystanders, who suffer from these pay disputes. We, the airport, also suffered commercially, but in my point of view the greater long-term problem is the potential loss of faith in air travel as a reliable means of transport.
On the positive side there was the strong commitment of the airlines ...

Michael Eggenschwiler: Hamburg is an attractive location. With many business and leisure travellers, the market presents an interesting environment for the airlines in both segments. What I find particularly pleasing is that we have a very good balance between established airlines and low-cost carriers here. The passengers benefit from this more than anyone, because they have access to a very diverse route network. They have a broad choice between the various price models and therefore between the various comfort levels on offer from the airlines. We – that is, the airport – also make a decisive contribution to the attractiveness of the city and region. In recent years we have invested a lot in infrastructure and service quality. Our passengers and airline partners appreciate this.

What particular innovations and new developments do you mean?

Michael Eggenschwiler: Our strategic orientation is guided by the principles of our motto: innovative, environmentally conscious, exemplary. And this is precisely reflected in our investment activities. In 2015, for example, we tested baggage drop kiosks, which save a lot of time, designed to be available for the use of passengers from all airlines. This is brand new in the industry, and it was so well-received by passengers that the first kiosks are being permanently installed in 2016. Our new “Fill my fridge” service allows passengers to put together food packets online; the packets are then ready for collection when the passengers land in Hamburg, so that they can fill the empty fridge when they arrive at home. We are also remodelling the waiting areas in the Passenger Pier step-by-step. The first phase was the opening of the “Upper Deck”, which offers comfortable seating in a Hamburg-themed atmosphere and numerous power and USB connections.

In summer 2015, together with Lufthansa Technik, you celebrated Airport Days Hamburg. What is the significance of such a major event for the airport?

Michael Eggenschwiler: Airport Days Hamburg is a great opportunity to present the fascination of flight in a way that people can touch and explore. The industry does a great deal, it is innovative, and it brings people together. Such a major event allows us to show exactly that. And the success of the event proves our point: more than 80,000 visitors came and celebrated this family festival with us.

Many residents of the areas adjacent to the airport came to Airport Days Hamburg, too. How is the relationship with the neighbourhood community?

Michael Eggenschwiler: We have been working on the relationship with our neighbours for decades. The airport’s inner-urban location has many advantages, but it also gives us a special responsibility towards the community. Open dialog and noise protection have always had a high priority at Hamburg Airport. What we offer is transparency with precise data. This is, after all, the essential prerequisite for fair discussion. Together with all interested parties from the neighbouring community, the economy, the research sector, and the political sphere, we want to counter myths and strengthen noise protection. This includes, for example, the deployment of the very latest aircraft in Hamburg, e.g. the Airbus A320neo. And for 2016, together with the airlines, we have a punctuality campaign, focussed primarily on punctual take-offs and landings before 11 p.m.

Please give us an idea of what to expect in 2016. What do you foresee in the year ahead?

Michael Eggenschwiler: We expect stable demand to result in consolidation of the strong growth we have seen. The growth rate will level out to between one and two percent. The greatest challenge will be the comprehensive refurbishment of the main apron – the very heart of our airport infrastructure – during ongoing normal operations. This major project will be a key focus for us in 2016 and the years that follow. We are investing a total of 120 million euros here. At the same time, we will further expand our service for passengers, in particular with a view to the changing demands imposed by our digital world. Whether you are a business traveller or a holidaymaker, we will soon be offering more options and better network connectivity if you want to go online at the airport.

Michael Eggenschwiler, Chief Executive Officer
Corporate philosophy: Innovative, environmentally conscious and exemplary

Hamburg Airport takes its responsibility seriously – meaning sustainable development with new, innovative emphases time after time. Meaning a supportive and family-friendly working environment. Meaning active and passive environmental protection on all levels. And meaning partnership within the region, establishing connections with the people and the economy.

Being an inner-urban airport means needing a high level of environmental sensitivity, social commitment, and transparent dialog. Hamburg Airport’s responsible commercial behaviour goes well beyond the legal requirements. In 2015, the Hamburg Chamber of Commerce honoured the airport’s many measures to reduce air pollution by naming the airport “Air Quality Partner of the Year 2015”.

Over the following pages, Hamburg Airport provides a review of projects and developments that contributed to securing the future of northern Germany’s largest airport last year. The core themes of commerce, personnel policy, environment, social commitment, and environmental protection are covered.
Corporate philosophy: Innovative, environmentally conscious and exemplary
Sustainable business model

Growth with a sense of proportion: Stable pillars for Hamburg Airport

Hamburg Airport is at the same time both a transportation hub and a driver of growth. Its economic power is felt throughout the north, well beyond the Hamburg Metropolitan Region – as a direct and indirect customer, as a location for logistics companies and other service providers, and as a primary gateway for passenger flights and air cargo. The development of the infrastructure is guided by foresight and a sense of proportion to ensure the future viability of the location. An efficient and responsible approach to the use of our own resources is indispensable in this context. “As Germany’s fifth-largest international commercial airport, Hamburg Airport has connections all over the world. At the same time, we are strongly rooted in the region and take our responsibility as employer, commercial enterprise, and dialog partner seriously. The protection of this complete harmony is an important factor for sustainable, responsible commercial activity,” emphasises Michael Eggenschwiler, CEO of Hamburg Airport.

Solid and sustainable business model

As a company, Hamburg Airport is built on three stable pillars: Aviation (share of turnover: 53.3 percent), Non-Aviation (28.4 percent) and Ground Handling (18.3 percent) – this mix forms the healthy foundation for sustainably viable commercial development of the company. In the Aviation division, Hamburg Airport offers a diverse, customer-friendly range of flight options, with 60 airlines and around 120 routes. In December 2015, the airport welcomed the fifteen millionth passenger for the year, setting a new record for the number of passengers in one year. In the Non-Aviation division, the attractiveness of the airport as a service location and a world of experiences is boosted by exclusive brands and a wide range of product offerings provided by shops, food courts and restaurants, parking,
and advertising. In the Ground Handling division, the ground handling services are established partners of the airlines – but they face an increasingly challenging environment.

**Construction projects for the future**

As an inner-urban airport, Hamburg Airport is spatially limited. It is therefore essential that the existing space is used efficiently, and that investment in passenger comfort and in the sustainability of air transportation continues. In view of this, for example, Hamburg Airport is commencing the comprehensive refurbishment of the main apron in March 2016, at a cost of around 120 million euros. This will facilitate the more efficient and therefore more environmentally friendly – and quieter – handling of flight operations, an important building block for Hamburg Airport’s sustainable infrastructure. In 2015, the first preparatory work commenced on Apron 1, where parts of the surface are up to 60 years old. A core element of the airport’s infrastructure is thus on the verge of a new lifecycle.

The Pier is changing, too. In November 2015, work began on the southern side for a new gate building designed for “Walk-In-Walk-Out” processing. Plans for further adjustments to the Pier structure and the jetbridges are complete and will be implemented in the months ahead.

**Innovative concepts for increased service**

At the same time, Hamburg Airport is further expanding its service for passengers, in particular with a view to the changing demands imposed by this digital world. In 2015, the refurbishment of the waiting areas at Gate A17 and the Upper Deck provided ideal examples for the Pier of the future: integrated zones for communication, relaxation and business, with numerous connectivity options for mobile devices.
By implementing market-ready innovations, Hamburg Airport is banking on improvements to service quality and efficiency. Examples include the digital shopping service, “Fill my fridge”, which entered operation for the 2015 summer holidays, and the successful test phase for the I-drop baggage drop kiosks, which were developed in-house. In the future, these kiosks are to be deployed permanently and made available to all interested airlines. Hamburg Airport is extending its portfolio as a provider of infrastructures and services.

**Investment in safety & security**
Hamburg Airport carried out the annual maintenance and service operations on both of its runways in June and September 2015. This work is necessary every year in order to continuously guarantee the highest possible level of safety in air transportation. In May 2015, construction began on a 700-square-meter extension to the airport fire station. Costs for the fire station construction work, due for completion in 2017, are around 7.5 million euros. A facility for testing the spray rate of extinguishing foam, required by regulations, was also completed by year-end.

**Securing the future of airfreight**
Airfreight remains an important business area for the airport. Hamburg Airport is therefore constructing a new airfreight facility on the adjacent street, Weg beim Jaeger. The topping-out ceremony for the “Hamburg Airport Cargo Center” took place in October 2015. Hamburg Airport is investing more than 50 million euros of its own money in the project. The new facility will contribute to securing the future of Hamburg as an airfreight location.
Risk management
Risk management at Hamburg Airport incorporates a number of elements to enable risks for the company to be identified, classified, and mastered in good time. Senior management meetings therefore regularly include risk identification, followed by evaluation on the basis of risk management. Beyond this, a risk inventory is carried out once a year, encompassing all areas of the corporation. Measures for risk control are developed on the basis of this inventory, and responsibilities are assigned for the efficient minimisation of identified risks.

Code of Governance, Compliance Management System, effective resource planning
Voluntary commitments such as a Code of Governance, a Compliance Management System, transparent processes at all levels and sustainable economic development are not just strategic guidelines at Hamburg Airport; rather, they are regularly deployed in actual working areas. This ensures that these expectations are understood as a real life approach, implemented in practice. Beyond this, a standardization of services and processes is planned for all working areas. Business processes that exist in various divisions can thus be harmonized, reducing the demand on resources. This allows for the more effective deployment of resources and the optimal exploitation of existing capacities. Hamburg Airport’s infrastructure development is also guided by the principle of modularity, so that expansion is only implemented when justified by demand. This also supports improved use of financial resources and a strengthening of Hamburg Airport’s financial position.
Focus on personnel

Hamburg Airport promotes fitness and further training

The heart of the company is its workforce of around 1860 employees. Hamburg Airport cultivates a corporate culture which encourages and supports its employees in their personal and professional development – a culture that takes every individual and his or her needs seriously. Important building blocks are proactive preventive health care, diverse training opportunities, and a modern, family-friendly work environment with a dependable pay structure. "Contented employees are the best ambassadors for Hamburg Airport – as an attractive employer and as a successful company. The goal of our sustainable personnel policy is therefore to approach all of our employees with ears and eyes open, so as to develop needs-driven concepts for their work environment,” explains Sandra Carstensen, Director of Human Resources at Hamburg Airport.

Focussing on prevention

2015 marked a new beginning in operational preventive health measures at Hamburg Airport. After a tendering process for the corporate medical service, the airport restructured its health management. All employees benefited from the expansion of the free service, which is focussed on prevention, fitness, and occupational safety. Particular importance in the area of prevention was given to even more actively addressing employees, motivating as many as possible to voluntary participation. With demonstrable success: The number of employees taking advantage of the flu vaccination, for example, rose by 15 percent over the previous year. Additional preventive measures such as skin cancer screening, bone density measurement, and colon cancer screening were also well received, being made available during working hours.
Fit and healthy at work

Hamburg Airport is a pioneer in health management for ground handling services. The comprehensively integrated “RICHTIGKRAFTKRAFTRICHTIG” concept for the prevention and treatment of musculoskeletal disorders was introduced in 2015; it was nominated for the 2015 Hamburg Health Prize.

This job-specific training, aimed at “getting strength right”, was specially developed for Hamburg Airport by a team consisting of the site physician, sports scientists, strength training experts, industrial designers, and specialist physicians. A mock-up enhances the effectiveness of the strength training, simulating a baggage loader’s workplace and physically demanding activities so that correct, healthy execution can be practised. The mock-up is also subject to the annual inspections mandated by the Accident Prevention Regulations.

The increasing demands of the aviation industry and demographic change both have an impact on modern health management. Hamburg Airport is responding to the new reality with a package of measures focussing on employee health across all divisions and departments. This includes subsidised medical massage, a free gym for employees, a works sport facility with football pitch, tennis courts, beach volleyball court and small sports hall (e. g. for table tennis).

Hamburg Airport’s Employee & Family Services coordinate the attractive range of works sport activities, which is also open to family members. In 2015, more than 360 people were actively involved in ten works sports groups, and 587 people made use of the fitness center, which is open 365 days a year.

A comprehensive training programme and free information packs are available to all employees, covering
such matters as “healthy management”, “coping with stress”, “health in shiftwork”, and “nutritional workshops”. Personnel development focuses especially on older employees here, making it possible for them to continue to go about their duties in good health and with motivation.

Modern training
Respect as partners and mutual appreciation characterise the leadership concept at Hamburg Airport. This includes effective functional knowledge transfer and regular training, providing know-how tailored to the workplace and supporting the development of competencies. Detailed consultations enable the creation of individual training concepts for each employee. The 165 seminars and courses are organised in various categories in the “Training Compass”, which once again provided employees with an informative overview of training opportunities in 2015. A total of 1,253 employees took advantage of the internal opportunities for in-service training. Additionally, 577 employees successfully took part in external courses.

Hamburg Airport also fulfills its social obligations in terms of training. With an annual average of 41 apprentices and trainees, the airport is training beyond its own needs in 8 different trades and careers. An average of 14 apprentices and trainees are hired each year.

Family-friendly and fair
Alongside support for health and training, the compatibility of family and career is an important criterion in the choice of an employer and in employee satisfaction. As a dependable employer, Hamburg Airport and the Employee & Family Services team have therefore established a functional system to address the social needs of its employees. Flexible approaches to working hours, childcare during school holiday periods, and a
fundamental awareness on the part of the employer for modern family and workplace structures are especially important for young families. Hamburg Airport values these concerns highly.

Employee & Family Services support mothers and fathers in the search for professional childcare. And for two weeks during the summer school holidays, the “Airport Tigers” programme provides dependable care from 8 a.m. to 5 p.m. for the children of employees. Last year, more than 60 boys and girls took part. There are also discounted holiday apartments available for employee family holidays in Heiligenhafen and Soderstorf.

Strong team spirit
A strong and united team for a successful company: amongst the many events and activities that reinforced the community spirit within the Hamburg Airport Group during 2015 were the Employee Party in October, with around 600 participants, and the traditional Christmas Concert in Hamburg’s Church of St Michael, where employees and their loved ones could enjoy a special beginning to the Advent season. Highlights of the event included the employee choir, “HAM Singers”, and the performance by “HAM Kids”, the youngest generation of the airport family. After the concert, there was a Christmas market, where various airport departments sold Christmas specialties to raise money for a good purpose.
Community commitment

Responsibility for the region: Hamburg Airport as a dependable partner

With a history as an inner-urban airport stretching back more than a century, Hamburg Airport has its roots firmly planted in the region. The airport takes its social responsibility seriously and sees itself as a partner with its neighbours, never losing sight of the balance between commercial and ecological development. Northern Germany’s largest airport commitment is not only to the interests of the 15,000 people who work on the site, extending beyond the reaches of the airport fence with regular sponsorship of local associations, joint social projects, and popular events for young and old. Hamburg Airport places great value on sustainable, enduring public relations and community work. “The high level of acceptance of Hamburg Airport is, on the one hand, certainly a result of its history. On the other hand, though, it is a product of the open, eye-to-eye dialog we have been conducting with the public, with politicians, and above all with our neighbours for many years,” explains Stefanie Harder, Director of Corporate Communications and Service at Hamburg Airport.

In close contact: neighbourhood work

Active public commitment is an established feature of Hamburg Airport’s corporate culture. The role of neighbour is particularly important. Manfred Czub, Community Relations Officer for many years now, and his team are always ready to listen to neighbouring residents and their concerns – a task that is becoming increasingly important as part of transparent, open dialog. With a commitment to social responsibility and the environment, the team go out into the neighbouring communities to provide information where the people are, and they are also reliable and easy to reach by telephone. Manfred Czub explains why this work has become so much more important: “The formation of opinion and the management of information have change rapidly with the rise of social media. Today, everyone is a mul-
tiplier. It is therefore more important than ever to re-
solve difficult situations in the context of a personal
discussion – speaking as equals and with mutual respect.”
The airport also supports many associations in the
neighbouring communities, particularly in the areas of
culture, popular sports, and children’s and youth work.

Effective eye-to-eye dialog
The intensive exchange of information with residents,
citizens’ initiatives, and political decision-makers has a
high priority for Hamburg Airport. This is an important
key to harmonising commercial success, and thus the
airport’s responsibility as a major employer, with the
needs of neighbouring residents, the environment,
and resource protection. An aircraft noise protection
alliance was established in 2015, bringing politicians,
commerce, and active citizens together to create a
platform for dialog, enabling all those involved to work
together to further strengthen the cause of aircraft
noise protection in Hamburg and Schleswig-Holstein.

Active network memberships
As well as its social responsibility, the deployment and
promotion of environmentally friendlier and more eco-
logically efficient technologies is a matter of special
importance to Hamburg Airport. The airport is therefore
actively involved in various initiatives to share expertise
and to conduct appropriate projects. Hamburg Airport
is also represented in the City of Hamburg’s Aircraft
Noise Protection Commission. The Commission addres-
ses citizens’ concerns and provides advice on noise
protection measures.

Hamburg Airport is a member of
– the City of Hamburg’s Air Quality Partnership, where
the airport is committed to reducing traffic-related
air pollution and proactively supporting the develop-
ment of low-pollution mobility
Visitors to Hamburg Airport website
hamburg-airport.de
is by far the most important source of information about the airport

<table>
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<td>7.6 million</td>
</tr>
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<td>8.14 million</td>
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Social Media fans

- **YouTube**
  - Subscribers: 1,000 (+54%)
  - Video clicks: 65,356
- **Facebook**
  - Fans: 60,000 (+20%)
  - Video clicks: 159,599
- **Twitter**
  - Followers: approx. 12,000 (+20%)
- **Instagram**
  - Followers: 5,000 (+100%)

Record reach for a Facebook PR campaign on 21 October, 2015: 1.9 million users
>12,166 “Likes” and >6,399 “Shares”

- the Federal German Working Group for Environmentally Responsible Management (B.A.U.M.)
- the Hamburg Environment Partnership
- the Hamburg Hydrogen Association

Within the region, Hamburg Airport is committed and active in many ways; one example is the support given by Hamburg Airport and its shareholder, AviAlliance, to the establishment of a disabled sports group within the SV Lurup sporting association.

Hamburg Airport is also a member of

- the association of the Hamburg Vocational Training Centre (HAZ) for disadvantaged youth
- the Alsterdorf Foundation Friends & Supporters Network
- various citizens’ and local cultural associations in Hamburg
- the friends’ associations for the voluntary fire brigades in the areas around the airport

**Donations for worthy causes**

Beyond its infrastructural responsibility, Hamburg is very active on a social level in the metropolitan region. The proceeds of an auction of lost property in 2015 were donated to the Hamburg association “Hilfspunkt”, an organisation that fights poverty in Hamburg.

Additionally, in September, the airport launched the “Donate your deposit” project in collaboration with the Hamburg homeless magazine Hinz & Kunzt and the company Der Gruene Punkt – Duales System Deutschland GmbH. The project has received positive press around the country. Collection containers have been put in place in the terminals, allowing passengers to donate their deposit bottles. The proceeds are used by Hinz & Kunzt to finance jobs for four people who were previously long-term unemployed. As permanently employed deposit bottle staff, they are responsible for emptying the containers and sorting the bottles. Der Gruene Punkt – Duales System Deutschland GmbH
takes care of the recycling. “The project combines exemplary environmental and resource protection with social action,” explains Johannes Scharnberg, who as Director of Aviation is responsible for the project.

**Family aviation festival**
The airport won nationwide acclaim for the organisation of Airport Days Hamburg 2015. Tens of thousands of visitors came to the family aviation festival, which took place on the grounds of the co-organiser, Lufthansa Technik, on 22 and 23 August. 100 aircraft, many of them historic, 75 exhibitors from every area of aviation, and 80 pilots played their part – as did the weather, with almost non-stop sunshine for the event. “Our motto was ‘Discover the World of Flight’, and we offered an experience of aviation-you-can-touch, with insights into our airport world that went well beyond the everyday. We were especially delighted that so many families took the opportunity to attend,” says Michael Eggenschwiler, Chief Executive Officer of Hamburg Airport.

**Digital communication in everyday life**
The Airport Days Hamburg 2015 communications team used its digital channels to ensure that impressions of the event were shared and experienced all over the world. Channels in use included a specially designed Airport Days website, a newsletter, and the social networks Facebook, YouTube, Twitter, and Instagram, with live broadcasting via the Periscope streaming service. There was also a WhatsApp service set up to provide regular updates of the latest information. Hamburg Airport first deployed this innovative dialog tool in 2015 for special situations such as strikes to facilitate real-time communication with passengers.
Hamburg Airport is certified according to the EMAS and DIN EN ISO 14.001 environmental management standards. A team of 15 at Hamburg Airport takes care of environmentally relevant aspects of airport operation. Alongside aircraft noise protection, the environmental management work also focuses on issues such as mobility, water protection, waste management, conservation, hunting and birdstrike, air quality, and climate protection. In 2015, Hamburg Airport was able to implement new environmental measures and projects such as the online aircraft noise calculation tool TraVis, the testing of more environmentally friendly synthetic diesel for operations on the apron, the commissioning of four electric vehicle charging stations in the P4 multistorey car park, and a project for solitary and communal bees. 2015 also saw further progress in the conversion of the airport’s fleet of vehicles to alternative fuels. For visitors to Airport Days Hamburg 2015, the Environmental Protection Center has its own stand with comprehensive information about the many environmental issues faced and addressed at the airport.

**Greening the fleet**
By 2020, at least half of Hamburg Airport’s vehicle fleet is to be powered by alternative fuels. Already today there are 21 electric cars, 9 natural gas buses, and 61 other natural gas vehicles in operation on the airport site – all relatively low in emissions. The entire fleet of baggage tugs has also been converted from diesel to natural gas. Hamburg Airport is continuously testing the various products that the market has to offer, determined to move ahead with the fleet conversion step by step, not just for standard vehicles but also for special equipment.
Since autumn 2015, all diesel-powered vehicles at Hamburg Airport that cannot currently be replaced with electric or gas-powered vehicles are being tested with a synthetic diesel produced from renewable resources and waste oils and fats. This is significantly lowering the production of soot in the burning of the fuel, and greenhouse gas emissions are reduced by up to 90 percent (over the complete product life cycle).

Since July 2015, four new e-charging stations have been available for passengers and visitors in the P4 multistorey car park, close to the terminals. Charging is free for passengers – only the parking fees have to be paid. Usage figures are developing positively.

Air Quality Partner of the Year 2015
In April 2015, the airport was named as “Air Quality Partner of the Year 2015” by the Hamburg Chamber of Commerce and the Department of Civil Engineering and the Environment (now the Department of Environment and Energy) in recognition of its activities in the field of low-emission mobility. The consistent and thorough fleet conversion was praised by the jury, as were employee activities such as free bicycle checks and repairs.

Aircraft noise information tool – TraVis
Since May 2015, the online tool TraVis (TRAck VISualisation) has delivered even more transparency and information for the issue of aircraft noise. TraVis is directly available via the Hamburg Airport website. It shows the flight routes of arriving and departing aircraft, along with “live” measurements from Hamburg Airport’s 13 fixed and 3 mobile measuring stations. The real highlight of TraVis, though, is its ability to calculate noise for a precise location. A user who wants to know the level of noise emissions for an aircraft currently flying overhead simply has to click on the desired location on the map.
**Airport Carbon Accreditation**

**Levels and Scopes**

**Level 1: (Documentation)**
Calculation of all Scope 1 and Scope 2 CO₂ emissions

**Level 2: (Reduction)**
As for Level 1, plus the development of reduction targets with proof of fulfillment

**Level 3: (Reduction)**
As for Levels 1 and 2, important Scope 3 CO₂ emissions (aircraft at the site, feeder traffic, etc.)

**Level 3+: (Neutrality)**
Satisfaction of all requirements from Levels 1 – 3, plus compensation for all remaining Scope 1 and Scope 2 CO₂ emissions to the point of climate neutrality.

**Vehicle power source**
by fuel

- **petrol (gasoline):** 65
- **liquefied petroleum gas (LPG):** 2
- **natural gas:** 118
- **electricity:** 21
- **diesel:** 201

**Biodiversity at the airport**
With its large green spaces, the airport is a valuable habitat for plants and animals. Together with other German airports, Hamburg Airport is increasingly active in its protection of biological diversity, placing particular value on ecofriendly land management that promotes biodiversity. In 2015, the airport launched a cooperative project with the German Wildlife Foundation (“Deutsche Wildtier Stiftung”) to protect solitary and communal bees in an urban environment. These non-honey producing native bees are severely endangered, and Hamburg Airport wants to help prevent species extinction. Over the coming five years, extra bee-friendly biotopes will be created and there will be joint projects and activities with the Wildlife Foundation.

In the spring, at the Wassermannpark in Hamburg’s Schnelsen district, Hamburg Airport and representatives of Friends of the Earth Germany (“BUND”) and the local borough office of Eimsbüttel planted 30 fruit trees, mostly old regional apple and pear varieties. Meadow orchards are important biotopes for many animal and plant species and therefore particularly valuable for conservation, especially in urban areas. The meadow orchard at Wassermannpark is part of Hamburg Airport’s new concept for sustainable compensatory planting. For air safety reasons, trees in the direct airport vicinity have to be pruned regularly and, in individual cases, felled. Sustainable planting of new trees in the airport neighbourhood compensates for this in an ecologically valuable way.

**Climate protection and carbon footprint**
The consistent reduction of climate-damaging greenhouse gas emissions is a fixed element of Hamburg Airport’s environmental management goals. Having
first achieved Level 3 Airport Carbon Accreditation (ACA) in 2014 and further reduced its CO₂ footprint in 2015, Hamburg Airport has now set its sights on Level 3+, the highest ACA certification level. The airport’s buildings and operational processes on the apron currently produce emissions of around 25,200 tonnes of CO₂. On top of this come the emissions from passenger and employee journeys to and from the airport, cargo transport to and from the airport, and airline emissions in the LTO Cycle (Landing and Take-Off), i.e. during taxiing, take-off and landing procedures. These emissions are not within the airport’s direct control, i.e. the airport can only influence them indirectly (e.g. by creating appropriate incentives and by structural measures such as optimising taxiways, levying emission-dependent landing charges, subsidising the HVV ProfiCard season ticket for public transport, free bicycle inspections for employees).

Testing a soil filter for water protection
Protecting the soil and the surrounding waterways has top priority at Hamburg Airport. Technical facilities ensure that potentially polluted surface water from the apron cannot directly seep into the soil or feed into the Tarpenbek catchment runoff. The construction of a soil filtering facility is now planned to increase the purification performance of the surface water facilities. A series of tests has been underway since summer 2015 to determine important basic parameters, testing various filter materials and layer depths to achieve the best possible filtration.
Status report for the 2015 financial year

Basis of the company
Flughafen Hamburg GmbH (hereinafter “FHG”) is the operator of Hamburg Airport and administers all business related to this capacity. Beyond this, the company provides consulting and other services, both in the airport sector and in other fields. The core business areas of FHG and its subsidiaries are as follows:

The primary task of the Aviation division is to maintain, ensure, and enhance safe and smooth flight operations. Beyond this, the division is responsible for passenger logistics, both airside and landside, and for baggage logistics. The Airport Fire Brigade and the Security Department are also part of the Aviation division.

The division of Ground Handling incorporates all ground handling and transport services. This includes, for example, aircraft loading and unloading, cabin cleaning, bus transfers, pushbacks, passenger handling, and aircraft de-icing. Operational activities are carried out by the subsidiaries GroundSTARS, CATS, and STARS and by the partial holding AHS Hamburg. The subsidiaries charge their services to FHG, whilst FHG maintains ground handling contracts with the airlines.

The Center Management division generates FHG’s non-aviation revenue. This includes all property rentals at Hamburg Airport, the concept and design of retail and food court areas, and the management and marketing of advertising operations.

The Real Estate Management division maintains and provides the entire infrastructure for Hamburg Airport. Specifically, the construction and upgrading of property and technical facilities, along with management of maintenance for all properties, are the core responsibilities of this division.
Overall economic developments and status of the industry

In 2015, Greece and some other southern European nations experienced budgetary crises. Thanks to assistance from other EU nations and the introduction of reforms, the situation in Greece was stabilised in the third quarter of 2015.

In this context, the European Central Bank continued its very expansive monetary policy by means of a purchase programme for government and corporate bonds. The resultant very low interest rates were favourable for the investment activities of FHG and other companies in Germany; this also resulted, however, in a significant increase in expenditure due to the valuation of long-term provisions (especially for company pensions). At the same time, the combination in Germany of low unemployment, increasing wage agreements and low inflation led to higher real income and ongoing propensity to consume on the part of the general population. In this environment, Germany developed positively as a business location, reporting growth for 2015. On the basis of preliminary calculations from the German Federal Statistics Office, the real gross domestic product increased by an average of +1.7% over the 2014 figures (previous year: +1.6%).

This environment allowed aspiring European airlines such as easyJet, Ryanair, Norwegian and others to break down existing market structures in the German aviation industry, establishing themselves alongside the Lufthansa Group airlines and Air Berlin at decentralised German airports, thereby stimulating both competition and demand.

Notwithstanding this, the industry was also subject to economic pressure in 2015. Whilst some smaller airlines (incl. Estonian Air, Air Lituanica, InterSky) were
forced to file for insolvency and cease operations, internal airline strikes, e. g. at Lufthansa, also placed a burden on the aviation sector.

All in all, however, 2015 was a successful year for Germany’s international airports. The German Airports Association (ADV, “Arbeitsgemeinschaft Deutscher Verkehrsflughäfen”) reported passenger growth of 3.9%.

Traffic development at Hamburg Airport

Hamburg Airport can report above average growth for the second year in a row, with 15.6 million passengers (+5.8%), a big climb from the previous year and the first time above the 15-million mark. Following on from the easyJet base opening and the re-allocation of non-hub Lufthansa services to Germanwings in 2014, the year 2015 was once again characterised by an expansion in flights and destinations for Hamburg Airport, accompanied by disproportionate increase in demand on both existing and new routes. The significant passenger growth already described stands in contrast to a much lower increase (+2.8%) in the number of commercial aircraft movements to 143,190. This resulted in an annual average of 109 passengers per commercial aircraft movement (previous year: 106).

This is particularly pleasing in the context of the increase in average size of aircraft deployed in Hamburg, with around 66.8 t take-off weight/commercial aircraft movement in 2015, higher than the previous year’s figure of 65.7 t. Additional capacities added to the market were, for the most part, quickly and successfully utilised.

Business development and earnings situation

FHV’s sales revenues rose over the previous year by €16.8m (6.2%) to €288.1m, exceeding the expectations for the 2015 financial year by 3.3%.

The Aviation division reported an increase in revenue of €11.3m (8.0%) to €153.6m. The reason for this is, essentially, traffic growth combined with a slight price increase, averaging 1.9%, in regulated fees with effect from 15 January, 2015. This represents a 53.3% share of total sales revenue (previous year: 52.4%).

Within the non-aviation sales revenues (€81.8m), turnover-based rent rose as a result of the increase in passenger volume by €1.9m (6.2%) to €31.8m. Revenue from fixed rents, from rent-related services and from miscellaneous sales revenue remained at the same level as in the previous year. The share of the non-aviation segment in total revenue is 28.4%, a slight decrease from the previous year (29.3%).

Sales revenue for Ground Handling was €52.7m, some €3.0m (6.1%) higher than in the previous year. This represents a 18.3% share of total sales revenue for this segment, as also seen the previous year. Ground handling volume rose by 2.7% over the previous year to 69,942 units, approximately matching the development of aircraft movements. Contrary to expectation, FHV’s market share throughout the year was almost 100%. As the second provider, approved in 2013, still did not commence operations in 2015, FHV continued to guarantee handling by its own ground handling subsidiaries, as requested by the authorities.

This growth in handling volume was further amplified by the increase in aircraft movements at the site.

In the area of aircraft de-icing, due to weather conditions, the result for the year under review was below average. In particular, the very warm month of December 2015 resulted in de-icing revenue falling below expectations. The revenue for aircraft de-icing from the previous year, particularly low compared with the previous seven years, was exceeded.

Other operating revenues amounting to €2.3m (previous year: €2.7m) consist essentially of income from the liquidation of reserves and income falling outside the year under review.

The cost of materials was €121.3m, some €7.1m (6.2%) higher than the previous year and slightly higher (2.8%) than forecast. Substantial contributing factors here were increased expenditure for aviation services provided by the ground handling subsidiaries, for external security services and for maintenance.

An increase of €1.2m (2.5%) was recorded for personnel expenditure, which totalled €49.6m. This is largely attributable to wage increases as part of the Public Service Wage Agreement (TVöD) amounting to 3.0% on 1 March, 2014 and 2.4% on 1 March, 2015.

Other operating expenditure amounted to €32.3m, an increase of €2.1m (6.9%) over the previous year, primarily resulting from increased expenditure for IT, for public relations/marketing, and for expenditure falling outside the year under review. Beyond these factors, an additional funding obligation for a subsidiary is also responsible for the increase in other operating expenditure.

Amortisation and depreciation on intangible and tangible fixed assets amount to €30.5m (previous year: €30.1m). Accrual of value for a financial investment resulted in income of €0.3m.
After balancing non-recurring effects, the result from ordinary activities was €49.1m, which is €6.0m (13.8%) higher than the level attained in the previous year.

As a consequence of the controlling and profit/loss transfer agreement with FHK Flughafen Hamburg Konsortial- und Service GmbH & Co. OHG, Hamburg (hereinafter “FHK”), no tax is due on the income or profit. Other taxes amounted to €2.4m (previous year: €2.2m).

As a consequence of the development of operating business described above, the company reports a pre-dividend result for the 2015 financial year of €46.0m, which is €5.8m (14.4%) higher than the previous year’s result and thus satisfies the target. The profit-turnover ratio rose to 16.0% (previous year: 14.8%).

Financial situation
The cashflow from ongoing business operations (€106.5m), as defined in the new German Standard No. 21 for the Rendering of Accounts (DRS 21) covered the payment of remaining dividends to shareholders from the previous year’s results (€21.7m after two advance instalments paid in 2014) and two advance instalments on the transferable profit for 2015 (€23.0m) along with the planned repayment of existing bank loans (€11.4m) and payment of credit interest (€6.9m).

Furthermore, around 92% of outlays for investment activities (€47.3m) were covered. The financing of remaining investments and to repay the previous year’s short-term borrowing from HGV Hamburger Gesellschaft fuer Vermoegens- und Beteiligungsmanagement mbH, Hamburg (hereinafter “HGV”), a new loan for €40m was taken out in mid-2015. In this context, financial reserves rose by €36.5m to a positive balance of €1.0m (previous year: –€35.5m).

A further planned interest and repayment instalment (€14.0m) was due in December. This was financed from the cash pool held jointly with the subsidiaries to the amount of €11.8m (previous year: €14.1m) and short-term borrowing from HGV amounting to €10.8m (previous year: €22.0m). A restructuring of the lending bank resulted in a change to the SEPA direct debit authorisation, so that this payment could not be made in December and was instead made at the beginning of January 2016. As a result of this the cash in hand and credit at banks at year-end rose unexpectedly to €23.7m (previous year: €0.6m). Beyond this, there are small short-term liabilities to credit institutions amounting to €0.2m. The Executive Board regularly receives information relating to the liquidity and potential financial risks to support it in treasury management.

FHG and its subsidiaries operate a joint cash pool with the goal of optimally deploying liquid resources. This effectively concentrates the liquidity surplus of the subsidiaries with the parent company. FHG balances short-term liquidity variations by drawing on HGV funds where needed. The integration of FHG in the HGV Group, along with the high creditworthiness of the shareholders, mean that there is no indication of financial problems either at present or for the future.

A long-term loan of €80m is planned for 2016 for the financing of investments (total planned: €101.5m), in particular the first construction phase of the comprehensive refurbishment of Apron 1. The remaining financial requirements for investments, for the planned repayment of loans and for dividend payments to shareholders is to be drawn from cashflow from ongoing business operations and, beyond this, from a short-term loan from HGV.

Investments
FHG’s investments in tangible assets and in intangible fixed assets throughout the course of 2015 amounted to a total of €50.7m (previous year: €51.8m).

The focus of investment activities was on the new cargo center, presently under construction (€20.3m) and on initial measures for the comprehensive refurbishment of Apron 1 (€6.9m). Further investments worthy of mention relate to the replacement of the FB2000 timetable management system with a new system (Project “HAM SuITE” €3.1m), overload distribution for the baggage conveyor system (€2.0m), and the construction of the new firefighting area (€1.4m).

For projects extending over more than one year (e. g. the cargo center), the expenditure for the 2015 financial year is reported.

Net asset position and asset structure
FHG’s balance sheet total has risen by €34.5 (7.4%) from the previous year-end to €500.8m.

On the asset side, the high level of investment described, amounting to of €50.7m, balanced by planned depreciation of €30.5m, was the primary factor in a €20.4m (4.7%) increase in the value of fixed assets to €455.7m. 81.5% of this amount is covered by equity capital along with medium and long-term investment capital (previous year: 80.3%). Current assets rose by €12.9m (43.1%) to €42.7m. Whilst there was a decrease in trade debtors
of €8.7m and in other assets of €0.9m, the balance on deposit at credit institutions rose significantly by €23.1m to a total of €23.7m. This high balance on deposit is attributable, amongst other things, to the fact that an interest and repayment instalment of €14.0m, due in December, could not be made until January 2016, due to a change in the SEPA direct debit authorisation for the lending bank.

On the liabilities side of the balance sheet, pension provisions have risen by €7.5m and other provisions by €2.2m, whilst tax provisions have sunk by €0.3m. Liabilities have risen by €25.3m (8.5%) to €323.2m. The reason for this is, in particular, an increase of €28.8m (12.8%) in liabilities to credit institutions to €253.9m due to a loan of €40.0m taken out in the course of the 2015 financial year, overcompensated for by repayments. On the other hand, liabilities to affiliated companies have declined to €57.4m (previous year: €66.4m), primarily as a result of a decrease of €11.2m in liabilities arising from short-term borrowing from HGV, whereby there was a slight increase of €1.3m in liabilities arising from profit transfer. Miscellaneous liabilities rose by €4.2m to €6.0m due to an increase in advance payments by airlines.

With unchanged equity capital (€63.8m), this higher balance sheet total logically results in a decrease in the equity ratio to 12.7% (previous year: 13.7%). Equity capital, along with medium and long-term investment capital, balanced 81.3% of medium and long-term fixed investments (previous year: 79.9%).

Employees
Excluding the Executive Board and apprentices/trainees, FHG’s average workforce in 2015 consisted of 705 employees (previous year: 704).

In addition to these figures, FHG employed an average of 40 apprentices and trainees throughout the year. In the course of the year, 14 trainees/apprentices successfully completed their training, whilst a further 14 new trainees/apprentices were hired from around 1,200 applicants in 2014. The FHG Group deliberately trains beyond its own needs in eight different occupations, in this way fulfilling its social obligations.

Furthermore, the leadership training programme initiated a number of years ago was continued for around 70 employees of the FHG Group, and other employee groups within FHG and subsidiaries received targeted training.

Statement on corporate governance in accordance with Art. 289a Para. 4 of the German Commercial Code (HGB)
When the Act for the Equal Participation of Women and Men in Leadership Positions in the Private Sector and in the Public Service (“FührposGleichberG”) came into force in April 2015, the Executive Board of FHG determined a 30% target for 2016 for women in the two management levels immediately below the Executive Board. This target was already slightly exceeded in 2015. The determination of targets for female participation in the Supervisory Board and the Executive Board by the shareholders’ meeting, and of measures to achieve these targets, did not take place in 2015 but instead at the beginning of 2016. The targets set for 2016 are 26.7% for female participation in the Supervisory Board and 0% for female participation in the Executive Board.

Events occurring after the accounting date
There have been no developments of special significance to FHG’s or the Group’s commercial situation since the accounting date.

Opportunities and risks for future development
FHG has at its disposal a central risk management system, which is continually being updated. The goal is to facilitate dealing with risks in a managed way. To this end, organisational regulations have been implemented and committees established, guaranteeing early recognition of risk-laden developments. The definitions of threshold values, both for specific risks and for general risk potential, are documented in a risk manual. According to these classifications, there are no identifiable risks endangering the company’s continued existence, and no identifiable risks with a substantial impact on the asset, financial or profit situation.

A risk is identifiable in terms of traffic-related revenues as demand in aviation decreases. In view of the high level of passenger growth currently being experienced, however, the probability of this risk developing appears limited. The continued consolidation of airlines is creating a dependency on a smaller number of larger customers and alliances. Were FHG to lose one of these large customers, a significant loss of turnover and market share would result. Furthermore, in the ground handling segment, the local competitor could make intense efforts to acquire further customers from FHG by way of low prices. This brings with it the risk of the pricing level as a whole sinking still further. On the positive side, however, contracts with the four largest ground handling customers by far have periods which run to the
end of 2016, 2017, and 2018. Further risks exist in the form of potential poor supplier performance and delays to the completion of construction projects arising from either building permits not being granted, from delays in handover, or from supplier insolvency.

Already at the end of 2013, the insolvency administrator of the former airline “Hamburg International” demanded that FHG partially repay turnover revenues and lodged a claim to this effect; FHG objected to this claim in 2014. A court hearing has been scheduled for 18 April, 2016. We consider the risk of the claim being upheld to be slight, particularly on the basis of an external expert assessment; nevertheless, in the worst case, this could result in a charge in the order of up to around €5m.

Financial instruments implemented by the company consist of interest swaps to match the level and period of the financial structure and to cover the risk of interest rate changes. Valuation units have been established in accordance with Art. 254 of the German Commercial Code (HGB).

Furthermore, potential opportunities could arise in the case of unexpected significant growth in traffic levels, which would translate almost directly into changes in earnings due to the company’s high proportion of fixed overhead costs. Additional opportunities exist in the form of potential entry into new areas of business. Beyond this, FHG is also working on new services and products for its customers within its core business areas.

FHG has been conducting comprehensive and proactive environmental management for several years, with focal points such as air quality, noise protection, energy efficiency, mobility and water protection.

The Environmental Management System is certified according to ISO 14001 and the EU’s EMAS (Eco-Management and Audit Scheme) regulations. In accordance with the provisions of the EMAS regulations, an Environmental Statement is published every three years, reporting in detail on all aspects of operations and activities relating to environmental protection.

Outlook

For 2016, FHG expects a slight increase (1.2%) in traffic levels and, as a result, a slight increase (1.5%) in sales revenue. Other operational income is expected to be significantly higher as a result of non-repeating special balance items. A slight increase in material and personnel expenditure and in other operating expenditure is forecast. Amortisation and depreciation are expected to rise as a consequence of the high level of investment. The annual result for 2016 is therefore expected to largely match the previous year’s result.
# Balance sheet 2015

## Assets

### A. Fixed assets

#### I. Intangible assets

1. Purchased commercial rights, similar rights and assets: €1,758,824.00 (2015), €1,520,260.00 (2014).


#### II. Tangible assets


3. Other equipment, fixtures and fittings: €8,277,890.00 (2015), €10,595,816.00 (2014).


#### III. Financial assets


### B. Current assets

#### I. Inventories


#### II. Receivables and other assets


3. Amounts owed by companies in which the company has a participating interest: €80,900.26 (2015), €10,636.56 (2014).

4. Amounts owed by the City of Hamburg: €0.00 (2015), €711.19 (2014).


#### III. Cash in hand and credit at banks and financial institutions


### C. Prepaid expenses


<table>
<thead>
<tr>
<th></th>
<th>31 December, 2015</th>
<th>31 December, 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Equity and liabilities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>A. Equity</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I. Subscribed capital</td>
<td>56,026,500.00</td>
<td>56,026,500.00</td>
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<tr>
<td>II. Capital reserves</td>
<td>6,925,498.05</td>
<td>6,925,498.05</td>
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<tr>
<td>III. Profit reserves</td>
<td></td>
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<tr>
<td>Other profit reserves</td>
<td>808,007.65</td>
<td>808,007.65</td>
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<tr>
<td></td>
<td><strong>63,760,005.70</strong></td>
<td><strong>63,760,005.70</strong></td>
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<tr>
<td><strong>B. Provisions</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Pension provisions</td>
<td>80,087,209.00</td>
<td>72,594,374.00</td>
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<tr>
<td>2. Tax provisions</td>
<td>32,000.00</td>
<td>364,000.00</td>
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<tr>
<td>3. Other provisions</td>
<td>29,419,083.91</td>
<td>27,199,551.22</td>
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<td></td>
<td><strong>109,538,292.91</strong></td>
<td><strong>100,157,925.22</strong></td>
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<tr>
<td><strong>C. Liabilities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Liabilities to credit institutions</td>
<td>253,879,831.18</td>
<td>225,118,422.83</td>
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<tr>
<td>2. Trade creditors</td>
<td>5,343,169.34</td>
<td>3,807,586.16</td>
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<tr>
<td>3. Liabilities to affiliated companies</td>
<td>57,397,716.43</td>
<td>66,395,823.85</td>
</tr>
<tr>
<td>4. Amounts owed to companies in which the company has a participating interest</td>
<td>618,263.61</td>
<td>705,626.66</td>
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<tr>
<td>5. Amounts owed to the Free &amp; Hanseatic City of Hamburg</td>
<td>0.00</td>
<td>28,002.30</td>
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<tr>
<td>6. Other liabilities</td>
<td>5,952,027.46</td>
<td>1,786,190.80</td>
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<td></td>
<td><strong>323,191,008.02</strong></td>
<td><strong>297,841,652.60</strong></td>
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<tr>
<td><strong>D. Deferred income</strong></td>
<td>4,275,560.79</td>
<td>4,483,985.13</td>
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<tr>
<td></td>
<td><strong>500,764,867.42</strong></td>
<td><strong>466,243,568.65</strong></td>
</tr>
</tbody>
</table>

1 See “Notes on financial statement” 5.  
2 See “Notes on financial statement” 6.  
3 See “Notes on financial statement” 7.
## Profit and loss statement 2015

<table>
<thead>
<tr>
<th>Description</th>
<th>2015</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Sales revenuee</td>
<td>€288,077,167.04</td>
<td>€271,285,861.06</td>
</tr>
<tr>
<td>2. Other own resources capitalised</td>
<td>€714,506.00</td>
<td>€1,078,670.00</td>
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<tr>
<td>3. Other operating income</td>
<td>€2,333,389.81</td>
<td>€2,713,086.31</td>
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<tr>
<td>4. Cost of materials</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Cost of raw materials, supplies and purchased goods</td>
<td>€5,395,855.91</td>
<td>€5,307,352.94</td>
</tr>
<tr>
<td>b) Cost of bought-in services</td>
<td>€115,952,773.16</td>
<td>€108,957,876.21</td>
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<tr>
<td>5. Personnel expenditure</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Wages and salaries</td>
<td>€35,947,025.63</td>
<td>€34,739,270.05</td>
</tr>
<tr>
<td>b) Social security, pensions and other benefits</td>
<td>€13,635,853.83</td>
<td>€13,629,384.39</td>
</tr>
<tr>
<td>of which for pensions €7,492,024.47 (previous year: €7,754,404.22)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. Amortisation and depreciation on intangible and tangible fixed</td>
<td>€49,582,879.46</td>
<td>€48,366,654.44</td>
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<tr>
<td>7. Other operating expenditure</td>
<td>€32,323,328.78</td>
<td>€30,222,640.86</td>
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<tr>
<td>8. Income from participating interests.</td>
<td>€490,436.51</td>
<td>€367,932.49</td>
</tr>
<tr>
<td>of which from affiliated companies €225,354.84 (previous year: €367,932.49)</td>
<td></td>
<td></td>
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<tr>
<td>9. Income from profit and loss transfer agreements</td>
<td>€853,398.37</td>
<td>€2,280,857.57</td>
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<tr>
<td>10. Income from accrual of financial investments</td>
<td>€348,084.47</td>
<td>€0.00</td>
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<tr>
<td>11. Other interest received and similar income</td>
<td>€609,081.61</td>
<td>€197,683.76</td>
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<tr>
<td>of which from affiliated companies €409,358.50 (previous year: €15,806.49)</td>
<td></td>
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<tr>
<td>12. Amortisation on financial assets</td>
<td>€0.00</td>
<td>€100,000.00</td>
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<tr>
<td>13. Expenditure arising from transfer of losses</td>
<td>€314,975.83</td>
<td>€40,765.68</td>
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<tr>
<td>14. Interest paid and similar expenditure</td>
<td>€10,220,650.15</td>
<td>€11,643,722.77</td>
</tr>
<tr>
<td>of which to affiliated companies €52,130.39 (previous year: €49,399.65)</td>
<td></td>
<td></td>
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<tr>
<td>15. Profit from ordinary activities</td>
<td>€49,117,425.36</td>
<td>€43,154,900.34</td>
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<tr>
<td>16. Exceptional expenditure/exceptional earnings</td>
<td>€704,252.00</td>
<td>€704,252.00</td>
</tr>
<tr>
<td>17. Income taxes</td>
<td>€–8,001.58</td>
<td>€–10,478.33</td>
</tr>
<tr>
<td>18. Other taxes</td>
<td>€2,417,016.54</td>
<td>€2,238,238.44</td>
</tr>
<tr>
<td>19. Profit transferred under the terms of profit and loss transfer agreement</td>
<td>€46,004,158.40</td>
<td>€40,222,888.23</td>
</tr>
<tr>
<td>20. End of year surplus</td>
<td>€0.00</td>
<td>€0.00</td>
</tr>
</tbody>
</table>

1. See “Notes on financial statement” 8.  
2. See “Notes on financial statement” 9.  
4. See “Notes on financial statement” 11.  
5. See “Notes on financial statement” 12.  
1 General
The financial statement as at 31 December, 2015 has been produced in accordance with the provisions of the German Commercial Code for limited companies. The regulations of the Limited Liability Companies Act (GmbHG) have also been fulfilled.

The profit and loss statement has been prepared on the basis of categorised expenditure.

Whereas in the previous year’s financial statement, receivables from and liabilities to companies affiliated with the Free & Hanseatic City of Hamburg (FHH) were listed under receivables from and liabilities to FHH, they have now been listed under receivables from and liabilities to affiliated companies, as the boundaries between affiliated companies and external third parties were altered in the HGV consolidated group financial statement. The figures for the previous year have not been adjusted.

2 Principles of accounting and valuation
The principles of accounting and valuation have not changed from the previous year.

Purchased intangible assets have been counted as purchase expenditure, reduced in line with planned linear depreciation.

Tangible assets have been assessed based on purchase or production cost, reduced in accordance with both planned linear depreciation over their respective normal operational lifetimes and unplanned depreciation. Acquisition and production costs include project-related financing of interest accruing during the respective construction period.

Assignments are made where the reason for unplanned depreciation has ceased to exist. In the course of the tax-free transfer of reserves in accordance with Art. 163
Para. 1 of the Transfer Regulations (Abgabeordnung) in previous years, FHG receipts were depreciated according to Art. 254 of the German Commercial Code as valid until 28 May, 2009.

Economic goods of low value, acquired for no more than €150.00, are fully depreciated in the year of purchase and treated as expenses. Economic goods costing between €150 and €1,000 are summarised in a single annual entry and subjected to linear depreciation over a period of five years.

Shares in affiliated companies and holdings are valued at purchase cost, whilst loans to holdings are listed at nominal value; these entries are reduced where appropriate in line with unplanned depreciation. Assignments are made where the reason for unplanned depreciation has ceased to exist.

The valuation of raw materials, fuels and supplies is based on the lower value of cost price and minimum current market price.

Moneys owed are balanced at nominal value; other assets are balanced at nominal or cash value. Recognisable risks are taken into account by means of depreciation and/or value reduction. For trade debtors, the general credit risk is reflected in a lump-sum provision.

Liquid assets have been valued at their nominal value.

Payments either made or received in advance are listed as prepaid expenses or deferred income, respectively, under Assets and Liabilities, in the proportion that they are for services or goods not yet received or provided.

Provisions have been established at the level considered necessary in sound commercial judgment. A cost in-
crease of 1.5% p.a. has been taken into account for the calculation of the settlement amount for other long-term provisions where these exist. Furthermore, the discounting of long-term provisions is based on the average market interest rate for matching maturities over the past seven years according to the information published by the German Bundesbank.

Pension provisions are valued according to the projected unit credit method (as defined by the International Accounting Standard no. 19, paragraph 67). The biometric basis of calculation is the table of recommendations (2005G) produced by Dr Klaus Heubeck, with an interest rate of 3.89% p.a. Furthermore, this calculation is based on a salary dynamic of 2% p.a. and a pension dynamic of 1% to 2% p.a.

Provisions for employment anniversary bonuses are valued according to the projected unit credit method (as defined by the International Accounting Standard no. 19, paragraph 67). The biometric basis of calculation is the table of recommendations (2005G) produced by Dr Klaus Heubeck, with an interest rate of 3.89% p.a. Allowance has been made for future increases to anniversary bonuses in the future pay trend of 2.0% p.a.

Provisions for partial retirement are valued based on the appropriate implementation of the statement IDW RS HFA3 from 19 June, 2013, in conjunction with the Accounting Law Modernisation Act (BilMoG) as published in the BGBI I No. 27 on 28 May, 2009, p. 1102. According to the regulations for interest provisions, the actuarial interest rate is set for the accounting reference date. This is applied at a rate of 3.89% p.a. Future pay adjustments are accounted for with 2% p.a.

Liabilities are balanced at the settlement amount.

Forward interest rate swaps are used to manage interest rate exposure for some loans from financial institutions; these are valued as a unit with their corresponding hedging transactions. Due to the tax group relationship with FHK Flughafen Hamburg Konsortial- und Service GmbH & Co. oHG (FK), reserves for deferred taxes have not been established.

### 3 Assets

The composition and development of fixed assets is shown in the schedule of fixed-asset movements.

Additions to assets totalling €50.7m for the year represent a large number of investment projects. Worthy of particular mention are the construction of the new Air Cargo Center (€20.3m), the refurbishment of Apron 1 (€6.9m), investment in the new HAM SuITe database (€3.1m) and an extension to the fire brigade building (€1.2m).

### 4 Receivables and other assets

Receivables from affiliated companies are listed in Table 4. Receivables from affiliated companies include €2,138,000 (previous year: €1,686,000) receivable from shareholders.

Receivables from companies in which a participatory interest is held amount to €1,000 (previous year: €11,000) for products and services and €80,000 (previous year: €0) in other receivables.

Included in the receivables from affiliated companies is one item with a residual term of more than one year, amounting to €238,000 (previous year: €0). The remaining receivables have, as in the previous year, a residual term of up to one year.

Other assets to the value of €622,000 (previous year: €1,336,000) have a residual term of more than one year.

### 5 Equity capital

Subscribed capital remains unchanged at €56,026,500.00. As of 31 December, 2015, a total of €0 is available to be paid as shareholder dividends (previous year: €0). A total of €0 (previous year: €0) is subject to the dividend payout restriction imposed by law and by the articles of association.

### 6 Provisions

Pension provisions are calculated with reference to the option specified in Art. 67 Para. 1 of EGHGB. The allocation of the difference is taking place in equal annual rates over a period of 15 years up until the year

<table>
<thead>
<tr>
<th>4 Receivables from affiliated companies</th>
<th>2015</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amounts owed by affiliated companies</td>
<td></td>
<td></td>
</tr>
<tr>
<td>of which: trade debtors</td>
<td>3,516</td>
<td>4,326</td>
</tr>
<tr>
<td>of which: balanced with trade creditors</td>
<td>309</td>
<td>3</td>
</tr>
<tr>
<td>of which: other receivables and other assets</td>
<td>–85</td>
<td>–78</td>
</tr>
<tr>
<td></td>
<td>3,292</td>
<td>4,401</td>
</tr>
</tbody>
</table>
2024. The outstanding sum not listed in the balance sheet was €5,912,000 (previous year: €6,569,000) at 31 December, 2015.

Tax provisions relate primarily to tax on electricity.

Significant individual items reported under other provisions at the accounting date include: provisions for outstanding supplier invoicing amounting to €6,860,000; provisions for noise protection measures amounting to €5,627,000; provisions for partial retirement amounting to €1,484,000; and provisions for former employees who transferred to subsidiary and other companies in previous years amounting to €4,052,000.

In the valuation of provisions for noise protection measures, cost increases of 1.5% p.a. have been taken into account, and discounting has been applied at a rate of 2.02% to 3.09%. Should the discount rate rise by 1%, the discounted sum of €5,627,000 would be reduced by €252,000; a rate decrease of 1% would result in an increase in the discounted sum of €268,000.

**7 Liabilities**

The residual terms of liabilities as of the accounting date are shown in Table 7. Liabilities to affiliated companies include €8,955,000 arising from supplies and services (previous year: €6,156,000), €46,344,000 in other liabilities (previous year: €57,920,000) and €2,545,000 for loans (previous year: €2,545,000). They are balanced by receivables from goods and services amounting to €446,000 (previous year: €225,000).

Liabilities to shareholders amount to €33,830,000 (previous year: €43,719,000). Of these, €23,032,000 are for profit transfer to the parent company FHK (previous year: €21,719,000), and €10,800,000 are for a short-term loan from HGV.

Liabilities to companies in which a participatory interest is held relate in the year under review, as in the previous year, to supplies and services.

Miscellaneous liabilities include €2,167,000 in advance payments from customers, €475,000 (previous year: €475,000).

<table>
<thead>
<tr>
<th>7 Liabilities</th>
<th>Total €’000</th>
<th>&lt; 1 year €’000</th>
<th>1–5 years €’000</th>
<th>&gt; 5 years €’000</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Liabilities to credit institutions</td>
<td>253,880</td>
<td>40,742</td>
<td>109,977</td>
<td>103,161</td>
</tr>
<tr>
<td>(previous year)</td>
<td>225,118</td>
<td>25,614</td>
<td>121,999</td>
<td>77,505</td>
</tr>
<tr>
<td>2. Trade creditors</td>
<td>5,343</td>
<td>5,343</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>(previous year)</td>
<td>3,808</td>
<td>3,808</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>3. Liabilities to affiliated companies</td>
<td>57,398</td>
<td>57,398</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>(previous year)</td>
<td>66,396</td>
<td>66,396</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>4. Amounts owed to companies in which the company has a participating</td>
<td>618</td>
<td>618</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>(previous year)</td>
<td>706</td>
<td>706</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>5. Amounts owed to the Free and Hanseatic City of Hamburg</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>(previous year)</td>
<td>28</td>
<td>28</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>6. Other liabilities</td>
<td>5,952</td>
<td>5,714</td>
<td>238</td>
<td>0</td>
</tr>
<tr>
<td>(previous year)</td>
<td>1,786</td>
<td>1,786</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>323,191</td>
<td>109,815</td>
<td>110,215</td>
<td>103,161</td>
</tr>
<tr>
<td>(previous year)</td>
<td>297,842</td>
<td>98,338</td>
<td>121,999</td>
<td>77,505</td>
</tr>
</tbody>
</table>
Notes on the 2015 financial statement

€469,000 in taxes and €22,000 (previous year: €0) in social security liabilities.

Liabilities are not secured by the company.

8 Sales revenue
Sales revenue is broken down in Table 8.

9 Expenditure and income falling outside the year under review
The profit and loss statement contains income falling outside the year under review amounting to €1,538,000, stemming in particular from the liquidation of provisions, from reimbursement of energy tax and from reimbursements issued by the water utility company. Expenditure falling outside the year under review amounting to €1,015,000 is also included, consisting essentially of reclaimed funding from the chamber of agriculture and of invoices for supplies and services in previous years.

10 Depreciation
In previous years, FHG has carried out special tax depreciation of assets and investments. A declaration of the amount of tax deferral is not applicable as a result of the existing profit transfer agreement with FHK.

11 Interest payable and similar expenditure; interest receivable and similar income
Interest expenditure includes expenses from the discounting of interest on long-term provisions amounting to €3,773,000 (previous year: €3,742,000).

Other interest income includes income from the discounting of long-term provisions amounting to €47,000 (previous year: €158,000).

12 Exceptional earnings; exceptional expenditure
As part of the adoption of the Accounting Law Modernisation Act (BilMoG), items of extraordinary expenditure are listed in accordance with the provisions of Art. 67 Para. 7 of the Introductory Act to the German Commercial Code (EGHGB); these items arise from adjustments to pension provisions and other provisions relating to pension obligations.

This exceptional result does not have any effect on the income tax burden shown in the balance sheet.

13 Other taxes
For the 2015 financial year, other taxes consist primarily of electricity and property taxes.

14 Transactions not included in the balance sheet
Several hire and leasing contracts are in place for vehicles and office equipment, along with contracts for the provision of services. The residual term for the vehicle contracts is between 1 and 48 months; the contracts for office equipment have a residual term of between 2 and 70 months with extension options of 12 months each. Contracts with affiliated companies for service provision amount to €756,000; these will affect the balance sheet with the full amount in the following year.

Ongoing contracts represent a liability for the company throughout the residual terms of €1,236,000, of which €1,049,000 shall fall due in the next twelve months. Further liabilities may arise from the vehicle contracts due to eventual subsequent billing for damages or for exceeding the inclusive kilometres.

The signing of leasing and hire contracts resulted in a positive effect in terms of minimising impact on the company’s liquidity by the avoidance of purchase expenditure.

8 Sales revenue

<table>
<thead>
<tr>
<th>Revenue from traffic services</th>
<th>2015</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aviation revenue</td>
<td>153,604</td>
<td>142,262</td>
</tr>
<tr>
<td>Aircraft ground handling</td>
<td>52,694</td>
<td>49,685</td>
</tr>
<tr>
<td>Total sales revenue</td>
<td>206,298</td>
<td>191,947</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other revenue</th>
<th>2015</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed and turnover-based rent, rent-related services</td>
<td>71,328</td>
<td>69,047</td>
</tr>
<tr>
<td>Other revenue</td>
<td>10,451</td>
<td>10,292</td>
</tr>
<tr>
<td>Total sales revenue</td>
<td>288,077</td>
<td>271,286</td>
</tr>
</tbody>
</table>
15 Contingent liabilities
Potential liabilities arising from guarantee obligations to affiliated companies at the accounting date constitute €369,000. At the accounting date there was no actual risk exposure from claims.

FHG and individual subsidiaries participate in a cash pool. FHG is jointly and severally liable for all liabilities of the subsidiaries arising from the cash pool. At the accounting date there was no actual risk exposure from claims, as there were no negative bank balances and the subsidiaries had not entered into any obligations in this regard. At the accounting date, there were no other contingencies as defined by Art. 251 of the German Commercial Code (HGB).

16 Other financial liabilities
Other financial liabilities not shown in the balance sheet amount to €192,892,000. These consist of two long-term hereditary building right contracts totalling €102,303,000, one with a term running until 31 December, 2020 and costing €9,075,000 per year and the other with a term running until 31 December, 2060 and costing €1,265,000 per year, along with diverse property rental contracts totalling €13,714,000 with annual payments amounting to €3,011,000.

A further €76,875,000 relate to future expenditure for product and service contracts (open purchase orders). Of these financial liabilities, €33,204 are due in the coming financial year. Of open purchase orders, €2,355,000 are with affiliated companies.

17 Auditors’ fees
The auditors’ fee for FHG amounts to €63,000 and includes €55,000 for auditing the financial statement and the Group financial statement and €7,000 for other attestation services.

18 Valuation units
Derivative financial instruments take the form of forward interest rate swaps totalling €55,346,000, with corresponding underlying transactions in the form of loans, listed as liabilities to financial institutions (micro hedge). The interest rate swaps have various terms, the longest running until 30 December, 2018; through the course of their term they protect against the risks associated with interest rate variations for the loans with matching periods and volumes. The parameters of primary and securing transactions are identical. Valuation units have been established in accordance with Art. 254 of the German Commercial Code (HGB). The nett hedge presentation method is used for accounting purposes.

The current value of interest swaps, calculated according to the cash value method on the basis of the interest structure curve on the accounting date, amounts to –€4,219,000. As a result of the incorporation within valuation units, there was no requirement to establish provisions for impending losses.

19 Group financial statement
Our financial statement is also included in the consolidated financial statement of the company HGV Hamburg Gesellschaft für Vermögens- und Beteiligungsverwaltung mbH, Hamburg, (registered with the Amtsgericht Hamburg HRB No. 16106) for the financial year ending 31 December, 2015. Publication takes place in the electronic federal gazette (“Bundesanzeiger”). The sole shareholder of HGV is the Free and Hanseatic City of Hamburg.

20 Total emoluments of the Supervisory Board and the Executive Board
Remuneration paid to members of the Executive Board in the year under review totalled €889,000.

Payments made to former company executives and/or their surviving dependents totalled €147,000.

Pension obligations for this group of persons as of 31 December, 2015, have a cash value of €2,880,000. Provisions not established for obligations to this group of persons amount to €304,000.

A total of €6,000 was paid to members of the Supervisory Board as remuneration for attending meetings.

21 Employees
On average, in the 2015 financial year, 705 persons were employed by FHG, of whom 168 were employed part-time.

22 Code of Corporate Governance
In the financial year 2015, FHG abided by all regulations of the Hamburg Code of Corporate Governance to the extent that this lies within the scope of authority of the Executive Board of FHG.
Notes on the 2015 financial statement

23 Information on official bodies of the company

Honorary Chairman of the Supervisory Board
HELMUT SCHMIDT, Hamburg
Former Chancellor of the Federal Republic of Germany · † 10. November 2015

Supervisory Board
Dr KLAUS-JUERGEN JUHNKE, Hamburg
former Head of Logistics, Preussag AG, Berlin/Hanover
former Executive Chairman of VTG Vereinigte Tanklager und Transportmittel GmbH, Hamburg
Chairman of the Supervisory Board
(until 30 September, 2015)

AUGUST WILHELM HENNINGSEN, Hamburg
former Chairman of the Executive Board of Lufthansa Technik AG
(until 30 September, 2015)
Chairman of the Supervisory Board
(since 01 October, 2015)

GERHARD SCHROEDER, Duesseldorf
Managing Director of AviAlliance GmbH, Essen
Deputy Chairman of the Supervisory Board

JUTTA BAUER, Hamburg
Employee of FHG

Dr ROLF BIERHOFF, Essen
Retired Executive Board Member

CLAUDIA BOLDT, Hamburg
Employee of FHG

Dr BERND EGERT, Winsen (Luhe)
Secretary of State in the Ministry of Economic Affairs, Transport and Innovation of the Free and Hanseatic City of Hamburg
(until 27 May, 2015)

MARTIN HELLWIG, Bargteheide
Chairman of the Works Council of FHG
Employee of FHG (under secondment)

HOLGER LINKWEILER, Essen
Managing Director of AviAlliance GmbH, Essen

RALPH MUELLER-BECK, Kiel
Secretary of State in the Ministry for Economic Affairs, Employment, Transport and Technology of the State of Schleswig-Holstein
(until 30 September, 2015)

Dr FRANK NAEGELE, Kleinmachnow
Secretary of State in the Ministry for Economic Affairs, Employment, Transport and Technology of the State of Schleswig-Holstein
(as of 30 September, 2015)

CORINNA NIENSTEDT, Hamburg
Chief Executive Officer, Hamburg Chamber of Commerce
Head of International Business Division
(since 01 October, 2015)

JONNY RICKERT, Luebeck
Employee of FHG

ANDREAS RIECKHOF, Stade
Secretary of State in the Ministry of Economic Affairs, Transport and Innovation (Transport Section) of the Free and Hanseatic City of Hamburg
(since 27 May, 2015)

Dr SIBYLLIE ROGGENCAMP, Hamburg
Executive Director in the Department of Finance of the Free and Hanseatic City of Hamburg

HARALD ROESLER, Hamburg
Head of the Northern Hamburg Borough Council Office

Prof. Dr. HANS-JOERG SCHMIDT-TRENZ, Hamburg
Chief Executive Officer, Hamburg Chamber of Commerce
(until 30 September, 2015)

JAN SIEVERS, Hamburg
Employee of FHG

JOERN SOEDER, Hamburg
Lieutenant General (retired)

Executive Board
MICHAEL EGGENSCHWILER, Hamburg
lic. oec. HSG
Chief Executive Officer

Hamburg, 22 February, 2016
Flughafen Hamburg Gesellschaft mit beschränkter Haftung

The Executive Board
Michael Eggenschwiler
### Holdings of Flughafen Hamburg Gesellschaft mit beschraenkerter Haftung, Hamburg as of 31 December, 2015

<table>
<thead>
<tr>
<th>Name and registered office of company</th>
<th>Company’s equity capital in € `000</th>
<th>Holding of company held by</th>
<th>Result 2015 in € `000</th>
<th>Controlling and profit transfer agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aerotronic-Aviation Electronic Service GmbH, Hamburg⁴</td>
<td>–11</td>
<td>CATS KG</td>
<td>100</td>
<td>–2</td>
</tr>
<tr>
<td>AHS Aviation Handling Services GmbH, Hamburg¹, ⁵</td>
<td>–1,202</td>
<td>FHG</td>
<td>32.25</td>
<td>528</td>
</tr>
<tr>
<td>AHS Hamburg Aviation Handling Services GmbH, Hamburg¹, ⁵</td>
<td>1,353</td>
<td>FHG</td>
<td>49</td>
<td>592</td>
</tr>
<tr>
<td>AIRSYS-Airport Business Information Systems GmbH, Hamburg³, ⁶</td>
<td>500</td>
<td>FHG</td>
<td>100</td>
<td>0</td>
</tr>
<tr>
<td>C.A.T.S. Verwaltungs-GmbH, Hamburg⁴</td>
<td>50</td>
<td>CATS KG</td>
<td>100</td>
<td>2</td>
</tr>
<tr>
<td>CATS Cleaning and Aircraft Technical Services GmbH &amp; Co. KG, Hamburg³, ⁷</td>
<td>1,074</td>
<td>FHG</td>
<td>100</td>
<td>39</td>
</tr>
<tr>
<td>CSP Commercial Services Partner GmbH, Hamburg⁴</td>
<td>40</td>
<td>FHG</td>
<td>100</td>
<td>0</td>
</tr>
<tr>
<td>CGH Cruise Gate Hamburg GmbH, Hamburg⁵</td>
<td>69</td>
<td>FHG</td>
<td>49</td>
<td>–31</td>
</tr>
<tr>
<td>GAC German Airport Consulting GmbH, Hamburg⁴</td>
<td>158</td>
<td>FHG</td>
<td>100</td>
<td>4</td>
</tr>
<tr>
<td>GroundSTARS GmbH &amp; Co. KG, Hamburg³, ⁷</td>
<td>1,384</td>
<td>FHG</td>
<td>100</td>
<td>0</td>
</tr>
<tr>
<td>GroundSTARS Verwaltungs GmbH, Hamburg⁴</td>
<td>58</td>
<td>FHG</td>
<td>100</td>
<td>2</td>
</tr>
<tr>
<td>Grundstücksgesellschaft Kaltenkirchen mbH &amp; Co. KG, Hamburg⁴</td>
<td>64</td>
<td>FHG</td>
<td>100</td>
<td>–5</td>
</tr>
<tr>
<td>Grundstücksgesellschaft Kaltenkirchen Verwaltungs-GmbH, Hamburg⁴</td>
<td>33</td>
<td>FHG</td>
<td>100</td>
<td>1</td>
</tr>
<tr>
<td>RMH Real Estate Maintenance Hamburg GmbH, Hamburg³, ⁶</td>
<td>100</td>
<td>FHG</td>
<td>100</td>
<td>0</td>
</tr>
<tr>
<td>SAEMS Special Airport Equipment and Maintenance Services GmbH &amp; Co. KG, Hamburg³, ⁷</td>
<td>357</td>
<td>FHG</td>
<td>60</td>
<td>253</td>
</tr>
<tr>
<td>S.A.E.M.S. Verwaltungs-GmbH, Hamburg⁴</td>
<td>52</td>
<td>SAEMS KG</td>
<td>100</td>
<td>4</td>
</tr>
<tr>
<td>SecuServe Aviation Security and Services Hamburg GmbH, Hamburg³, ⁶</td>
<td>150</td>
<td>FHG</td>
<td>100</td>
<td>0</td>
</tr>
<tr>
<td>SecuServe Aviation Security and Services Holding International GmbH, Hamburg⁴</td>
<td>250</td>
<td>FHG</td>
<td>100</td>
<td>0</td>
</tr>
<tr>
<td>STARS Special Transport and Ramp Services GmbH &amp; Co. KG, Hamburg³, ⁷</td>
<td>555</td>
<td>FHG</td>
<td>51</td>
<td>37</td>
</tr>
<tr>
<td>S.T.A.R.S. Verwaltungs-GmbH, Hamburg⁴</td>
<td>57</td>
<td>STARS KG</td>
<td>100</td>
<td>2</td>
</tr>
</tbody>
</table>

¹Equity capital as at 31 December, 2014 and result from financial year 2015
²Consolidated
³Not consolidated
⁴Associated company
⁵Company makes use of the exemptions permitted by Art. 264 Para. 3 of the German Commercial Code (HGB).
⁶Company makes use of the exemptions permitted by Art. 264b of the German Commercial Code (HGB).
### Schedule of asset movements 2015

<table>
<thead>
<tr>
<th>Purchase or production cost</th>
<th>Value as of 01 Jan</th>
<th>Additions</th>
<th>Decreases</th>
<th>Transfers</th>
</tr>
</thead>
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</tbody>
</table>

#### I. Intangible assets

1. Purchased commercial rights, similar rights and assets
   - Value as of 31.12.2015: €6,304,084.94
   - Additions: €779,040.33
   - Decreases: €0.00
   - Transfers: €41,789.00

2. Payments on account
   - Value as of 31.12.2015: €2,832,079.78
   - Additions: €3,135,982.09
   - Decreases: €0.00
   - Transfers: €–21,219.93

Total intangible assets:
- Value as of 01 Jan: €9,136,164.72
- Additions: €3,915,022.42
- Decreases: €0.00
- Transfers: €20,569.07

#### II. Tangible assets

1. Land, leasehold rights and buildings, including buildings on leasehold land
   - Value as of 31.12.2015: €735,965,769.30
   - Additions: €2,229,802.46
   - Decreases: €0.00
   - Transfers: €108,593.81

2. Technical equipment and machinery
   - Value as of 31.12.2015: €254,044,992.80
   - Additions: €7,059,309.70
   - Decreases: €1,447,001.30
   - Transfers: €2,061,068.46

3. Other equipment, fixtures and fittings
   - Value as of 31.12.2015: €45,576,564.17
   - Additions: €1,556,806.34
   - Decreases: €1,454,688.35
   - Transfers: €178,192.59

4. Payments on account and assets under construction
   - Value as of 31.12.2015: €24,705,918.78
   - Additions: €35,943,019.36
   - Decreases: €0.00
   - Transfers: €–2,368,423.93

Total tangible assets:
- Value as of 01 Jan: €1,060,293,245.05
- Additions: €46,788,937.86
- Decreases: €2,901,689.65
- Transfers: €–20,569.07

#### III. Financial assets

1. Shares in affiliated companies
   - Value as of 31.12.2015: €4,397,666.88
   - Additions: €0.00
   - Decreases: €0.00
   - Transfers: €0.00

2. Holdings
   - Value as of 31.12.2015: €2,640,316.20
   - Additions: €0.00
   - Decreases: €49,000.00
   - Transfers: €0.00

3. Loans to companies in which the company has a participating interest
   - Value as of 31.12.2015: €1,968,614.32
   - Additions: €0.00
   - Decreases: €0.00
   - Transfers: €0.00

Total financial assets:
- Value as of 01 Jan: €9,006,597.40
- Additions: €0.00
- Decreases: €49,000.00
- Transfers: €0.00

#### Total assets

- Value as of 01 Jan: €1,078,436,007.17
- Additions: €50,703,960.28
- Decreases: €2,950,689.65
- Transfers: €0.00
## Notes on the 2015 financial statement

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<td></td>
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<td>similar rights and assets</td>
<td>5,946,841.94</td>
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<td>5,946,841.94</td>
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<td><strong>13,071,756.21</strong></td>
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<td><strong>7,705,665.94</strong></td>
<td><strong>4,352,339.78</strong></td>
<td><strong>0.00</strong></td>
<td><strong>582,265.33</strong></td>
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<tr>
<td>1. Land, leasehold rights</td>
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<td>buildings on leasehold</td>
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<td>2. Technical equipment</td>
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<td>9,502,730.16</td>
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<td>3. Other equipment,</td>
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<td>and assets under</td>
<td>24,705,918.78</td>
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<td>1,968,614.32</td>
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<td>0.00</td>
<td>0.00</td>
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<td>8,957,597.40</td>
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<td>348,084.47</td>
<td>0.00</td>
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<td>a participating interest</td>
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<td><strong>1,126,189,277.80</strong></td>
<td><strong>670,456,315.74</strong></td>
<td><strong>455,732,962.06</strong></td>
<td><strong>435,316,052.47</strong></td>
<td><strong>348,084.47</strong></td>
<td><strong>30,518,175.16</strong></td>
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### Notes
- The values are presented in euros (€).
- The table includes the following columns:
  - Value as of 31.12.2015
  - Depreciation (cumulative)
  - Write-ups during financial year in €
  - Depreciation during financial year in €
Auditors’ Report

Flughafen Hamburg Gesellschaft mit beschraenkter Haftung, Hamburg

“We have audited the end-of-year financial statement of Flughafen Hamburg Gesellschaft mit beschraenkter Haftung, Hamburg for the financial year 1 January to 31 December, 2015, consisting of balance sheet, profit and loss statement and appendices, with reference to the company’s accounting practices, along with the economic situation report. According to the provisions of German commercial law, both the accounting practices and the production of financial statement and economic situation report are the responsibility of the company’s Executive Board. Our responsibility as auditors is to express an opinion on the annual financial statement, including the accounting practices, and on the economic situation report, based on our audit.

We have carried out our audit of the end-of-year financial statement according to the provisions of Article 317 of the German Commercial Code, taking into account the German principles of proper accounting as stipulated by the German Institute of Auditors (IDW). These regulations require that the audit is planned and carried out in such a way that any errors and violations that may have a significant effect on the perception of the nett value, financial position and earnings situation of the company depicted by the financial statement and economic situation report in compliance with required principles of accounting will be identified with an adequate degree of certainty. In deciding on the scope and method of the audit, existing knowledge about the company’s business activities and the economic and legal conditions under which it conducts said business activities, along with any expected possible sources of error, are taken into consideration. Within the framework of the audit, the efficacy of the internal control system as well as evidence for the information contained in the financial statement and in the economic situation report is checked primarily on the basis of random samples. The audit covers the evaluation of the principles of accounting implemented, the main opinions and assessments of the company’s officers and the overall presentation of the financial statement and the economic situation report. It is our opinion that our audit presents an adequately reliable basis for evaluation.

We have no objections to make on the basis of our audit.

We are of the opinion, based on our audit, that the end-of-year financial statement prepared by Flughafen Hamburg Gesellschaft mit beschraenkter Haftung, Hamburg, fulfils the legal requirements and provides a realistic and accurate representation of the actual situation relating to the assets and complete financial situation of the company, with due reference to the principles of sound accounting. The economic situation report agrees with the end-of-year financial statement, accurately represents the company’s current situation and presents the opportunities and risks associated with future developments in an appropriate way.”

Hamburg, 22 February, 2016

Deloitte & Touche GmbH
Wirtschaftspruefungsgeellschaft (Auditing Firm)

Dietterle Werner
Auditor Auditor
The Executive Board of Flughafen Hamburg Gesellschaft mit beschränkter Haftung regularly, promptly, and thoroughly informed the Supervisory Board verbally and in writing of the commercial situation and development of the company and the group, including the risk situation and risk management.

In the course of the year under review, the Supervisory Board had five meetings together with the Executive Board; through these meetings, and on the basis of the Executive Board’s written and verbal reports, the Supervisory Board maintained a thorough and ongoing overview of the commercial situation and development of the company and the group, and of the conduct of business. The Chairman of the Supervisory Board was also in regular contact with the Executive Board between Supervisory Board meetings and was kept informed at all times of current business developments and significant occurrences. One member of the Supervisory Board was able to attend less than half of the Supervisory Board meetings in person during 2015. Furthermore, during the course of the fiscal year, the Finance and Personnel Committee, the Affiliates Committee and the Planning and Construction Committee each convened four times.

For the financial year 2015, the financial statement of Flughafen Hamburg Gesellschaft mit beschränkter Haftung, Hamburg, and the consolidated (Group) financial statement, along with the economic situation report of Flughafen Hamburg Gesellschaft mit beschränkter Haftung, Hamburg, have been audited, with the accounts, by the auditors appointed at the shareholders’ meeting: Deloitte & Touche GmbH, Wirtschaftsprüfungsgesellschaft, Hamburg. There were no objections on the basis of the audit. In each case, an unrestricted certification was issued by the auditor.

The auditors’ reports have been viewed by the members of the Supervisory Board. The auditor attended the Supervisory Board meeting on 24 March, 2016, reporting on the principle findings of the audit and providing further information as requested.

The Supervisory Board has examined the financial statement and economic situation report of both Flughafen Hamburg Gesellschaft mit beschränkter Haftung and the Group, and, in agreement with the auditors, has no objections. The Supervisory Board has approved the end of year financial statement and the group financial statement as presented for the year ending 31 December 2015.

In July 2009, the Hamburg Code of Corporate Governance (HCGK) came into effect at Flughafen Hamburg Gesellschaft mit beschränkter Haftung. The HCGK is modelled on the German Corporate Governance Code. It forms the basis for the management, supervision and auditing of the company. The Executive Board and the Supervisory Board follow the recommendations of the HCGK (as issued on 26 March, 2013) and issued a joint Declaration of Compliance for the Financial Year 2015 on 10 December, 2015. This joint Declaration of Compliance is published in the Annual Report of Flughafen Hamburg Gesellschaft mit beschränkter Haftung.

The Supervisory Board thanks Dr Klaus-Juergen Juhnke, who has stood down from the office of Chairman of the Supervisory Board, for his commitment and his successful efforts on behalf of Flughafen Hamburg GmbH over the past 13 years. August Wilhelm Henningsen has been appointed to succeed him as Chairman of the Supervisory Board.

The Supervisory Board also thanks departing members, Secretary of State Dr Bernd Egert, Secretary of State Ralph Mueller-Beck, Prof. Dr Hans-Joerg Schmidt-Trenz, Holger Linkweiler and Rolf Bierhoff, for their successful efforts in the interest of the company. Their appointed successors as members of the Supervisory Board are Secretary of State Andreas Rieckhof, Secretary of State Dr Frank Naegele, Corinna Nienstedt, Christian Kunsch (as of February 2016) and Prof. Burkhard Schwenker (as of February 2016).

The Supervisory Board expresses its thanks to the Executive Board and to all employees for their dedication and commitment and their successful efforts in 2015.

Hamburg, 24 March, 2016

The Supervisory Board
August Wilhelm Henningsen
Chairman of the Supervisory Board
In the financial year 2015, Flughafen Hamburg GmbH and its subsidiaries abided by the regulations of the Hamburg Code of Corporate Governance (as issued on 26 March, 2013), to the extent that this lies within the responsibility of the Executive Board and the Supervisory Board, apart from the exceptions listed in Part A below.

In the financial year 2015, the subsidiaries alone deviated from the regulations of the Hamburg Code of Corporate Governance to the extent that this lies within the responsibility of the respective management board, as listed in Part B below.

The following subsidiaries of Flughafen Hamburg GmbH
- AIRSYS-Airport Business Information Systems GmbH,
- CATS Cleaning and Aircraft Technical Services GmbH & Co. KG,
- CSP Commercial Services Partner GmbH,
- GAC German Airport Consulting GmbH,
- GroundSTARS GmbH & Co. KG,
- RMH Real Estate Maintenance Hamburg GmbH,
- SecuServe Aviation Security and Services Hamburg GmbH,
- SAEMS Special Airport Equipment and Maintenance Services GmbH & Co. KG,
- STARS Special Transport and Ramp Services GmbH & Co. KG

do not have a Supervisory Board.

Part A
Flughafen Hamburg GmbH deviated from the Hamburg Code of Corporate Governance (“HCGK”) in the following points:

HCGK point 3.2:
“For transactions of fundamental importance, the articles of association, the Supervisory Board’s operative guidelines issued to the Executive Board or the Supervisory Board...”
Board specify provisions requiring the approval of the Supervisory Board. This shall include decisions or measures which may result in a substantial change in business activities in the context of the articles of association or in a significant change to the asset, financial or earnings situation or the risk structure of the enterprise. The authority of the Supervisory Board to determine additional areas which are subject to its approval is not affected by this regulation.”

The contract between the shareholders in Flughafen Hamburg GmbH (Consortium Agreement) specifies, notwithstanding the stipulations of the HCGK, that the authority to establish additional areas which are subject to the approval of the Supervisory Board is held by the shareholders’ meeting.

HCGK point 4.1.2:
“The Executive Board shall present a corporate concept to the Supervisory Board to agree the long-term orientation, based on a conceptual objective from the Free & Hanseatic City of Hamburg. The concept is to be reviewed every five years.”

Notwithstanding this HCGK stipulation, the Consortium Agreement specifies that the Executive Board of Flughafen Hamburg GmbH shall agree the long-term orientation of the company with the Consortium Committee, which consists of the shareholders.

HCGK points 4.2.1, 4.2.3, 4.2.5, and 4.2.6:

4.2.1: “The Executive Board shall be comprised of at least two persons who shall collectively represent the company. In companies which are strategically or commercially insignificant, and in justified exceptional cases, it may be sufficient for the Executive Board to consist of only one person. For a company which falls under the definition of a small corporation according to Art. 267 (3)
of the German Commercial Code (HGB), it is not necessary to mention in the declaration of compliance that only one person has been appointed to the Executive Board. The Supervisory Board may nominate a member of the Executive Board to be chairperson or spokesperson. The operation of the Executive Board shall be defined by operative guidelines which regulate the allocation of duties.”

4.2.3: “Members of the Executive Board shall be appointed by the Supervisory Board for a maximum of five years. The initial appointment shall be for a term not exceeding three years. A renewal of the appointment or an extension of the term (no more than one year before expiration of the term) is permitted. Re-appointment more than one year before the expiry of the term and simultaneous termination of the existing appointment should only occur in special circumstances.”

4.2.5: “The remuneration paid to members of the Executive Board shall be determined by the Supervisory Board and subject to consultation and regular review; the basis for determining the level of payment shall be an evaluation of individual performance: Criteria for determining the suitability of remuneration shall include, in particular, the responsibilities of the Executive Board member under consideration, his or her personal performance, the performance of the Executive Board as a whole, and the commercial situation, sustained success, and future perspectives of the company, taking into account comparable positions. In order to ensure that remuneration levels are appropriate, comparisons should be made, in particular with other publicly-owned Hamburg companies, with the relevant industry and with the commercial environment. Remuneration should not exceed typical remuneration without special justification. Activities and duties in the organs of subsidiaries and holdings shall, as a matter of principle, not be subject to extra remuneration.

Remuneration paid to members of the Executive Board shall have both fixed and variable elements. Variable remuneration shall include both one-off and annual components, linked to the sustained success of the company, along with components having a long-term incentive effect and including an element of risk. Contractual bonuses are to be agreed in the form of target and performance agreements. Targets and fulfilment levels must be clearly defined and quantified. Retroactive changes to targets and/or to parameters for comparison shall be prohibited. Limits on the variable components of remuneration shall be agreed for exceptional and unforeseen developments. Bonuses should not exceed 50% of total remuneration.

All components of the remuneration package shall be appropriate, both individually and in total. This also includes a reduction in remuneration in the event of a worsened economic situation for the company, to the extent that this is permissible by law.

When contracts are being concluded for appointments to the Executive Board, it is to be agreed that payments including fringe benefits made to a member of the Executive Board in the event of premature termination of the appointment do not exceed two years’ basic remuneration plus a variable annual payment at the level of the bonuses due in the year of termination (severance pay cap), and that the total payment shall not exceed that which the member of the Executive Board would have otherwise received during the rest of the term of appointment. Should an appointment be terminated for good cause, for which the respective member of the Executive Board is responsible, there shall be no severance or other payments made to the member of the Executive Board.”

4.2.6: “Remuneration to members of the Executive Board shall be published individually in an appendix to the financial statement or in the status report, broken down according to fixed components, success-related components, and long-term incentive components. For companies which, due to being part of a group of companies, are not required to publish an annual financial statement, the publication of remuneration shall occur within the framework of the declaration of compliance with this Hamburg Code of Corporate Governance. Where a remuneration report is included as part of the status report, the broad outlines of the remuneration structure for members of the Executive Board shall be represented. The representation shall be in a form understandable by the general public.”

The Consortium Agreement specifies that the responsibility for the appointment of Executive Board members at Flughafen Hamburg GmbH and the determination of their salaries lies with the Flughafen Hamburg GmbH shareholders’ meeting. Remuneration for Executive Board members is determined according to typical market practice.

HCGK point 5.4.1:
“‐The Supervisory Board shall be made up of persons who, in terms of knowledge, ability and professional experience are suited and, with regard to the demands of their career, in a position to fulfil the responsibilities of Supervisory Board members. These persons may be employed by the City of Hamburg or by other public bodies (“Koerperschaft des öffentlichen Rechts” or “KdöR”). The responsible authority must be represented in the Supervisory Board in every direct majority holding of FHH or HGV. It is advisable to also appoint to the Supervisory Board other persons who have special knowledge in the company’s area of operation or proven commercial experience – e.g.
from leading other companies – where it is reasonable to assume that they will appropriately represent the interests of Hamburg. No persons should be appointed to the Supervisory Board who, on the basis of professional or personal relationships, are at risk of having a conflict of interest with regard to the company or Hamburg as shareholder. A target quota of at least 40% female membership should guide the appointment of persons to the Supervisory Board.

In especially relevant public companies (normally companies which would be considered large corporations according to the provisions of Art. 267 (3) of the German Commercial Code, and where appropriate other companies as determined by the executive branch of the city government), the political leadership of the authority should be represented.

Members of the Supervisory Board are personally responsible to undertake whatever training measures necessary to fulfil their responsibilities. The company should provide appropriate support for them in this matter.

The executive branch of the city government is answerable for the management of publicly-owned companies. In accordance with the constitutional principle of the separation of powers between the executive and legislative branches of government, members of the city parliament and employees of the parties within the city parliament may not be appointed to the Supervisory Board of a publicly-owned company as representatives of the Free & Hanseatic City of Hamburg.”

The regulations listed above apply only for Supervisory Board members nominated by the Free & Hanseatic City of Hamburg.

HCGK point 6.2:
“Information published by the company relating to its business operations should also be accessible on the company’s website. This includes but is not limited to the articles of association, the status report, the annual balance statement including appendices, and the declaration of compliance with this code.”

The deviation is based on a consortium agreement.

**Part B**
The subsidiaries listed at the beginning of this declaration alone deviated from the HCGK in the following points:

HCGK point 3.6:
“The Executive Board and the Supervisory Board shall comply with the rules of proper corporate management. If they violate the due care and diligence to be expected of a prudent and conscientious Executive Board member or Supervisory Board member, they are liable to the company for damages. In the case of business decisions, an infringement of duty is not present if the member of the Executive Board or Supervisory Board could reasonably believe, based on appropriate information, that he/she was acting in the best interest of the company (Business Judgment Rule).

A D&O (Directors’ and Officers’ liability insurance) policy may be taken out for the members of the Executive Board and Supervisory Board, subject to the approval of the Supervisory Board, if those members are subject to increased levels of entrepreneurial and/or operational risk. The decision and justification for a D&O policy, in particular with regard to its expediency, shall be documented and presented to the Supervisory Board.

If the company takes out a D&O (Directors’ and Officers’ liability insurance) policy for risks related to the professional duties of a member of the Executive Board, there shall be an excess of at least 10% of the loss and up to at least the amount of one and a half times the fixed annual compensation of the Executive Board member. Should members of the Supervisory Board also be covered by this insurance, the supervisory authorities and/or the shareholders’ meeting must approve the policy.

Members of the Supervisory Board covered by such a policy should only be subject to an excess when they are paid for their duties on the Supervisory Board.”

The contracts for Managing Directors of majority holdings are not formulated to allow for such assumption of liability (up to one-and-a-half times the fixed annual remuneration). This is because the Managing Directors of subsidiaries are for the most part FHG employees.

Hamburg, 10 December, 2015
The Supervisory Board
August Wilhelm Henningens
Chairman of the Supervisory Board

The Executive Board
Michael Eggenschwiler
Chief Executive Officer
Airlines

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AEE  Aegean Airlines
EI  Aer Lingus
SU  Aeroflot
AB  Air Berlin
AEA  Air Europa
AF  Air France
LT  Air Lituanica
KM  Air Malta
VIM  Air Via
BT  Air Baltic
AZ  Alitalia
KK  Atlasjet
OS  Austrian
BM  bmi regional
YB  Borajet
BA  British Airways
SN  Brussels Airlines
BUC  Bulgarian Air Charter
DE  Condor
CAI  Corendon Airlines
OK  Czech Airlines
EZY  Easyjet
EZS  Easyjet Switzerland
EK  Emirates
EW  Eurowings
AY  Finnair
BE  Flybe
FHY  Freebird
ST  Germania
4U  Germanwings
RLA  HOP!
IB  Iberia
FI  Icelandair
3L  InterSky
IR  Iran Air
KL  KLM
LO  LOT Polish Airlines
LH  Lufthansa
LG  Luxair
IG  Meridiana Fly
DY/D8  Norwegian
LBT  Nouvelair Tunisie
OHY  Onur Air
PC  Pegasus Airlines
MHV  Rhein-Neckar Air
FR  Ryanair
SK  SAS
SX  SkyWork Airlines
S5  Small Planet Airlines
XQ  SunExpress
XG  SunExpress Deutschland
LX  Swiss International Airlines
TWI  Tailwind Airlines
TP  TAP Portugal
X3  TUI fly
TU  Tunisair
TK  Turkish Airlines
UA  United Airlines
VG  VLM Airlines
VLG  Vueling
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