



*Frankfurt Airport  
Air Traffic Statistics 2021*





## Foreword

The annual report of Fraport AG's Market Research and Business Analytics Department provides an overview of trends in air traffic in 2021. Its collection of charts and tables gives the reader a fast, informative insight into happenings in air traffic over the past year.

Due to the ongoing COVID-19 pandemic, selected tables and graphs depicting the respective changes compared to the pre-crisis year 2019 have been added to the Annual Statistical Report.

The traffic data for Frankfurt is taken from an evaluation of flight reports completed manually by the carriers or automatically using the "FLIRT\*FRA" EDP program and EDP data from LH. Carriers have a legal obligation to provide a complete, correct flight report of this type for every flight.

The traffic statistics for German and selected European airports have been taken from publications by the German Airports Association (ADV) and the Airports Council International, region Europe (ACI Europe).

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# Overall results 2021

## All traffic types

All traffic types	2021	Δ % <sup>1</sup>	Ø per day
Passengers (arr+dep+transit)	24,814,921	32.2	67,986
Caro (t) (arr+dep+transit)	2,317,882	18.7	6,350
Airfreight (t) (arr+dep+transit)	2,271,542	19.9	6,223
Airmail (t) (arr+dep+transit)	46,340	-19.5	127
Aircraft movements (arr+dep)	261,927	23.4	718
MTOW (t) (arr)	17,686,621	18.9	48,456

<sup>1</sup> Δ % = Rate of change against previous year

Worldwide travel restrictions and high momentum due to the ongoing Corona pandemic clearly shaped the year 2021. Frankfurt Airport counted around 24.8 million passengers. Although the previous year's figure was exceeded by just over a third (+ 32.2 %), the result was 64.8 % lower than in 2019. Cargo volumes, which continued to be subject to a lack of belly

loading capacity on passenger aircraft, increased by 18.7 % to 2,317,882 tonnes. This result exceeded the cargo handling performance from 2019 by 8.9 %, setting a historical record. A total of 261,927 take-offs and landings took place, 23.4 % more aircraft movements compared to 2020 and about half (-49.0 %) less than in 2019. Total maximum take-off weights

grew by 18.9 % to about 17.7 million tonnes (compared to 2019: -44.5 %).

If you calculate the average day at Frankfurt Airport, you get a passenger count of approx. 67,900. 718 aircraft took off and landed on the average day. On average, around 6,300 tonnes of cargo were handled daily.





# Traffic trends





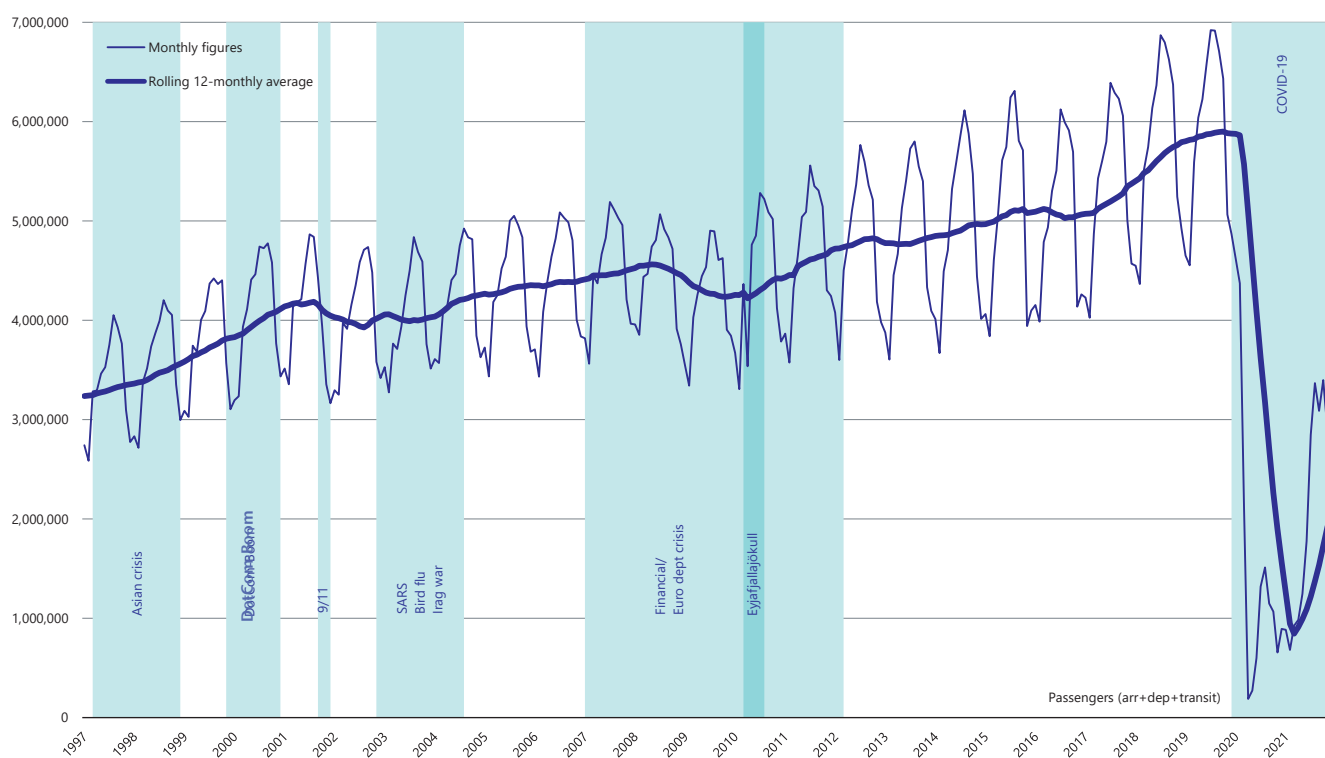
# Traffic trends since 1997

## Traffic trends

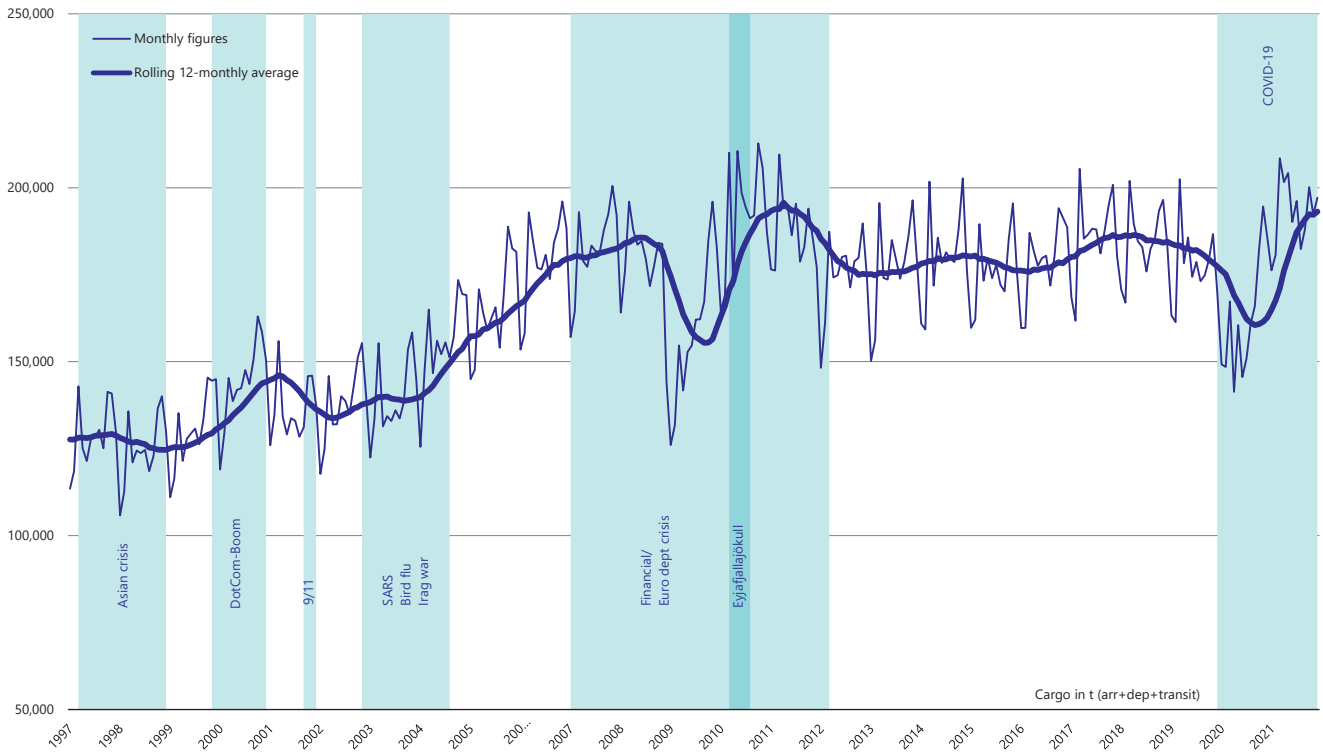
Year	Passengers <sup>2</sup>		Airfreight (t) <sup>2</sup>		Airmail (t) <sup>2</sup>		Traffic units <sup>3</sup>		AC movements <sup>3</sup>		MTOW (t) <sup>4</sup>	
	absolute	Δ % <sup>1</sup>	absolute	Δ % <sup>1</sup>	absolute	Δ % <sup>1</sup>	absolute	Δ % <sup>1</sup>	absolute	Δ % <sup>1</sup>	absolute	Δ % <sup>1</sup>
2021	24,814,921	32.2	2,271,542	19.9	46,340	-19.5	47,528,380	25.4	261,927	23.4	17,686,621	18.9
2020	18,770,998	-73.4	1,895,074	-7.2	57,554	-33.6	37,888,179	-58.8	212,235	-58.7	14,985,646	-53.3
2019	70,560,987	1.5	2,041,775	-3.9	86,701	-3.8	91,372,384	0.2	513,912	0.4	31,872,251	0.8
2018	69,514,414	7.8	2,123,801	-0.9	90,086	5.6	91,179,071	5.6	512,115	7.7	31,611,290	5.1
2017	64,505,151	6.1	2,143,622	3.7	85,348	0.2	86,354,959	5.5	475,537	2.7	30,072,709	1.3
2016	60,792,308	-0.4	2,067,257	1.8	85,220	1.8	81,827,352	0.2	462,885	-1.1	29,672,629	0.4
2015	61,040,613	2.5	2,030,861	-2.5	83,718	3.1	81,682,024	1.1	468,153	-0.2	29,543,298	2.0
2014	59,571,802	2.6	2,083,495	1.7	81,165	2.5	80,756,063	2.4	469,026	-0.8	28,957,988	1.9
2013	58,042,554	0.9	2,048,729	1.4	79,165	-1.5	78,847,384	1.2	472,692	-2.0	28,415,678	-1.7
2012	57,527,251	1.9	2,020,367	-6.9	80,380	-2.3	77,945,418	-0.6	482,242	-1.0	28,912,800	-1.2
2011	56,443,657	6.5	2,169,304	-2.8	82,314	7.7	78,452,231	4.0	487,162	4.9	29,250,267	4.6
2010	53,013,771	4.1	2,231,348	21.5	76,445	-4.7	75,465,534	8.6	464,432	0.3	27,963,744	2.9
2009	50,937,897	-4.7	1,837,054	-10.1	80,174	-11.3	69,497,660	-6.5	463,111	-4.7	27,186,902	-4.2
2008	53,472,915	-1.3	2,042,956	-2.5	90,346	-5.1	74,350,444	-1.6	485,783	-1.4	28,393,009	0.5
2007	54,167,817	2.5	2,095,293	1.9	95,168	-1.8	75,589,063	2.5	492,569	0.6	28,240,441	1.0
2006	52,821,778	1.1	2,057,175	8.7	96,889	-2.6	73,756,590	3.2	489,406	-0.2	27,973,455	-0.7
2005	52,230,323	2.2	1,892,100	8.1	99,437	-15.6	71,492,479	3.4	490,147	2.7	28,160,324	3.4
2004	51,106,647	5.7	1,750,996	13.1	117,825	-7.0	69,166,965	7.0	477,475	4.1	27,229,634	7.2
2003	48,359,320	-0.2	1,548,014	2.2	126,726	-10.1	64,621,319	0.2	458,865	0.1	25,398,908	1.9
2002	48,459,594	-0.2	1,514,845	1.4	140,958	-0.1	64,489,051	0.1	458,359	0.4	24,926,851	-2.5
2001	48,568,918	-1.6	1,494,125	-6.0	141,110	0.1	64,434,690	-2.6	456,452	-0.5	25,564,465	0.8
2000	49,369,429	7.6	1,589,428	11.3	141,011	1.5	66,157,745	8.7	458,731	4.5	25,370,414	6.8
1999	45,869,959	7.3	1,428,127	4.9	138,860	2.6	60,836,776	7.1	439,093	5.5	23,764,471	5.5
1998	42,744,018	6.1	1,360,896	-2.9	135,303	-6.3	56,804,407	3.6	416,329	6.2	22,519,142	3.9
1997	40,271,919	3.9	1,400,978	2.5	144,327	-10.7	54,834,986	5.4	392,121	1.9	21,674,891	0.9

<sup>1</sup> Δ % = Rate of change against previous year / <sup>2</sup> (arr+dep+transit) / <sup>3</sup> (arr+dep) / <sup>4</sup> (arr)

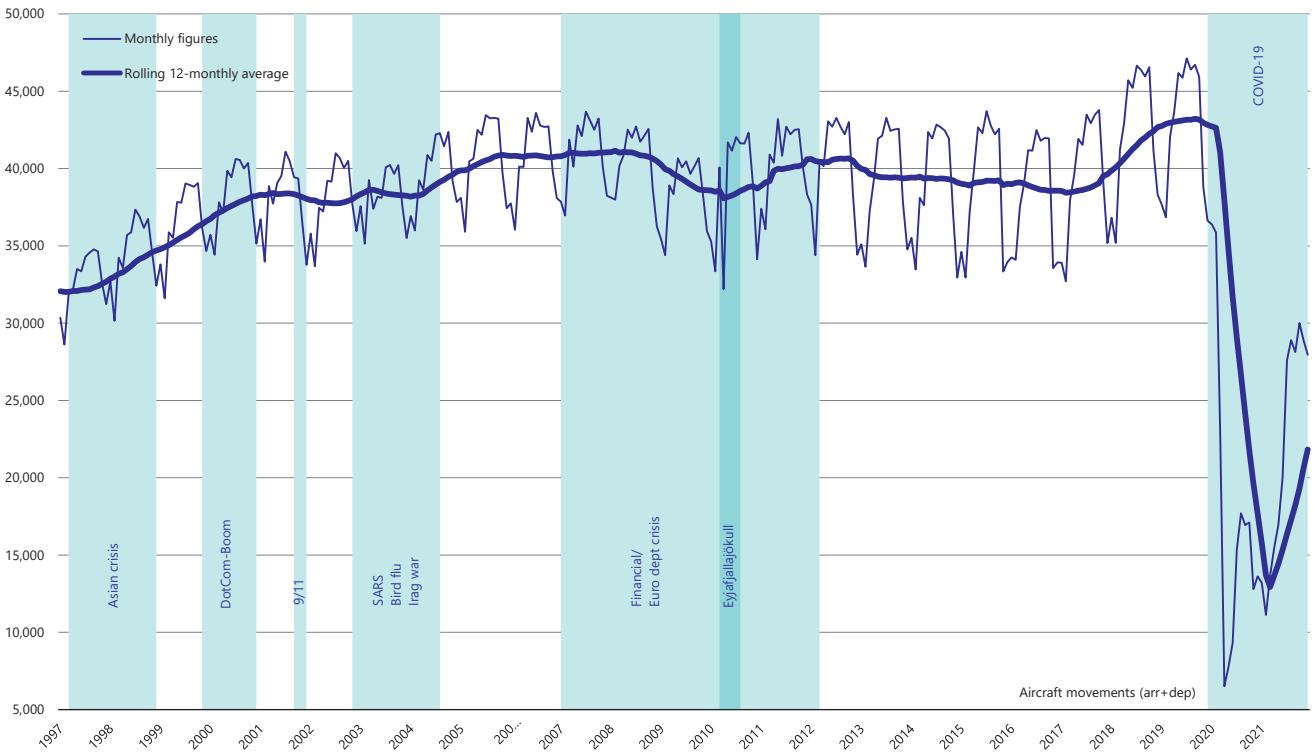
## Trends in passenger traffic



### Trends in cargo traffic



### Trends in aircraft movements





# Passenger traffic 2021





## Passenger traffic 2021

During the entire year 2021 the demand for air travel was significantly affected by the COVID-19 pandemic. Consequently, the passenger count at Frankfurt was only 24.8 million (- 64.8 % compared to the year 2019). Compared to 2020 there was at least a growth rate of about 6 million passengers (+ 32.2 %). The COVID-19 pandemic started in March 2020 with major declines of the passenger count from April to the end of December 2020. The passenger count for April thru December 2021 is, however, triple the amount for the same period 2020.

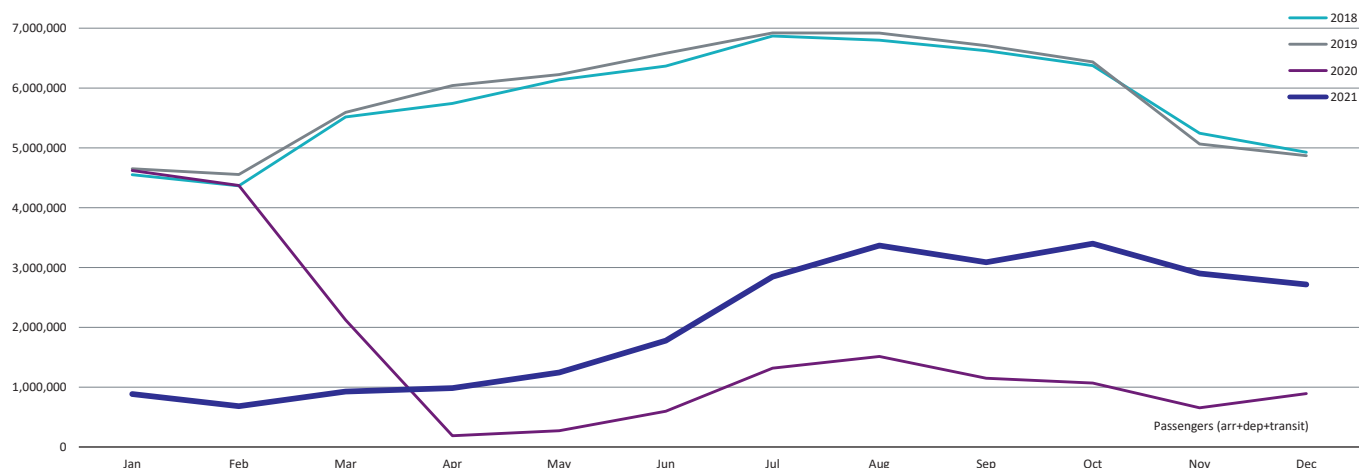
During the first months of 2021 the lockdown was still in effect and, consequently, demand for air travel was very sluggish.

However, concentration of intercontinental traffic at Frankfurt Airport and feeder flights from other European and German airports to Frankfurt helped this airport fare better than other airports in the market. A noticeable recovery of demand for air travel was first seen at the end of the lockdown period in May 2021.

Increasing vaccination rates, lower numbers of COVID-19 infections, end of travel restrictions and opening of borders all helped to boost demand for air travel up to the end of the year. In May the passenger count went over 1 million for the first time since October 2020. Starting in June the monthly passenger counts were around three million. The relative stable passenger

count level helped to override the standard seasonality during this upward phase.

The recovery of demand for air travel intensified each month. During the last quarter of 2021 the passenger count was already at 50 % of the 2019 level. However, at the end of November the new Omicron variant started to impede the strong recovery phase regarding demand for air travel. Nonetheless, due to the opening of the North American market and sustained centralization of intercontinental traffic in Frankfurt it was possible to prevent a major decline of demand for air travel.



### General overview

Types of traffic	2021	Share in %	Δ absolute	Δ % <sup>1</sup>	2020	Share in %
<b>Total traffic<sup>2</sup></b>	<b>24,814,921</b>	<b>100.0</b>	<b>6,043,923</b>	<b>32.2</b>	<b>18,770,998</b>	<b>100.0</b>
Local Traffic <sup>3</sup>	24,778,685	99.9	6,033,358	32.2	18,745,327	99.9
Transit	36,236	0.1	10,565	41.2	25,671	0.1
Of which, in						
<b>Commercial traffic<sup>2</sup></b>	<b>24,808,989</b>	<b>100.0</b>	<b>6,040,388</b>	<b>32.2</b>	<b>18,768,601</b>	<b>100.0</b>
arr + dep	24,776,471	99.8	6,033,521	32.2	18,742,950	99.9
Transit	32,518	0.1	6,867	26.8	25,651	0.1
<b>Non-commercial traffic<sup>2</sup></b>	<b>5,932</b>	<b>0.0</b>	<b>3,535</b>	<b>147.5</b>	<b>2,397</b>	<b>0.0</b>
<b>Total traffic<sup>2</sup></b>	<b>24,778,685</b>	<b>99.9</b>	<b>6,033,358</b>	<b>32.2</b>	<b>18,745,327</b>	<b>99.9</b>
Of which, in						
International traffic <sup>3</sup>	22,698,975	91.5	5,860,069	34.8	16,838,906	89.7
Domestic traffic <sup>3</sup>	2,079,710	8.4	173,289	9.1	1,906,421	10.2

<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible / <sup>2</sup> (arr+dep+transit) / <sup>3</sup> (arr+dep)



## Overall traffic by month and quarter

Month	Total traffic		Transit		Local traffic		Arrivals		Departures	
	(arr+dep+transit)	Δ % <sup>1</sup>		Δ % <sup>1</sup>	(arr+dep)	Δ % <sup>1</sup>	(arr)	Δ % <sup>1</sup>	(dep)	Δ % <sup>1</sup>
January	882,869	-80.9	1,843	-78.6	881,026	-80.9	466,568	-80.4	414,458	-81.4
February	681,845	-84.4	1,274	-74.5	680,571	-84.4	341,584	-84.3	338,987	-84.6
March	925,277	-56.4	1,444	-17.1	923,833	-56.5	451,643	-61.6	472,190	-50.1
<b>1st quarter</b>	<b>2,489,991</b>	<b>-77.6</b>	<b>4,561</b>	<b>-70.2</b>	<b>2,485,430</b>	<b>-77.6</b>	<b>1,259,795</b>	<b>-78.0</b>	<b>1,225,635</b>	<b>-77.2</b>
April	983,839	423.1	1,369	144.9	982,470	423.9	507,607	329.5	474,863	584.9
May	1,246,651	356.9	1,231	93.2	1,245,420	357.6	605,167	317.4	640,253	403.4
June	1,776,992	196.5	1,592	389.8	1,775,400	196.4	894,321	200.1	881,079	192.7
<b>2nd quarter</b>	<b>4,007,482</b>	<b>278.0</b>	<b>4,192</b>	<b>175.6</b>	<b>4,003,290</b>	<b>278.1</b>	<b>2,007,095</b>	<b>257.7</b>	<b>1,996,195</b>	<b>301.2</b>
July	2,845,829	115.8	2,399	240.8	2,843,430	115.8	1,330,458	115.1	1,512,972	116.3
August	3,368,652	122.9	5,283	523.0	3,363,369	122.7	1,729,384	119.8	1,633,985	125.9
September	3,089,385	169.1	5,445	363.4	3,083,940	168.9	1,580,264	164.7	1,503,676	173.4
<b>3rd quarter</b>	<b>9,303,866</b>	<b>133.9</b>	<b>13,127</b>	<b>381.4</b>	<b>9,290,739</b>	<b>133.7</b>	<b>4,640,106</b>	<b>131.7</b>	<b>4,650,633</b>	<b>135.7</b>
October	3,398,437	218.5	4,026	174.1	3,394,411	218.6	1,720,728	214.5	1,673,683	222.8
November	2,898,175	341.5	4,892	155.2	2,893,283	342.1	1,470,287	345.8	1,422,996	338.3
December	2,716,970	204.6	5,438	100.8	2,711,532	204.9	1,300,577	213.8	1,410,955	197.2
<b>4th quarter</b>	<b>9,013,582</b>	<b>244.6</b>	<b>14,356</b>	<b>135.6</b>	<b>8,999,226</b>	<b>244.9</b>	<b>4,491,592</b>	<b>247.8</b>	<b>4,507,634</b>	<b>242.0</b>
<b>Year</b>	<b>24,814,921</b>	<b>32.2</b>	<b>36,236</b>	<b>41.2</b>	<b>24,778,685</b>	<b>32.2</b>	<b>12,398,588</b>	<b>29.4</b>	<b>12,380,097</b>	<b>35.1</b>

<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible

## Commercial, non-commercial traffic by month and quarter

Month	Total traffic		Commercial traffic				Non-commercial traffic			
	(arr+dep+transit)	Δ % <sup>1</sup>	(arr+dep+transit)	Δ % <sup>1</sup>	Transit	Δ % <sup>1</sup>	(arr+dep)	Δ % <sup>1</sup>	(arr+dep+transit)	Δ % <sup>1</sup>
January	882,869	-80.9	882,818	-80.9	1,843	-78.6	880,975	-80.9	51	-77.1
February	681,845	-84.4	681,751	-84.4	1,274	-74.4	680,477	-84.4	94	-79.3
March	925,277	-56.4	925,194	-56.4	1,444	-17.1	923,750	-56.5	83	-69.4
<b>1st quarter</b>	<b>2,489,991</b>	<b>-77.6</b>	<b>2,489,763</b>	<b>-77.6</b>	<b>4,561</b>	<b>-70.2</b>	<b>2,485,202</b>	<b>-77.6</b>	<b>228</b>	<b>-75.9</b>
April	983,839	423.1	983,757	423.5	1,369	144.9	982,388	424.4	82	-52.6
May	1,246,651	356.9	1,246,565	357.1	1,231	93.2	1,245,334	357.7	86	-31.2
June	1,776,992	196.5	1,776,834	196.5	1,592	389.8	1,775,242	196.4	158	163.3
<b>2nd quarter</b>	<b>4,007,482</b>	<b>278.0</b>	<b>4,007,156</b>	<b>278.1</b>	<b>4,192</b>	<b>175.6</b>	<b>4,002,964</b>	<b>278.2</b>	<b>326</b>	<b>-8.9</b>
July	2,845,829	115.8	2,845,631	115.9	2,396	243.3	2,843,235	115.8	198	-37.5
August	3,368,652	122.9	3,367,409	122.8	4,383	418.1	3,363,026	122.7	1,243	1.650.7
September	3,089,385	169.1	3,086,207	168.9	2,637	125.2	3,083,570	168.9	3,178	1.171.2
<b>3rd quarter</b>	<b>9,303,866</b>	<b>133.9</b>	<b>9,299,247</b>	<b>133.8</b>	<b>9,416</b>	<b>246.8</b>	<b>9,289,831</b>	<b>133.7</b>	<b>4,619</b>	<b>19.0</b>
October	3,398,437	218.5	3,398,141	218.5	4,021	173.9	3,394,120	218.6	296	55.0
November	2,898,175	341.5	2,897,928	341.6	4,890	155.1	2,893,038	342.1	247	88.5
December	2,716,970	204.6	2,716,754	204.6	5,438	100.8	2,711,316	205.0	216	64.9
<b>4th quarter</b>	<b>9,013,582</b>	<b>244.6</b>	<b>9,012,823</b>	<b>244.7</b>	<b>14,349</b>	<b>135.5</b>	<b>8,998,474</b>	<b>244.9</b>	<b>759</b>	<b>67.55</b>
<b>Year</b>	<b>24,814,921</b>	<b>32.2</b>	<b>24,808,989</b>	<b>32.2</b>	<b>32,518</b>	<b>26.8</b>	<b>24,776,471</b>	<b>32.2</b>	<b>5,932</b>	<b>147.5</b>

<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible

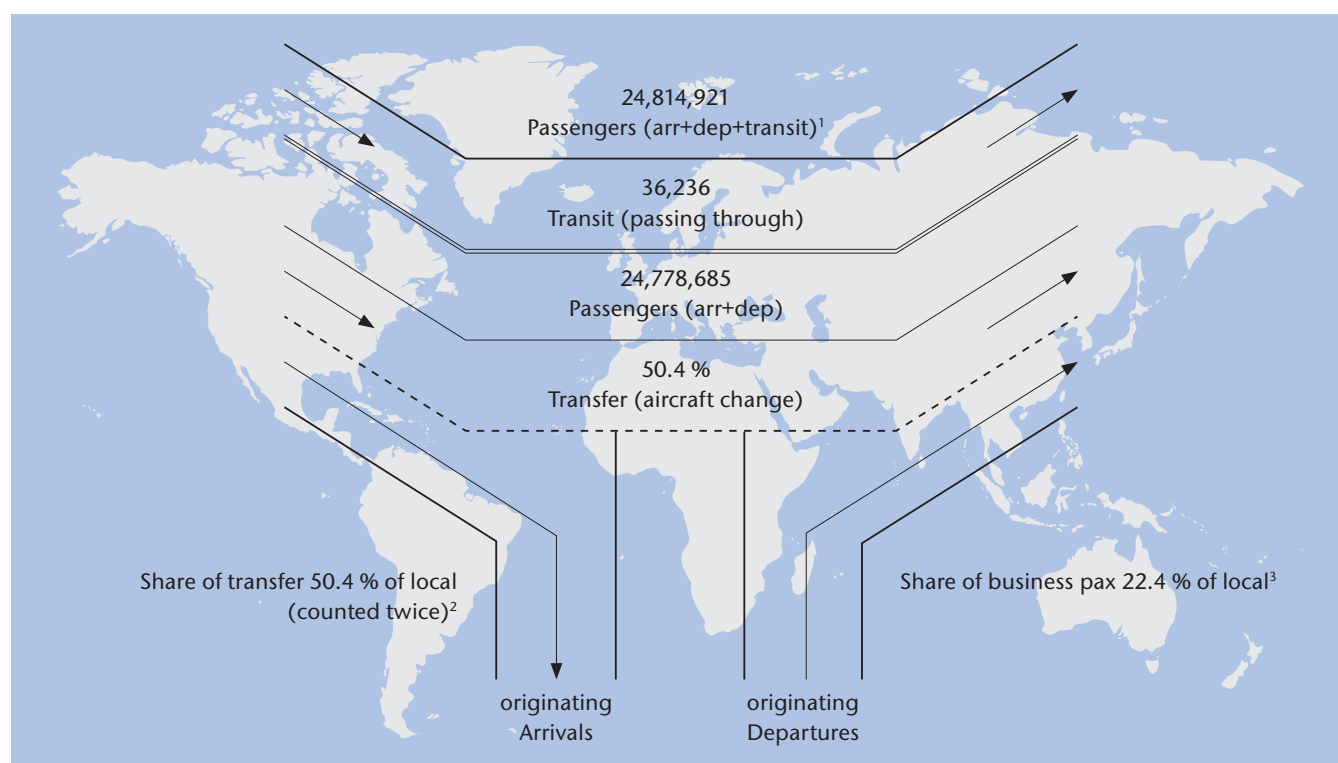


## Arrivals and departures in domestic and international traffic by month and quarter

Month	Local traffic		Domestic				International							
	(arr+dep)	Δ % <sup>1</sup>	Arrivals	Δ % <sup>1</sup>	Departures	Δ % <sup>1</sup>	Total	Δ % <sup>1</sup>	Arrivals	Δ % <sup>1</sup>	Departures	Δ % <sup>1</sup>	Total	Δ % <sup>1</sup>
January	881,026	-80.9	36,530	-85.0	37,356	-84.1	73,886	-84.5	430,038	-79.9	377,102	-81.1	807,140	-80.5
February	680,571	-84.4	33,745	-86.2	32,667	-86.1	66,412	-86.2	307,839	-84.0	306,320	-84.4	614,159	-84.2
March	923,833	-56.5	47,230	-57.2	42,934	-63.5	90,164	-60.4	404,413	-62.1	429,256	-48.2	833,669	-56.0
1st quarter	2,485,430	-77.6	117,505	-80.4	112,957	-80.8	230,462	-80.6	1,142,290	-77.7	1,112,678	-76.8	2,254,968	-77.3
April	982,470	423.9	43,348	552.0	45,237	317.5	88,585	406.7	464,259	316.2	429,626	634.5	893,885	425.7
May	1,245,420	357.6	55,022	250.7	54,730	177.1	109,752	209.7	550,145	325.5	585,523	445.0	1,135,668	379.7
June	1,775,400	196.4	74,747	125.7	69,872	92.2	144,619	108.2	819,574	209.4	811,207	206.5	1,630,781	208.0
2nd quarter	4,003,290	278.1	173,117	212.2	169,839	153.7	342,956	180.2	1,833,978	262.6	1,826,356	324.2	3,660,334	290.9
July	2,843,430	115.8	112,970	88.6	112,192	80.8	225,162	84.6	1,217,488	118.0	1,400,780	119.8	2,618,268	118.9
August	3,363,369	122.7	120,388	99.7	116,680	87.2	237,068	93.4	1,608,996	121.4	1,517,305	129.5	3,126,301	125.3
September	3,083,940	168.9	125,757	118.7	124,733	113.5	250,490	116.1	1,454,507	169.6	1,378,943	180.5	2,833,450	174.8
3rd quarter	9,290,739	133.7	359,115	102.1	353,605	93.4	712,720	97.7	4,280,991	134.6	4,297,028	140.0	8,578,019	137.3
October	3,394,411	218.6	146,839	184.3	143,566	181.8	290,405	183.1	1,573,889	217.7	1,530,117	227.3	3,104,006	222.3
November	2,893,283	342.1	142,299	335.8	134,107	365.6	276,406	349.7	1,327,988	346.9	1,288,889	335.6	2,616,877	341.3
December	2,711,532	204.9	118,831	195.8	107,930	231.6	226,761	211.8	1,181,746	215.8	1,303,025	194.6	2,484,771	204.3
4th quarter	8,999,226	244.9	407,969	227.7	385,603	243.4	793,572	235.2	4,083,623	250.0	4,122,031	241.9	8,205,654	245.9
Year	24,778,685	32.2	1,057,706	10.6	1,022,004	7.5	2,079,710	9.1	11,340,882	31.5	11,358,093	38.3	22,698,975	34.8

<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible

## Passenger flows at Frankfurt Airport 2021



<sup>1</sup> Data basis: Commercial traffic, discrepancies due to rounding possible

<sup>2</sup> Data basis: Air Traffic Statistics, passenger flights (arr+dep)

<sup>3</sup> Continous Passenger Survey Fraport Monitor Frankfurt

## Passenger traffic by region 2021

As result of the Christmas holidays in December it was possible that for intercontinental traffic the level of one million passengers could be surpassed for the first time since the start of the crisis. However, with the occurrence of the new Omicron variant many travel restrictions were introduced once again. This fact along with more train travel and more standard use of video conferences prevented a turnaround regarding business travel. This is proven by the weak passenger counts connected to the German and West Europe routes with high amounts of business travelers before the start of the pandemic.

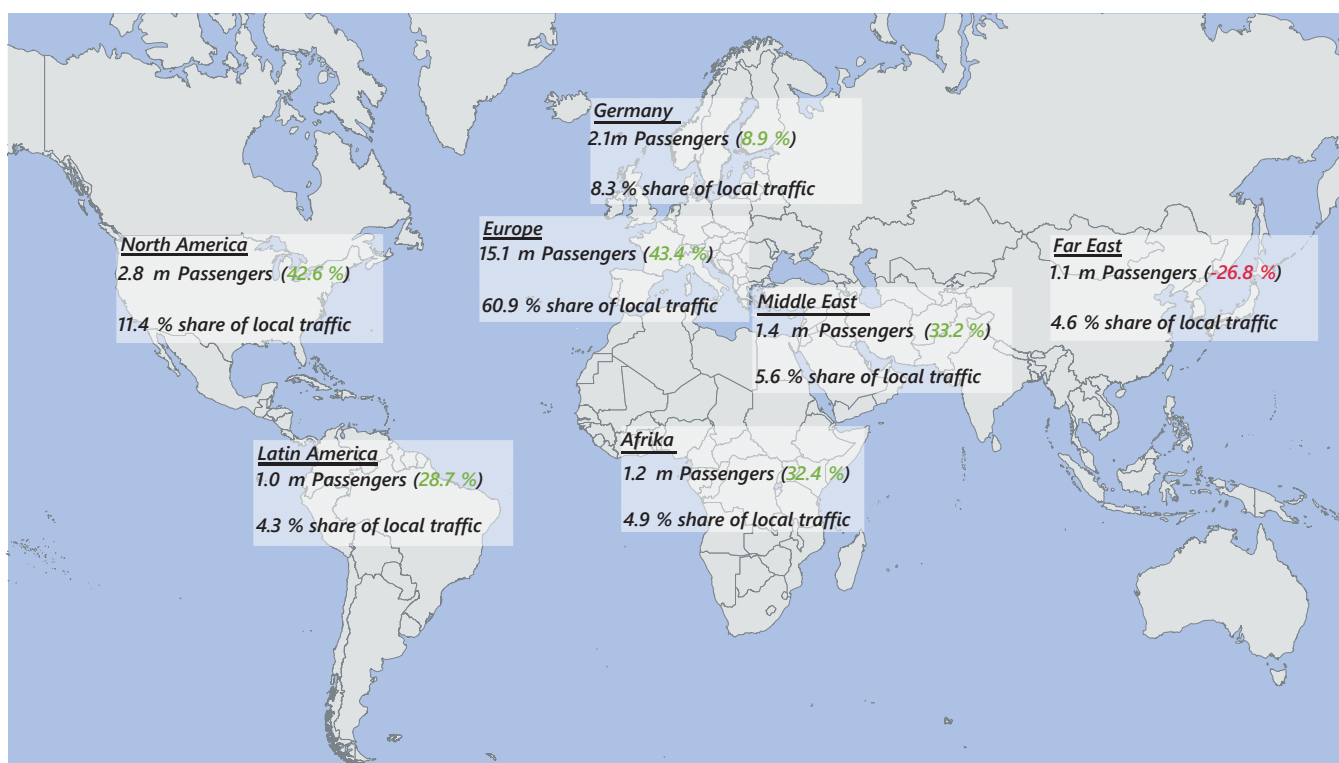
Whereas business travel only recovered for some time up to the spreading of the

fourth COVID-19 wave, the crisis-resistant market of the family/friends visits and the quickly recovering vacation market remained the backbone of the recovery. Consequently, the high-volume month October achieved the record of 134,920 passengers for a single day. This was the highest count since the start of the COVID-19 pandemic.

After the low demand for air travel during the first four months in 2021 and more or less lost Easter season the return of vacation travelers was the reason for the increase of traffic to and from traditional vacation spots in South and Southeast Europe. The Canary Islands, Greece, Cyprus had passenger counts close to the 2019 levels. Some tourism hot spots

outside Europe already even achieved growth rates compared to 2019 levels (Dominion Republic, Sri Lanka, Maldives).

Traffic outside Europe did not normalize at all until the start of the fourth quarter as result of the North American market opening once again. Once this market had opened the passenger counts for North America increased rapidly. In contrast, the Far East region is the region that shows no sign of return back to normal. This is due to many travel restrictions being upheld by many countries and a generally higher degree of unwillingness to travel during times of a pandemic. There is sustained weak demand for air travel.



Other regions	2021 abs. in Mio. Pax*	Δ % <sup>1</sup>
Intercontinental	7.6	20.5
Asia	2.5	-2.8

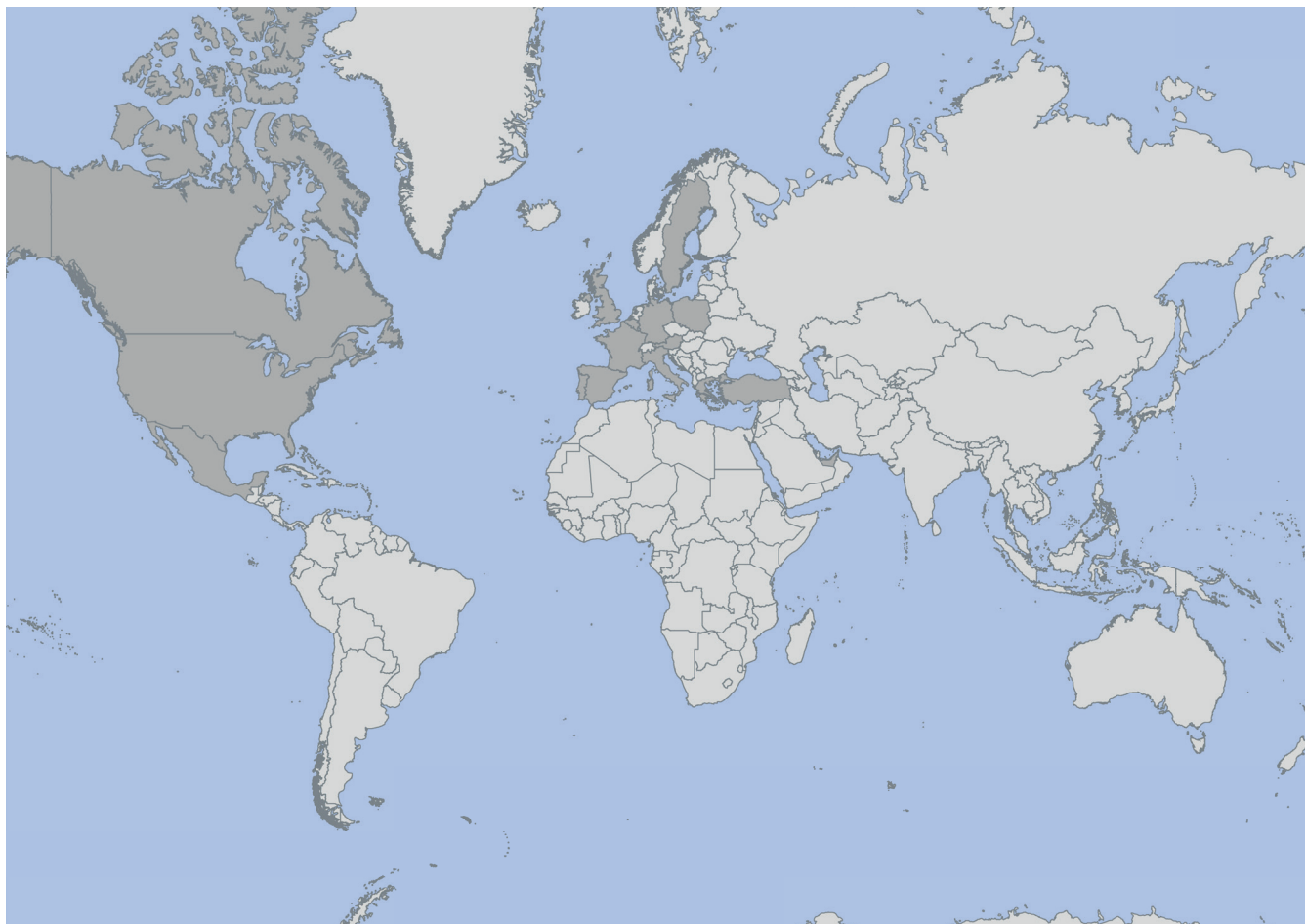
<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible

\* to full 100,000s



## Passengers by country of final destination (departures)

Passengers by destination: Total passengers flying directly from FRA to this destination or have one transfer to reach it

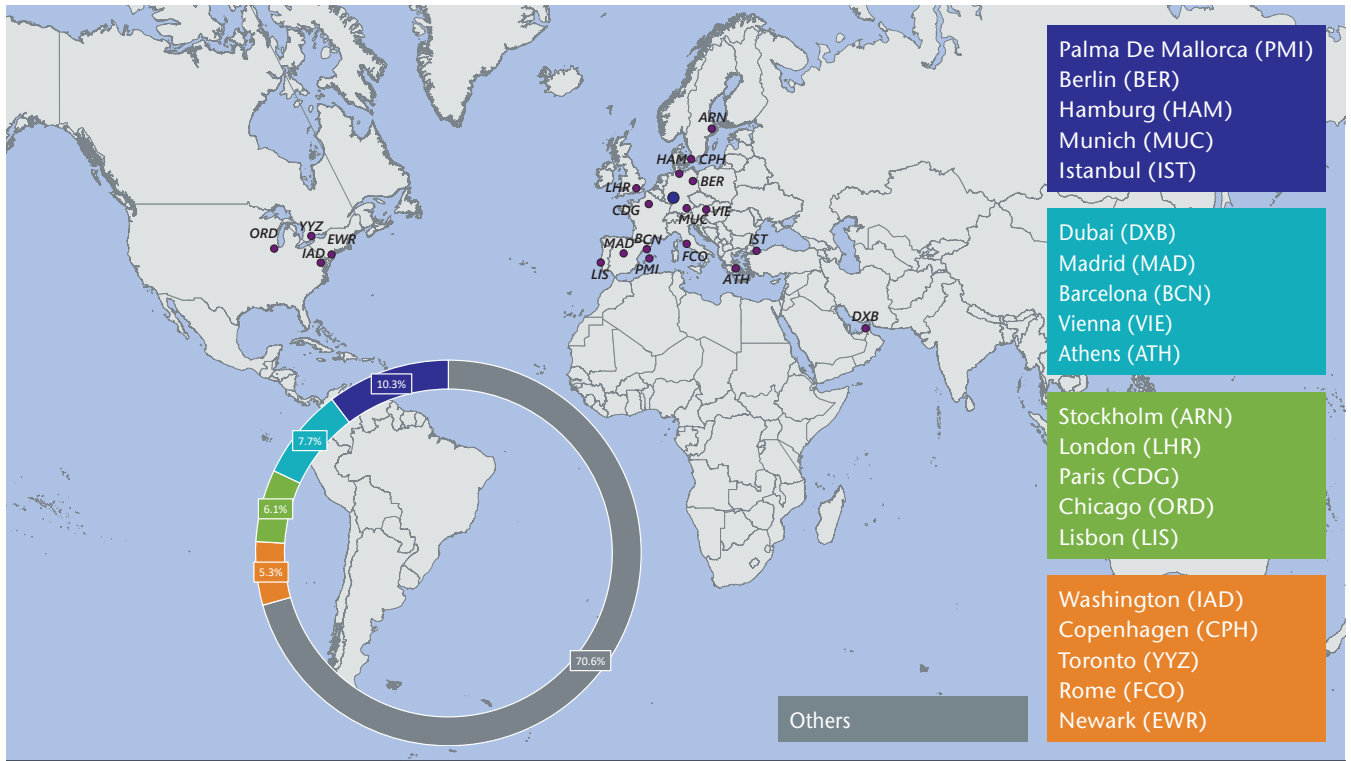


Position	Country	Pax (dep)	Δ % <sup>1</sup>	Shares of Total
↑ 1. (3.)	Spain & Canary Isl.	1,393,781	105.2	11.3%
→ 2. (2.)	USA	1,179,812	45.6	9.5%
↓ 3. (1.)	Germany	973,460	6.9	7.9%
→ 4. (4.)	Italy	711,887	57.2	5.8%
↑ 5. (6.)	Turkey	589,413	82.8	4.8%
↑ 6. (7.)	Greece	572,102	83.2	4.6%
↑ 7. (8.)	Portugal	342,762	17.5	2.8%
↑ 8. (9.)	France	337,201	28.7	2.7%

Position (Prev. Year)	Country	Pax (dep)	Δ % <sup>1</sup>	Shares of Total
↓ 9. (5.)	United Kingdom	322,954	-17.3	2.6%
↑ 10. (11.)	Canada	284,387	32.2	2.3%
↑ 11. (12.)	Poland	257,902	26.4	2.1%
↑ 12. (13.)	Sweden	236,844	26.9	1.9%
↑ 13. (24.)	Mexico	201,702	112.7	1.6%
↑ 14. (21.)	UAE	200,474	77.0	1.6%
↓ 15. (10.)	Austria	199,184	-11.1	1.6%
	Others	4,565,611	28.6	36.9%
	<b>Total</b>	<b>12,369,476</b>	<b>35.1</b>	<b>100.0%</b>

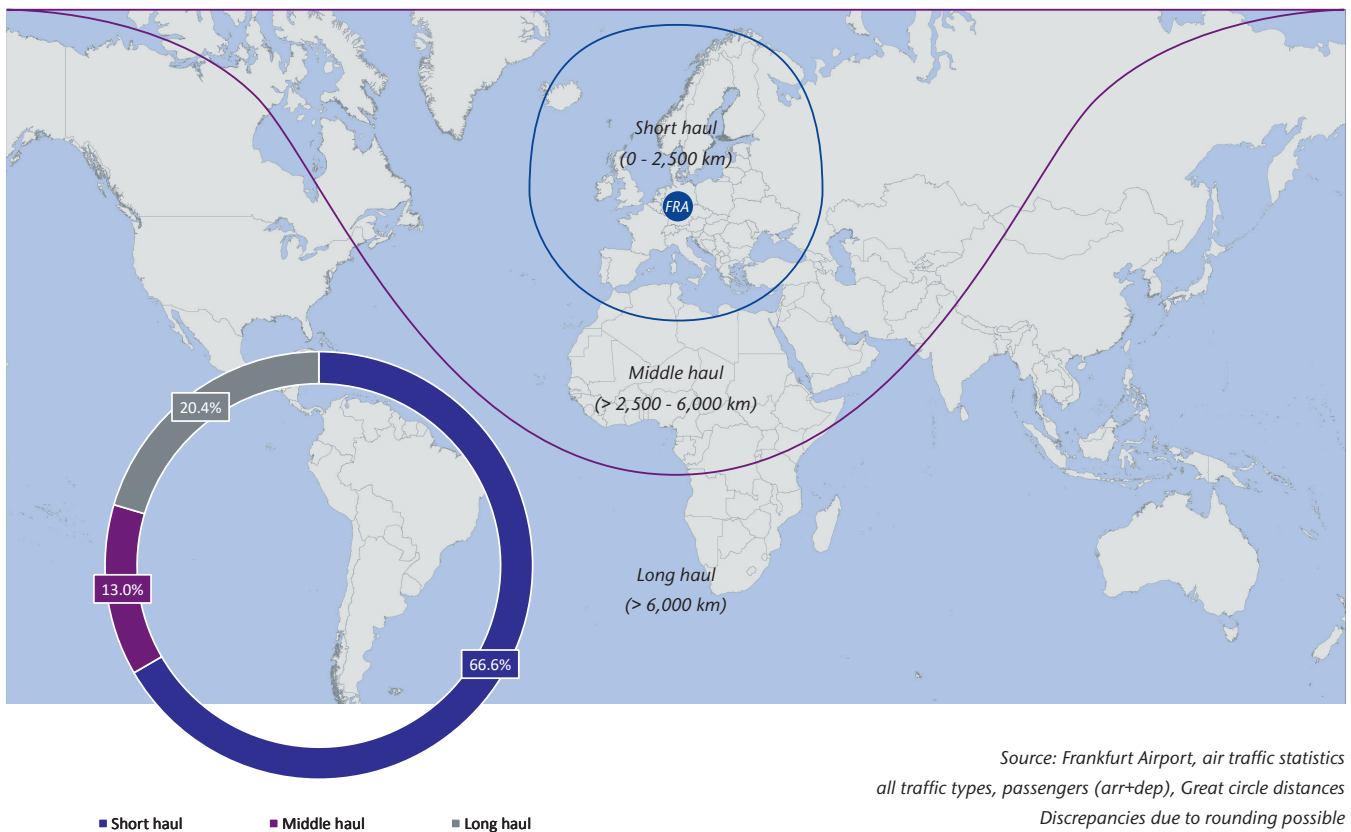
<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible  
Evaluation of final destination

### Shares of Top 20 destinations in traffic of local origin



Evaluation of routes, all traffic types, passengers arr+dep  
 Discrepancies due to rounding possible

### Shares of arrivals/departures by distance from FRA



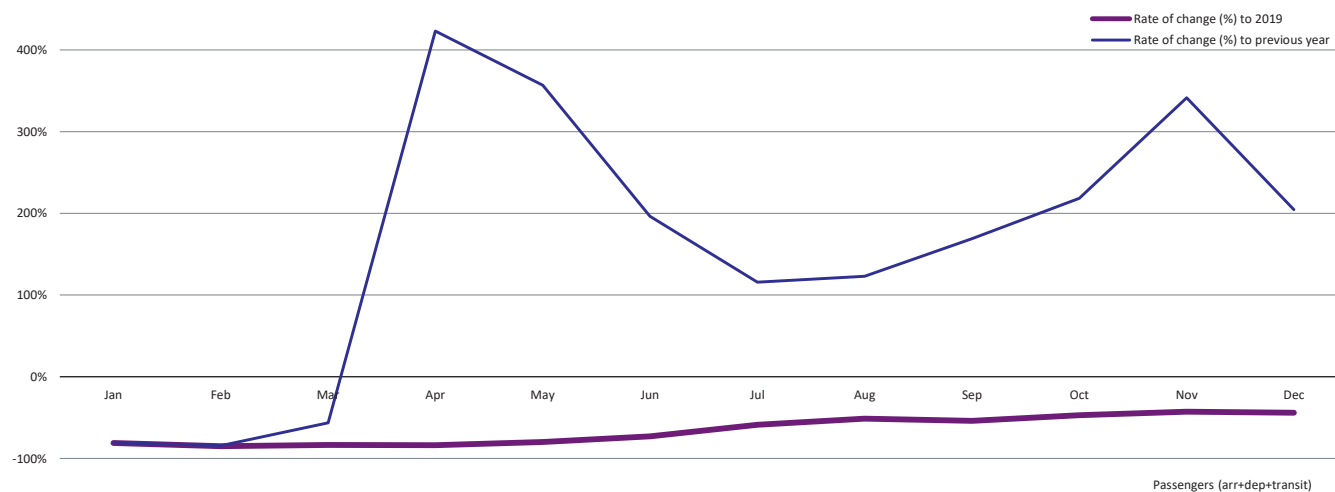
Source: Frankfurt Airport, air traffic statistics  
 all traffic types, passengers (arr+dep), Great circle distances  
 Discrepancies due to rounding possible



## Overall traffic by month and quarter – Reference year 2019

Month	Total traffic		Transit		Local traffic		Arrivals		Departures	
	(arr+dep+transit)	Δ % <sup>1</sup>		Δ % <sup>1</sup>	(arr+dep)	Δ % <sup>1</sup>	(arr)	Δ % <sup>1</sup>	(dep)	Δ % <sup>1</sup>
January	882,869	-81.0	1,843	-78.1	881,026	-81.0	466,568	-80.5	414,458	-81.6
February	681,845	-85.0	1,274	-82.8	680,571	-85.0	341,584	-84.8	338,987	-85.2
March	925,277	-83.5	1,444	-88.6	923,833	-83.4	451,643	-84.0	472,190	-82.8
<b>1st quarter</b>	<b>2,489,991</b>	<b>-83.2</b>	<b>4,561</b>	<b>-84.0</b>	<b>2,485,430</b>	<b>-83.2</b>	<b>1,259,795</b>	<b>-83.1</b>	<b>1,225,635</b>	<b>-83.2</b>
April	983,839	-83.7	1,369	-80.8	982,470	-83.7	507,607	-83.2	474,863	-84.2
May	1,246,651	-80.0	1,231	-85.8	1,245,420	-80.0	605,167	-80.7	640,253	-79.2
June	1,776,992	-73.0	1,592	-85.9	1,775,400	-73.0	894,321	-73.1	881,079	-72.9
<b>2nd quarter</b>	<b>4,007,482</b>	<b>-78.7</b>	<b>4,192</b>	<b>-84.5</b>	<b>4,003,290</b>	<b>-78.7</b>	<b>2,007,095</b>	<b>-78.8</b>	<b>1,996,195</b>	<b>-78.6</b>
July	2,845,829	-58.9	2,399	-77.9	2,843,430	-58.9	1,330,458	-60.4	1,512,972	-57.4
August	3,368,652	-51.3	5,283	-28.0	3,363,369	-51.3	1,729,384	-50.7	1,633,985	-52.0
September	3,089,385	-54.0	5,445	-23.5	3,083,940	-54.0	1,580,264	-53.4	1,503,676	-54.6
<b>3rd quarter</b>	<b>9,303,866</b>	<b>-54.7</b>	<b>13,127</b>	<b>-48.2</b>	<b>9,290,739</b>	<b>-54.7</b>	<b>4,640,106</b>	<b>-54.8</b>	<b>4,650,633</b>	<b>-54.7</b>
October	3,398,437	-47.2	4,026	-28.9	3,394,411	-47.2	1,720,728	-47.5	1,673,683	-46.9
November	2,898,175	-42.8	4,892	-22.2	2,893,283	-42.8	1,470,287	-42.9	1,422,996	-42.7
December	2,716,970	-44.2	5,438	-28.0	2,711,532	-44.2	1,300,577	-45.6	1,410,955	-42.9
<b>4th quarter</b>	<b>9,013,582</b>	<b>-44.9</b>	<b>14,356</b>	<b>-26.4</b>	<b>8,999,226</b>	<b>-45.0</b>	<b>4,491,592</b>	<b>-45.5</b>	<b>4,507,634</b>	<b>-44.4</b>
<b>Year</b>	<b>24,814,921</b>	<b>-64.8</b>	<b>36,236</b>	<b>-63.9</b>	<b>24,778,685</b>	<b>-64.8</b>	<b>12,398,588</b>	<b>-65.0</b>	<b>12,380,097</b>	<b>-64.6</b>

<sup>1</sup> Δ % = Rate of change against 2019, discrepancies due to rounding possible



# *Cargo traffic 2021*





## Cargo traffic 2021

In 2021 the amount of air cargo traffic was up by 18.7 % to approximately 2.32 million mt. This is a new annual record for Frankfurt Airport. The year 2010 was surpassed by about 10,000 mt or 0.4 %. Airfreight was the growth generator with a volume of 2.27 million mt (+ 19.9 %). The small share of airmail was down by about 20 % to 46,000 mt as result of lacking or rather less available belly load capacities.

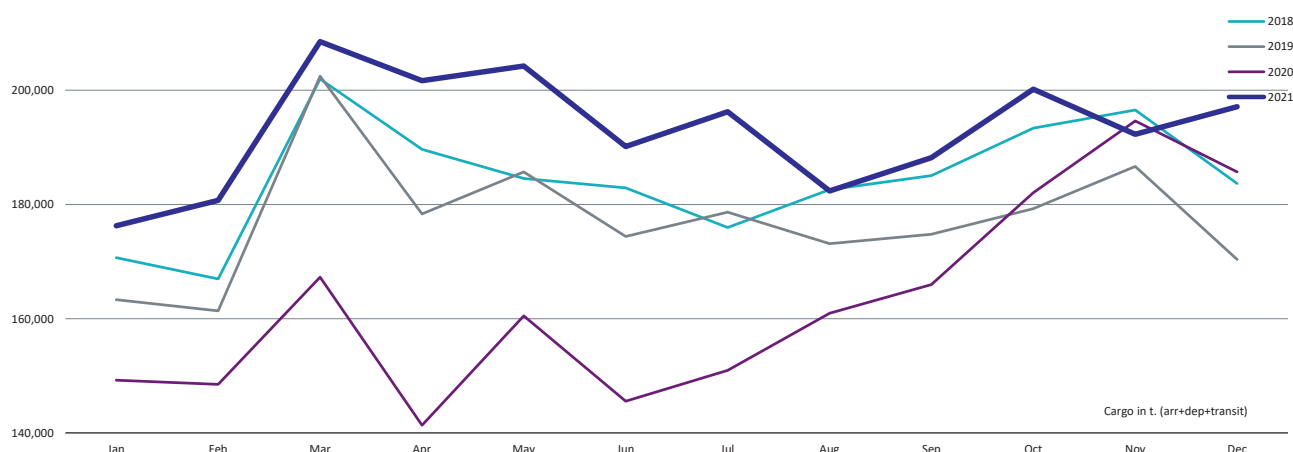
Just as was the case for the entire year, during the first six months a new record was set with distinct double-digit growth rates. During the second half of 2021 the count at 1.16 million mt remained at a very high level. There was only a higher count in 2010 for the second half of a year (1.18 million mt). This 2021 peak year must be viewed in a very positive light because only 45 % of the belly load capacity of the

year 2019 was available in the first place. The specific piece amount was very highly due to the extreme demand for medical products. There was also high demand for goods in the e-commerce sector. Cargo traffic benefited from the recovery of the global economy. The indices for industrial production during the entire year of 2021 were above those in previous years. The global indices in comparison: 2021: 54.7; 2020: 49.2; 2019: 50.0. The disrupted supply chains at sea also effected a boost in demand. Consequently, the airfreight market in 2021 was operating close to its limits. As a result, the handling situation at Frankfurt became more difficult.

As result of the high demand and worldwide more limited airfreight capacities the global freight rates in the

year 2021 (January to November) were about 100 % above those before the start of the crisis. The high yield rate enabled the deployment of so-called preighters (cargo only on passenger aircraft). During 2021 there were about 10,900 preighter flights with about 252,000 mt. Together with the pure freighter aircraft the freighter cargo was up by 14.4 % with a freighter aircraft share of 77 % of the total amount handled.

Capacity utilization was at about 71 % on pure freighter aircraft flights and, consequently, 4 percentage points higher than in 2020. The increased export demand is reflected by looking at inbound and outbound amounts at Frankfurt Airport. Outbound freight was up by 22.1 % and inbound freight by 18.0 %.



## General overview (in t)

Types of traffic	Cargo				Freight				Mail				Cargo Share in %	
	2021	Δ abs.	Δ % <sup>1</sup> Share in %	2020	2021	Δ abs.	Δ % <sup>1</sup> Share in %	2020	2021	Δ abs.	Δ % <sup>1</sup> Share in %	2020		
<b>Total traffic<sup>2</sup></b>	<b>2,317,882</b>	<b>365,254</b>	<b>18.7</b>	<b>100.0</b>	<b>2,271,542</b>	<b>376,468</b>	<b>19.9</b>	<b>100.0</b>	<b>46,340</b>	<b>-11,214</b>	<b>-19.5</b>	<b>100.0</b>	<b>1,952,628</b>	<b>100.0</b>
Local traffic <sup>3</sup>	2,274,969	360,684	18.8	98.1	2,228,793	371,828	20.0	98.1	46,176	-11,144	-19.4	99.6	1,914,285	98.0
Transit	42,913	4,570	11.9	1.9	42,749	4,640	12.2	1.9	164	-70	-29.9	0.4	38,342	2.0
Of which, in														
Commercial traffic <sup>2</sup>	2,317,789	365,196	18.7	100.0	2,271,449	376,409	19.9	100.0	46,340	-11,214	-19.5	100.0	1,952,593	100.0
arr + dep	2,274,876	360,625	18.8	98.1	2,228,700	371,769	20.0	98.1	46,176	-11,144	-19.4	99.6	1,914,251	98.0
Transit	42,913	4,570	11.9	1.9	42,749	4,640	12.2	1.9	164	-70	-29.9	0.4	38,342	2.0
Non-commercial traffic <sup>2</sup>	94	59	170.5	0.0	94	59	170.5	0.0			0.0	0.0	35	0.0
<b>Total traffic<sup>2</sup></b>	<b>2,274,969</b>	<b>360,684</b>	<b>18.8</b>	<b>98.1</b>	<b>2,228,793</b>	<b>371,828</b>	<b>20.0</b>	<b>98.1</b>	<b>46,176</b>	<b>-11,144</b>	<b>-19.4</b>	<b>99.6</b>	<b>1,914,285</b>	<b>98.0</b>
Of which, in														
International traffic <sup>3</sup>	2,240,320	364,768	19.4	98.5	2,194,653	375,904	20.7	98.5	45,668	-11,137	-19.6	98.9	1,875,553	98.0
Domestic traffic <sup>3</sup>	34,649	-4,083	-10.5	1.5	34,141	-4,076	-10.7	1.5	508	-7	-1.3	1.1	38,732	2.0

<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible / <sup>2</sup> (arr+dep+transit) / <sup>3</sup> (arr+dep)

## Overall traffic by month and quarter (in t)

Month	Total traffic		Transit		Local traffic		Arrivals		Departures	
	(arr+dep+transit)	Δ % <sup>1</sup>		Δ % <sup>1</sup>	(arr+dep)	Δ % <sup>1</sup>	(arr)	Δ % <sup>1</sup>	(dep)	Δ % <sup>1</sup>
January	176,266	18.1	2,892	12.5	173,374	18.2	88,406	15.6	84,969	21.1
February	180,725	21.7	3,324	38.8	177,401	21.4	87,224	31.1	90,177	13.3
March	208,506	24.6	3,641	47.2	204,865	24.3	99,225	21.8	105,640	26.7
<b>1st quarter</b>	<b>565,497</b>	<b>21.6</b>	<b>9,857</b>	<b>32.5</b>	<b>555,640</b>	<b>21.4</b>	<b>274,854</b>	<b>22.5</b>	<b>280,786</b>	<b>20.5</b>
April	201,661	42.7	2,831	-13.5	198,830	44.0	98,157	38.5	100,673	49.8
May	204,233	27.2	3,565	14.2	200,668	27.5	98,991	18.3	101,676	38.0
June	190,131	30.6	3,509	-3.9	186,622	31.5	91,200	29.1	95,422	33.8
<b>2nd quarter</b>	<b>596,025</b>	<b>33.2</b>	<b>9,905</b>	<b>-1.4</b>	<b>586,120</b>	<b>34.0</b>	<b>288,349</b>	<b>28.1</b>	<b>297,772</b>	<b>40.3</b>
July	196,223	30.0	3,989	1.2	192,234	30.8	94,408	28.4	97,826	33.1
August	182,362	13.3	4,139	11.1	178,223	13.4	85,754	9.7	92,469	17.0
September	188,177	13.4	3,619	6.2	184,558	13.5	90,105	10.1	94,453	17.0
<b>3rd quarter</b>	<b>566,762</b>	<b>18.6</b>	<b>11,747</b>	<b>6.1</b>	<b>555,015</b>	<b>18.9</b>	<b>270,267</b>	<b>15.7</b>	<b>284,748</b>	<b>22.1</b>
October	200,187	10.0	4,150	23.6	196,037	9.7	95,180	9.4	100,857	10.0
November	192,298	-1.2	3,823	15.6	188,475	-1.5	90,448	-5.2	98,027	2.3
December	197,113	6.2	3,430	10.0	193,682	6.1	94,287	5.6	99,395	6.5
<b>4th quarter</b>	<b>589,598</b>	<b>4.8</b>	<b>11,404</b>	<b>16.6</b>	<b>578,194</b>	<b>4.6</b>	<b>279,915</b>	<b>3.0</b>	<b>298,279</b>	<b>6.2</b>
<b>Year</b>	<b>2,317,882</b>	<b>18.7</b>	<b>42,913</b>	<b>11.9</b>	<b>2,274,969</b>	<b>18.8</b>	<b>1,113,385</b>	<b>16.6</b>	<b>1,161,584</b>	<b>21.1</b>

<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible

## Cargo loaded/unloaded in domestic and int. traffic by month and quarter (in t)

Month	Local traffic		Domestic				International							
	(arr+dep)	Δ % <sup>1</sup>	Unloaded	Δ % <sup>1</sup>	Loaded	Δ % <sup>1</sup>	Total	Δ % <sup>1</sup>	Unloaded	Δ % <sup>1</sup>	Loaded	Δ % <sup>1</sup>	Total	Δ % <sup>1</sup>
January	173,374	18.2	1,809	-2.8	1,180	-8.8	2,989	-5.2	86,597	16.0	83,789	21.7	170,386	18.7
February	177,401	21.4	1,602	-13.8	847	-26.9	2,448	-18.9	85,622	32.4	89,330	13.9	174,953	22.3
March	204,865	24.3	1,666	-20.1	1,321	9.6	2,987	-9.2	97,559	22.9	104,320	27.0	201,878	25.0
<b>1st quarter</b>	<b>555,640</b>	<b>21.4</b>	<b>5,076</b>	<b>-12.5</b>	<b>3,347</b>	<b>-8.5</b>	<b>8,424</b>	<b>-11.0</b>	<b>269,778</b>	<b>23.4</b>	<b>277,438</b>	<b>20.9</b>	<b>547,217</b>	<b>22.1</b>
April	198,830	44.0	1,586	-16.6	1,314	37.0	2,900	1.4	96,571	40.1	99,359	50.0	195,930	44.9
May	200,668	27.5	1,516	-17.5	1,133	12.7	2,649	-6.8	97,475	19.1	100,544	38.4	198,019	28.1
June	186,622	31.5	1,628	-23.3	1,252	-0.8	2,880	-14.9	89,572	30.8	94,170	34.5	183,742	32.6
<b>2nd quarter</b>	<b>586,120</b>	<b>34.0</b>	<b>4,731</b>	<b>-19.3</b>	<b>3,699</b>	<b>14.7</b>	<b>8,429</b>	<b>-7.3</b>	<b>283,618</b>	<b>29.3</b>	<b>294,073</b>	<b>40.7</b>	<b>577,691</b>	<b>34.9</b>
July	192,234	30.8	1,731	-17.3	1,256	2.2	2,987	-10.1	92,677	29.7	96,571	33.7	189,247	31.7
August	178,223	13.4	1,693	-15.2	1,226	-1.2	2,919	-9.8	84,061	10.3	91,243	17.3	175,304	13.9
September	184,558	13.5	1,512	-25.4	1,167	-4.0	2,679	-17.4	88,593	11.0	93,285	17.4	181,878	14.2
<b>3rd quarter</b>	<b>555,015</b>	<b>18.9</b>	<b>4,936</b>	<b>-19.3</b>	<b>3,649</b>	<b>-1.0</b>	<b>8,585</b>	<b>-12.4</b>	<b>265,331</b>	<b>16.7</b>	<b>281,099</b>	<b>22.5</b>	<b>546,430</b>	<b>19.6</b>
October	196,037	9.7	1,691	-23.9	1,233	11.4	2,924	-12.2	93,489	10.2	99,624	10.0	193,113	10.1
November	188,475	-1.5	1,540	-19.7	1,289	-1.3	2,830	-12.2	88,907	-5.0	96,738	2.3	185,645	-1.3
December	193,682	6.1	2,026	-10.6	1,432	-8.4	3,458	-9.7	92,261	6.0	97,963	6.8	190,224	6.4
<b>4th quarter</b>	<b>578,194</b>	<b>4.6</b>	<b>5,257</b>	<b>-17.9</b>	<b>3,954</b>	<b>-0.6</b>	<b>9,211</b>	<b>-11.3</b>	<b>274,658</b>	<b>3.5</b>	<b>294,324</b>	<b>6.3</b>	<b>568,983</b>	<b>4.9</b>
<b>Year</b>	<b>2,274,969</b>	<b>18.8</b>	<b>20,000</b>	<b>-17.3</b>	<b>14,649</b>	<b>0.7</b>	<b>34,649</b>	<b>-10.5</b>	<b>1,093,385</b>	<b>17.5</b>	<b>1,146,935</b>	<b>21.4</b>	<b>2,240,320</b>	<b>19.4</b>

<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible



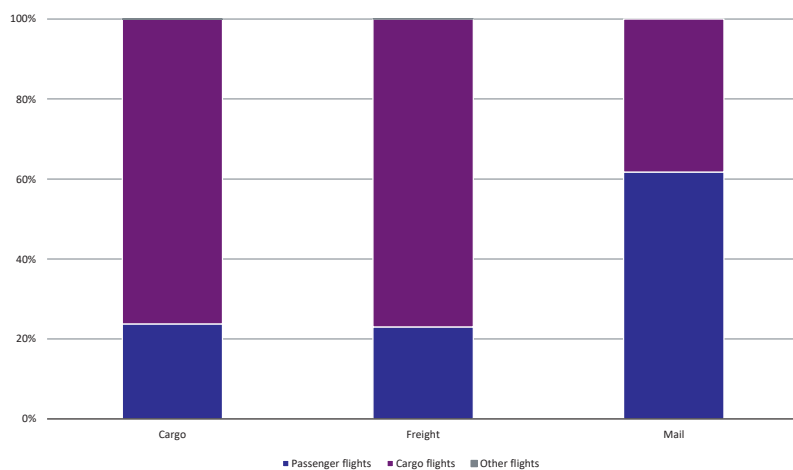
## Cargo volumes on passenger/cargo aircraft by month and quarter (in t)

Month	Commercial traffic		Cargo volumes airfreighters			Belly cargo in passenger aircraft		
	(arr+dep+transit)	Δ % <sup>1</sup>	(arr+dep+transit)	Δ % <sup>1</sup>	share %	(arr+dep+transit)	Δ % <sup>1</sup>	share %
January	176,265	18.1	138,718	57.5	78.7	37,547	-38.6	21.3
February	180,724	21.7	145,102	68.5	80.3	35,622	-42.9	19.7
March	208,506	24.7	166,372	36.5	79.8	42,134	-7.1	20.2
<b>1st quarter</b>	<b>565,495</b>	<b>21.6</b>	<b>450,192</b>	<b>52.1</b>	<b>79.6</b>	<b>115,303</b>	<b>-31.7</b>	<b>20.4</b>
April	201,660	42.7	158,919	20.7	78.8	42,741	342.3	21.2
May	204,222	27.2	159,985	6.9	78.3	44,237	305.8	21.7
June	190,122	30.6	146,243	12.3	76.9	43,879	185.5	23.1
<b>2nd quarter</b>	<b>596,004</b>	<b>33.2</b>	<b>465,147</b>	<b>13.0</b>	<b>78.0</b>	<b>130,857</b>	<b>264.1</b>	<b>22.0</b>
July	196,223	30.0	148,184	15.3	75.5	48,039	114.6	24.5
August	182,341	13.3	134,501	2.1	73.8	47,840	63.7	26.2
September	188,176	13.3	138,749	3.1	73.7	49,427	57.0	26.3
<b>3rd quarter</b>	<b>566,740</b>	<b>18.6</b>	<b>421,434</b>	<b>6.7</b>	<b>74.4</b>	<b>145,305</b>	<b>74.9</b>	<b>25.6</b>
October	200,161	9.9	145,541	-0.8	72.7	54,620	54.8	27.3
November	192,290	-1.2	140,444	-11.5	73.0	51,846	44.0	27.0
December	197,098	6.1	143,998	-3.8	73.1	53,100	47.8	26.9
<b>4th quarter</b>	<b>589,549</b>	<b>4.8</b>	<b>429,984</b>	<b>-5.5</b>	<b>72.9</b>	<b>159,566</b>	<b>48.8</b>	<b>27.1</b>
<b>Year</b>	<b>2,317,789</b>	<b>18.7</b>	<b>1,766,757</b>	<b>13.4</b>	<b>76.2</b>	<b>551,031</b>	<b>39.4</b>	<b>23.8</b>

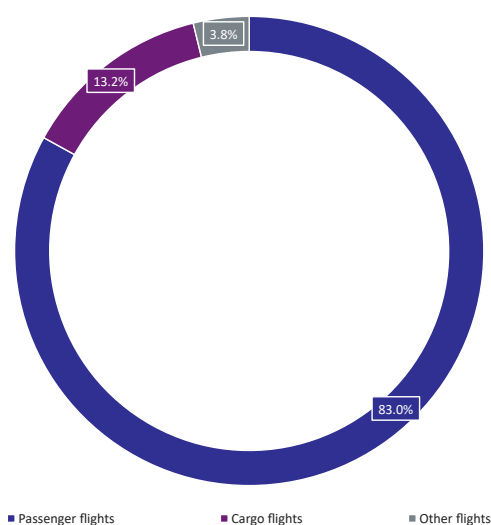
<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible

## Cargo volumes on passenger and cargo aircraft

### Shares of cargo transportation types



### Shares of freight-/passenger flights



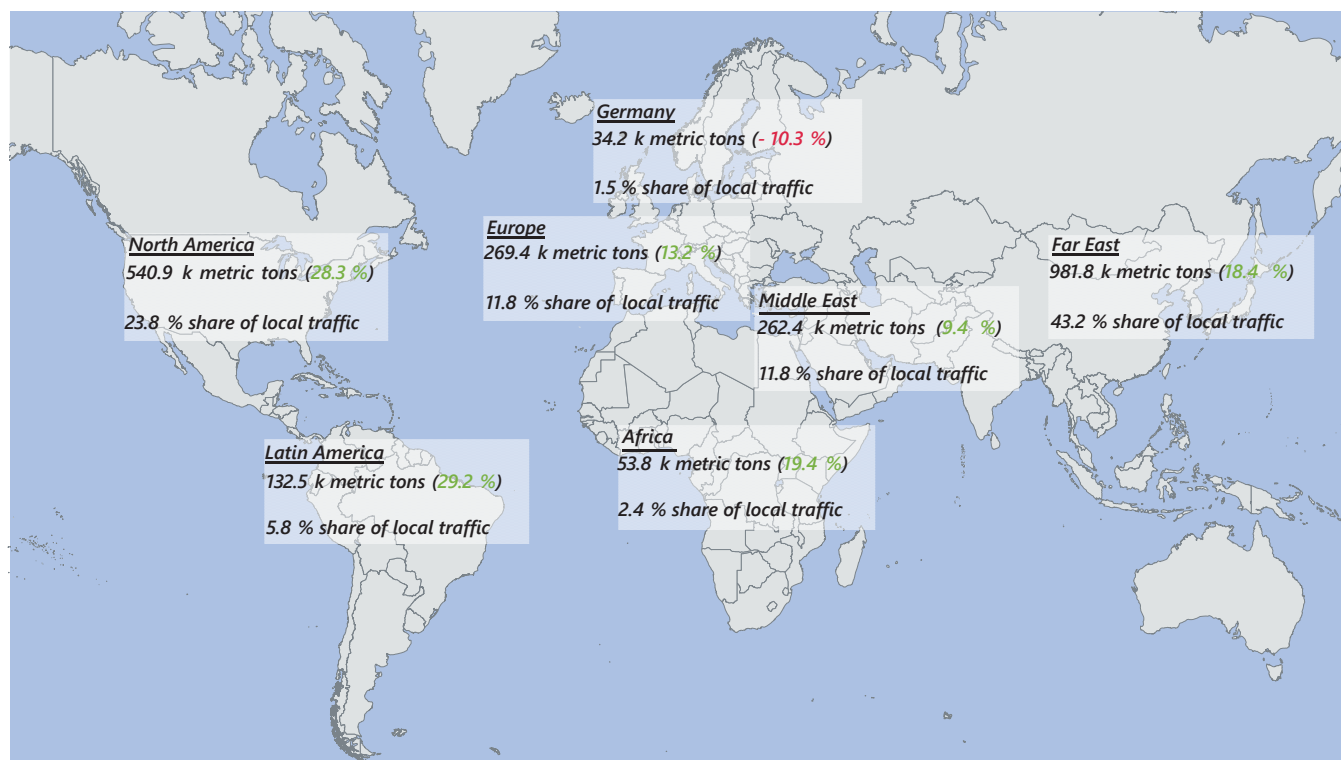
Only commercial traffic, discrepancies due to rounding possible

## Cargo traffic by region 2021

All in all, the main growth generator was the Far East traffic which in 2021 was up by 18.4 % or about 153,000 mt, respectively. Despite rigid quarantine measures at Shanghai Airport, which specifically had an effect starting the last August decade, the cargo traffic with China had a growth rate of 19.6 % in 2021. There were further positive results for cargo traffic connected to Japan (+ 45.2 %), India (+ 34.2 %) and South Korea (+ 10.7 %).

Direct traffic connected to North America was noticeably up by 28.3 % (120,000 mt). In addition to increased cargo tonnage on freighter aircraft (+ 17.8 %) the region specifically profited from more passenger services (flights) being offered. Thus, tonnage transported on these flights was up by 51.6 %. Traffic connected to Latin America also increased by 30,000 mt (+ 29.2 %).

All other regions also reported positive growth rates. Middle East traffic was up by 9.4 % to approximately 262,000 mt. About half of all tonnage was connected to the United Arab Emirates. Africa benefited from more available belly capacity resulting in a growth rate of 19.4 %. The growth rate was 10 % (approx. 27,500 mt) for the European continent.



Other regions	2021 abs. in thousands t*	Δ % <sup>1</sup>
Intercontinental	1,971	20.3
Asia	1,244	16.4

Europe excl. Domestic

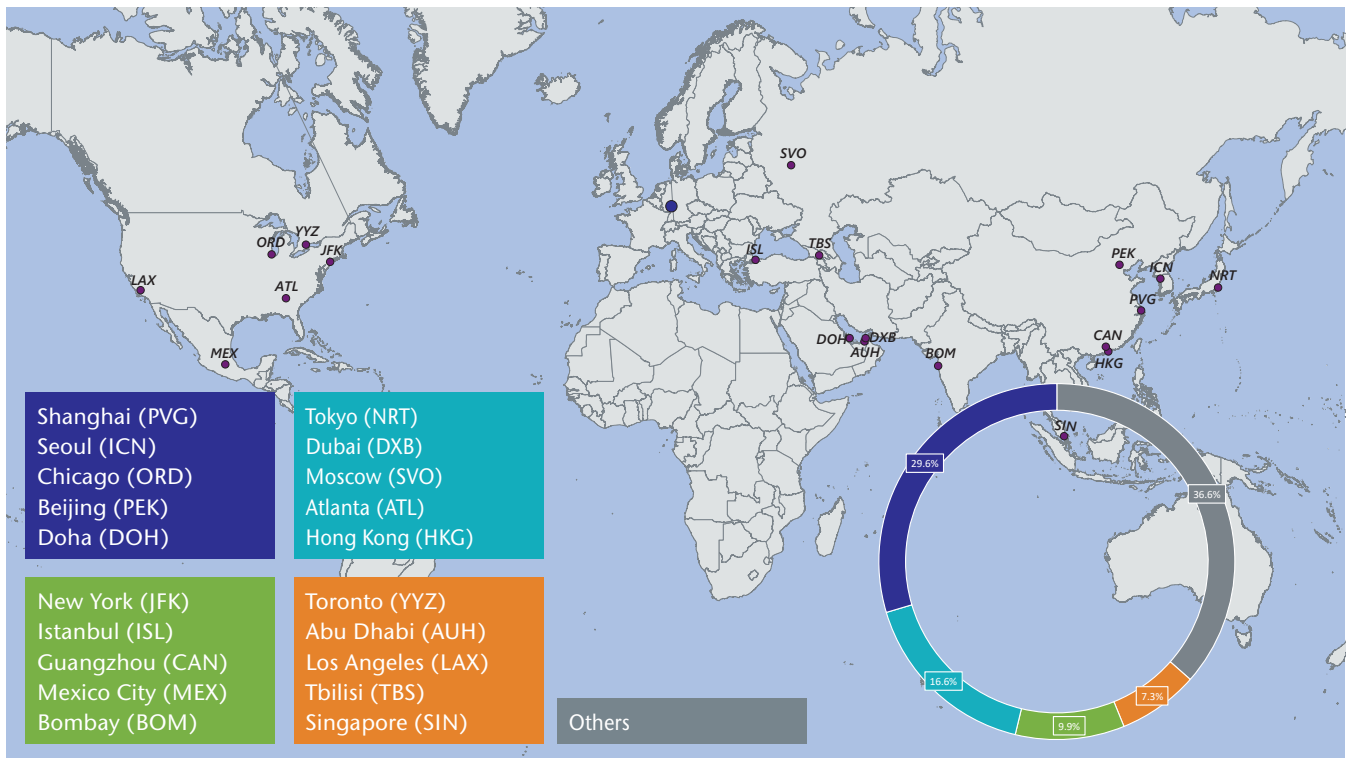
Evaluation of routes, all traffic types, Passengers (arr+dep) (cargo = air freight and airmail)

\*to full 1,000s

<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible

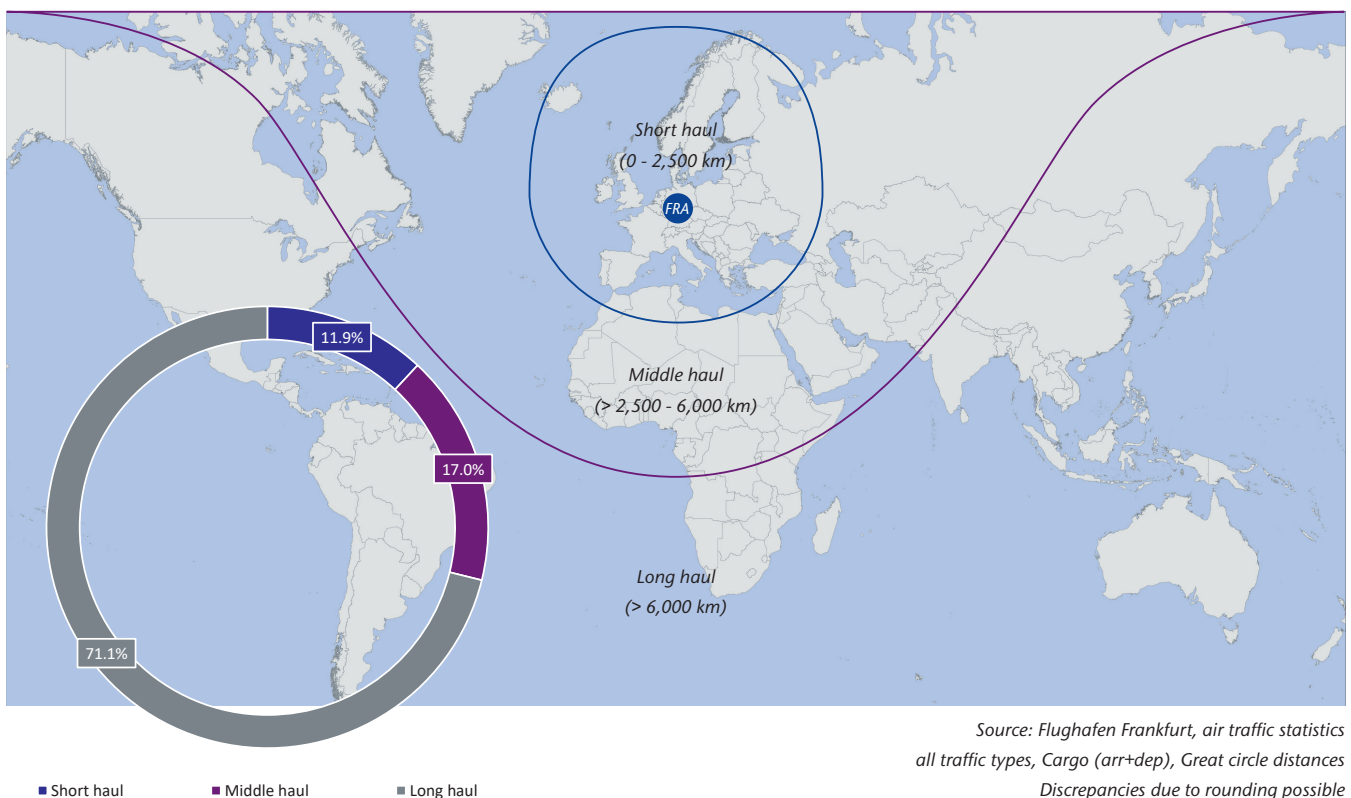


### Shares of top 20 destinations in traffic of local origin



Evaluation of routes, all traffic types, passengers arr+dep  
 Discrepancies due to rounding possible

### Shares of cargo loaded/unloaded by distance from FRA

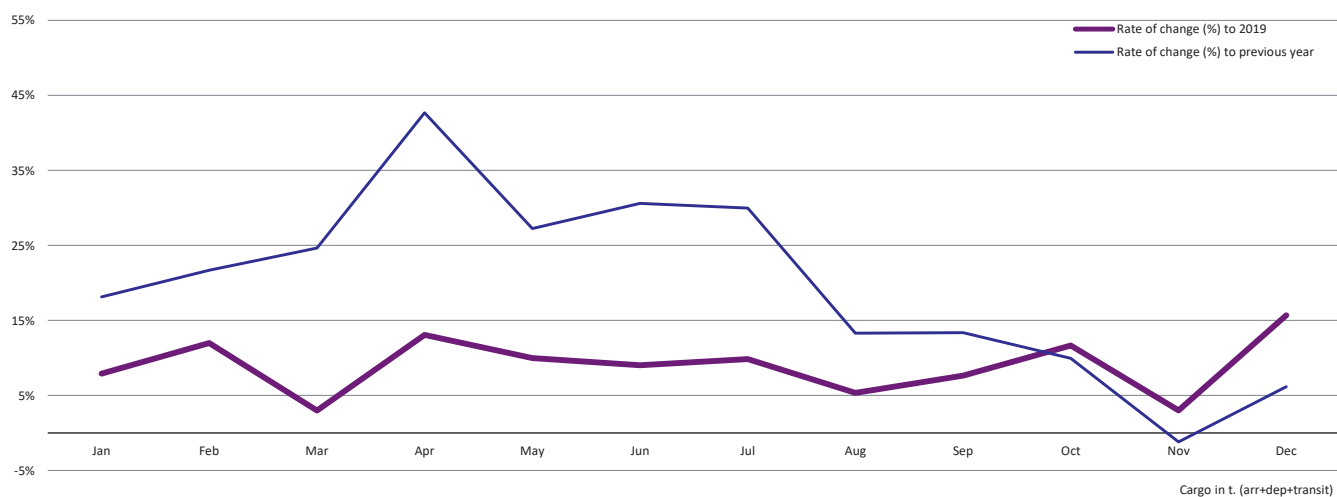


Source: Flughafen Frankfurt, air traffic statistics  
 all traffic types, Cargo (arr+dep), Great circle distances  
 Discrepancies due to rounding possible

## Overall traffic by month and quarter (in t) – Reference year 2019

Month	Total traffic		Transit		Local traffic		Arrivals		Departures	
	(arr+dep+transit)	Δ % <sup>1</sup>		Δ % <sup>1</sup>	(arr+dep)	Δ % <sup>1</sup>	(arr)	Δ % <sup>1</sup>	(dep)	Δ % <sup>1</sup>
January	176,266	7.9	2,892	55.0	173,374	7.4	88,406	7.0	84,969	7.7
February	180,725	12.0	3,324	32.8	177,401	11.7	87,224	17.7	90,177	6.4
March	208,506	3.0	3,641	-3.0	204,865	3.1	99,225	0.7	105,640	5.4
<b>1st quarter</b>	<b>565,497</b>	<b>7.3</b>	<b>9,857</b>	<b>21.4</b>	<b>555,640</b>	<b>7.1</b>	<b>274,854</b>	<b>7.7</b>	<b>280,786</b>	<b>6.4</b>
April	201,661	13.1	2,831	-17.9	198,830	13.7	98,157	10.0	100,673	17.5
May	204,233	10.0	3,565	2.9	200,668	10.1	98,991	11.4	101,676	8.9
June	190,131	9.0	3,509	19.0	186,622	8.9	91,200	6.7	95,422	11.0
<b>2nd quarter</b>	<b>596,025</b>	<b>10.7</b>	<b>9,905</b>	<b>0.4</b>	<b>586,120</b>	<b>10.9</b>	<b>288,349</b>	<b>9.4</b>	<b>297,772</b>	<b>12.4</b>
July	196,223	9.8	3,989	21.1	192,234	9.6	94,408	12.7	97,826	6.8
August	182,362	5.3	4,139	26.6	178,223	4.9	85,754	4.8	92,469	5.1
September	188,177	7.7	3,619	9.5	184,558	7.6	90,105	8.3	94,453	7.0
<b>3rd quarter</b>	<b>566,762</b>	<b>7.6</b>	<b>11,747</b>	<b>19.0</b>	<b>555,015</b>	<b>7.4</b>	<b>270,267</b>	<b>8.6</b>	<b>284,748</b>	<b>6.3</b>
October	200,187	11.7	4,150	13.7	196,037	11.6	95,180	10.4	100,857	12.8
November	192,298	3.0	3,823	23.1	188,475	2.7	90,448	0.6	98,027	4.6
December	197,113	15.7	3,430	27.4	193,682	15.5	94,287	17.2	99,395	14.0
<b>4th quarter</b>	<b>589,598</b>	<b>9.9</b>	<b>11,404</b>	<b>20.7</b>	<b>578,194</b>	<b>9.7</b>	<b>279,915</b>	<b>9.1</b>	<b>298,279</b>	<b>10.4</b>
<b>Year</b>	<b>2,317,882</b>	<b>8.9</b>	<b>42,913</b>	<b>15.0</b>	<b>2,274,969</b>	<b>8.8</b>	<b>1,113,385</b>	<b>8.7</b>	<b>1,161,584</b>	<b>8.9</b>

<sup>1</sup> Δ % = Rate of change against 2019, discrepancies due to rounding possible





*Aircraft movements/  
MTOWs 2021*





## Aircraft movements/MTOWs 2021

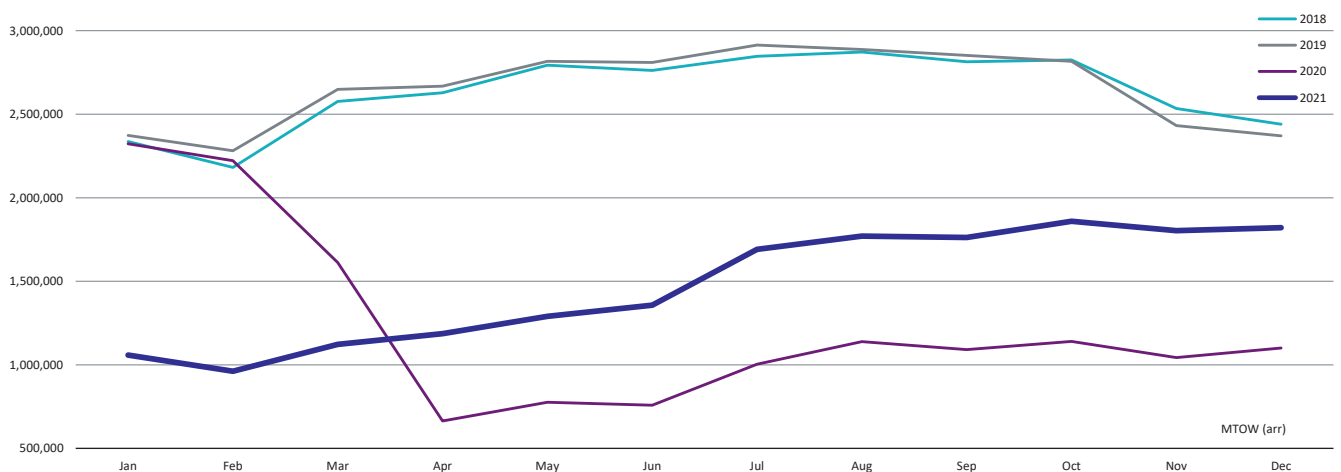
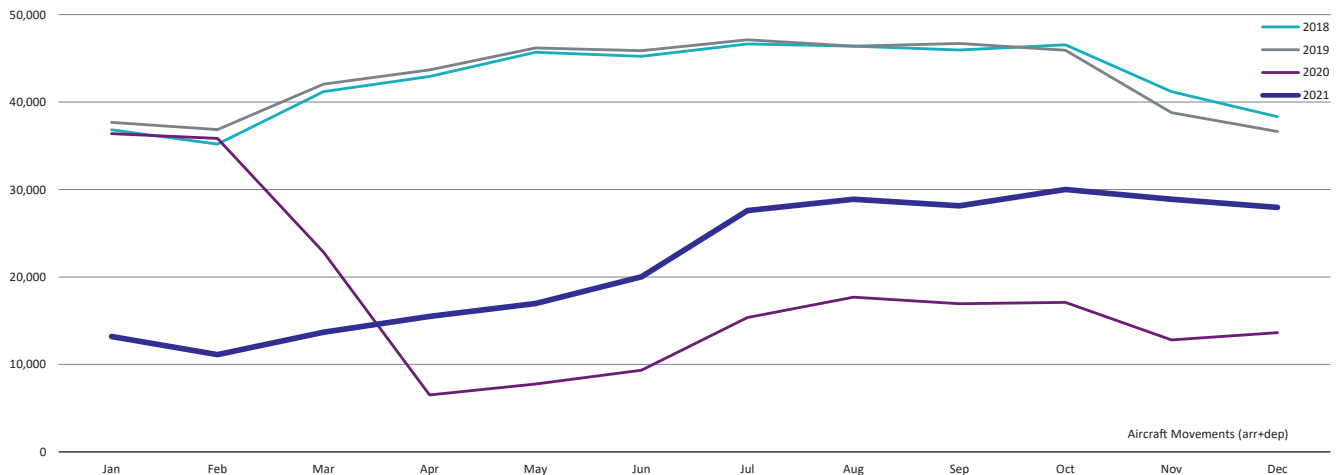
During the second year after the start of the COVID-19 pandemic there were 261,927 aircraft movements. This count is 50 % above the pre-crisis level and a growth rate of 23.4 % compared to 2020. This positive result was based on the strong recovery seen during the second half of the year. During the first half of 2021 only about one-third of the 2019 level was reached. During the second half of 2021 the count was up to two-thirds of the 2019 level. October was the peak month with over 30,000 aircraft movements. The highest count of aircraft movements for a single week was a week in November.

Compared to 2020, MTOWs in 2021 were up by 18.9 % to a count of 17.7 million tons. This is 55 % of the level in 2019. The average MTOW per aircraft landing fell by 3.7 % to 135.0 t compared to 2020. During the first half of 2021 the count was still at 154. During the second half of the year, it was only 125 t as result of vacation travel having started once again.

In 2021, the count of passenger aircraft movements at 217,459 is about 45 % of the share of the 2019 level. In comparison to 2020 the utilization rate on passenger flights was up by 5.7 percentage points to a seat load factor of 64.1 %. This growth

was boosted by the months August thru October with counts above 70 %. The quotient passengers per passenger aircraft movement was up by 5.0 % to 114.0 compared to 2020. However, this is still far below the 2019 level.

Passenger aircraft movements connected to Germany had a share of 33 % of the 2019 level. Due to more business travel during the second half of the year and the sustained concentration of traffic in Frankfurt most of the flights were connected to Munich, Berlin and Hamburg. There was not very much traffic to and from other airports in Germany.



## Aircraft movements and MTOW

Passenger aircraft movements connected to other destinations in Europe in 2021 were at 47 % of the 2019 level. The biggest decline of offered passenger services (flights) were connected to Great Britain, Austria, Russia, Moldavia and Belarus. The entire regions Southeast Europe with the vacation spots in Greece, Croatia and Albania fared best when compared with 2019 levels. Cyprus was even above the 2019 level. The Canary Islands were also almost at the 2019 level.

Intercontinental passenger aircraft flights in 2021 were at 48 % of the 2019 level. Traffic connected to America (54 % of the 2019 level) fared better than all other continents. The USA is already above the 2019 level. Middle America is at 68 % of the 2019 level. Costa Rica and the Domini-

on Republic even had a remarkable growth over against 2019. There was also an above average development for Mexico.

Africa came in second with 46 % the level of 2019. During the last months of 2021 there were dynamic increases connected to Egypt, Tunisia and Nigeria. Asia came in last with only 44 % of the 2019 level. Traffic to and from the Far East is recovering very slowly. There is still hardly any traffic connected to China, Hong Kong, Taiwan and Vietnam. Things were somewhat better for the Maldives and Sri Lanka (new) which even had increases compared to 2019. Passenger services (flights) offered for the Middle East have recovered faster and pushed the total share significantly upwards.

In contrast to the passenger aircraft movements, the COVID-19 pandemic effected a significantly higher amount of freighter aircraft movements. In order to make up for missing belly capacities and to serve demand, about 10,900 flights were conducted with passenger aircraft carrying cargo only. Overall, there were 34,413 freight aircraft movements which is 57 % above the 2019 level and 10 % above the 2020 level. Regarding Europe the count of cargo aircraft movements was up 7.8 % compared to 2020 and up 10.6 % regarding such flights connected to intercontinental regions.

Types of traffic	2021	Share in %	Δ absolute	Δ % <sup>1</sup>	2020	Share in %
<b>Total traffic (arr+dep)</b>	<b>261,927</b>	<b>100.0</b>	<b>49,692</b>	<b>23.4</b>	<b>212,235</b>	<b>100.0</b>
<i>Of which, in</i>						
Commercial traffic (arr+dep)	256,240	97.8	49,237	23.8	207,003	97.5
Non-commercial traffic	5,687	2.2	455	8.7	5,232	2.5
<i>Of which, in</i>						
International traffic (arr+dep)	234,497	89.5	49,394	26.7	185,103	87.2
Domestic traffic (arr+dep)	27,430	10.5	298	1.1	27,132	12.8

<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible

## Commercial, non-commercial traffic by month and quarter

Month	Total traffic		Commercial traffic		Non-commercial traffic	
	(arr+dep)	Δ % <sup>1</sup>	(arr+dep)	Δ % <sup>1</sup>	(arr+dep)	Δ % <sup>1</sup>
January	13,196	-63.7	12,889	-64.1	307	-32.2
February	11,122	-69.0	10,724	-69.6	398	-26.0
March	13,676	-40.1	13,302	-39.8	374	-50.3
<b>1st quarter</b>	<b>37,994</b>	<b>-60.0</b>	<b>36,915</b>	<b>-60.5</b>	<b>1,079</b>	<b>-38.1</b>
April	15,486	137.8	15,138	146.2	348	-4.4
May	16,977	118.7	16,605	125.2	372	-4.4
June	20,010	114.4	19,541	118.1	469	25.7
<b>2nd quarter</b>	<b>52,473</b>	<b>122.3</b>	<b>51,284</b>	<b>128.1</b>	<b>1,189</b>	<b>5.6</b>
July	27,591	79.5	27,105	81.3	486	14.4
August	28,897	63.3	28,349	63.1	548	76.2
September	28,135	66.1	27,459	66.0	676	70.7
<b>3rd quarter</b>	<b>84,623</b>	<b>69.2</b>	<b>82,913</b>	<b>69.6</b>	<b>1,710</b>	<b>51.1</b>
October	30,004	75.4	29,373	75.9	631	53.9
November	28,882	125.6	28,279	127.5	603	61.2
December	27,951	105.1	27,476	108.5	475	6.5
<b>4th quarter</b>	<b>86,837</b>	<b>99.5</b>	<b>85,128</b>	<b>101.2</b>	<b>1,709</b>	<b>38.9</b>
<b>Year</b>	<b>261,927</b>	<b>23.4</b>	<b>256,240</b>	<b>23.8</b>	<b>5,687</b>	<b>8.7</b>

<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible

## Landings and take-offs by month and quarter

Month	Local traffic		Landings		Take-offs	
	(arr+dep)	Δ % <sup>1</sup>	(arr)	Δ % <sup>1</sup>	(dep)	Δ % <sup>1</sup>
January	13,196	-63.7	6,578	-63.7	6,618	-63.7
February	11,122	-69.0	5,563	-69.0	5,559	-69.0
March	13,676	-40.1	6,838	-40.2	6,838	-40.0
<b>1st quarter</b>	<b>37,994</b>	<b>-60.0</b>	<b>18,979</b>	<b>-60.1</b>	<b>19,015</b>	<b>-60.0</b>
April	15,486	137.8	7,744	138.4	7,742	137.2
May	16,977	118.7	8,500	118.6	8,477	118.7
June	20,010	114.4	9,999	114.4	10,011	114.5
<b>2nd quarter</b>	<b>52,473</b>	<b>122.3</b>	<b>26,243</b>	<b>122.4</b>	<b>26,230</b>	<b>122.2</b>
July	27,591	79.5	13,797	79.9	13,794	79.1
August	28,897	63.3	14,453	63.3	14,444	63.3
September	28,135	66.1	14,066	66.1	14,069	66.0
<b>3rd quarter</b>	<b>84,623</b>	<b>69.2</b>	<b>42,316</b>	<b>69.4</b>	<b>42,307</b>	<b>69.1</b>
October	30,004	75.4	14,998	75.4	15,006	75.4
November	28,882	125.6	14,442	125.7	14,440	125.4
December	27,951	105.1	13,991	104.8	13,960	105.4
<b>4th quarter</b>	<b>86,837</b>	<b>99.5</b>	<b>43,431</b>	<b>99.4</b>	<b>43,406</b>	<b>99.5</b>
<b>Year</b>	<b>261,927</b>	<b>23.4</b>	<b>130,969</b>	<b>23.5</b>	<b>130,958</b>	<b>23.4</b>

<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible



## Domestic and international traffic by month and quarter

Month	(arr+dep)	Total traffic		Domestic		International		of which Europe		of which Intercontinental	
		Share %	Δ % <sup>1</sup>	Share %	Δ % <sup>1</sup>	Share %	Δ % <sup>1</sup>	Share %	Δ % <sup>1</sup>	Share %	Δ % <sup>1</sup>
January	13,196	100.0	-63.7	10.3	-75.4	89.7	-61.7	49.2	-69.9	40.6	-42.5
February	11,122	100.0	-69.0	10.4	-79.5	89.6	-67.0	44.4	-77.2	45.1	-40.8
March	13,676	100.0	-40.1	10.5	-56.8	89.5	-37.3	47.8	-49.6	41.7	-13.0
<b>1st quarter</b>	<b>37,994</b>	<b>100.0</b>	<b>-60.0</b>	<b>10.4</b>	<b>-72.7</b>	<b>89.6</b>	<b>-57.8</b>	<b>47.3</b>	<b>-68.1</b>	<b>42.3</b>	<b>-33.9</b>
April	15,486	100.0	137.8	10.1	95.3	89.9	143.8	52.2	212.7	37.7	86.7
May	16,977	100.0	118.7	9.7	112.2	90.3	119.4	54.0	197.3	36.3	57.8
June	20,010	100.0	114.4	9.7	74.4	90.3	119.9	60.1	145.3	30.2	82.3
<b>2nd quarter</b>	<b>52,473</b>	<b>100.0</b>	<b>122.3</b>	<b>9.8</b>	<b>91.6</b>	<b>90.2</b>	<b>126.2</b>	<b>55.8</b>	<b>176.9</b>	<b>34.4</b>	<b>74.4</b>
July	27,591	100.0	79.5	9.6	60.4	90.4	81.8	66.1	81.8	24.4	81.7
August	28,897	100.0	63.3	8.9	48.6	91.1	64.9	66.8	64.1	24.3	67.1
September	28,135	100.0	66.1	9.6	48.0	90.4	68.3	65.3	69.9	25.1	64.1
<b>3rd quarter</b>	<b>84,623</b>	<b>100.0</b>	<b>69.2</b>	<b>9.4</b>	<b>52.1</b>	<b>90.6</b>	<b>71.2</b>	<b>66.1</b>	<b>71.5</b>	<b>24.6</b>	<b>70.5</b>
October	30,004	100.0	75.4	11.0	66.4	89.0	76.6	64.2	84.2	24.8	59.4
November	28,882	100.0	125.6	13.0	181.6	87.0	119.1	61.7	183.9	25.3	40.7
December	27,951	100.0	105.1	11.9	134.2	88.1	101.7	60.8	155.3	27.2	37.4
<b>4th quarter</b>	<b>86,837</b>	<b>100.0</b>	<b>99.5</b>	<b>12.0</b>	<b>119.0</b>	<b>88.0</b>	<b>97.1</b>	<b>62.3</b>	<b>131.2</b>	<b>25.7</b>	<b>45.2</b>
<b>Year</b>	<b>261,927</b>	<b>100.0</b>	<b>23.4</b>	<b>10.5</b>	<b>1.1</b>	<b>89.5</b>	<b>26.7</b>	<b>60.0</b>	<b>28.0</b>	<b>29.5</b>	<b>24.0</b>

<sup>1</sup> Δ % = Rate of change against previous year in percentage points (refers to the shares) Discrepancies due to rounding possible

## General overview of engine types

Motor types	2021	2020	Change 2021/20		Shares of total (%)	
	(arr+dep)	(arr+dep)	absolute	Δ % <sup>1</sup>	2021	2020
Aircraft	261,857	212,177	49,680	23.4	100.0	100.0
Of which						
Turbo-jet (TL)	258,652	208,717	49,935	23.9	98.7	98.3
Turboprop. (PTL)	3,015	3,342	-327	-9.8	1.2	1.6
Piston engine	190	118	72	61.0	0.1	0.1
Helicopters	70	58	12	20.7	0.0	0.0
<b>Total</b>	<b>261,927</b>	<b>212,235</b>	<b>49,692</b>	<b>23.4</b>	<b>100.0</b>	<b>100.0</b>

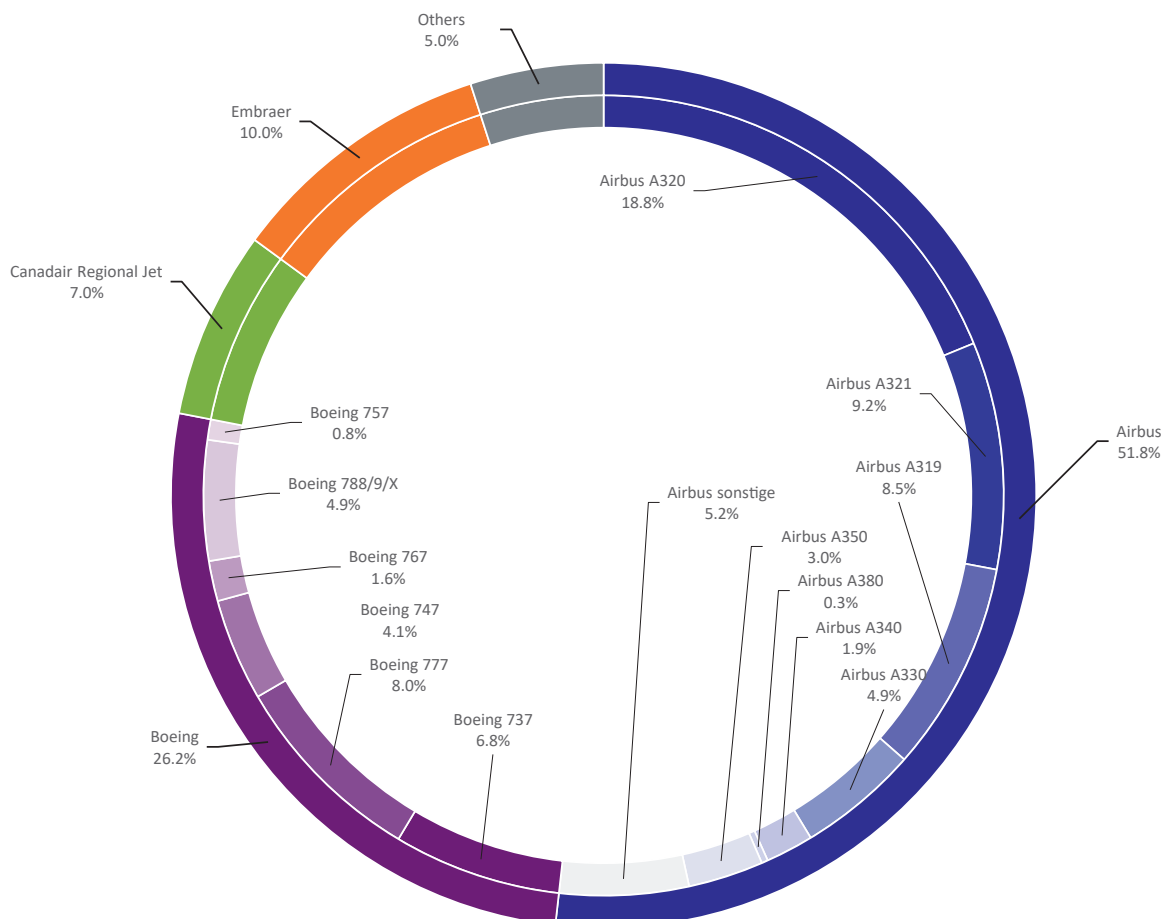
<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible

## Aircraft types (Ratings 1 – 15)

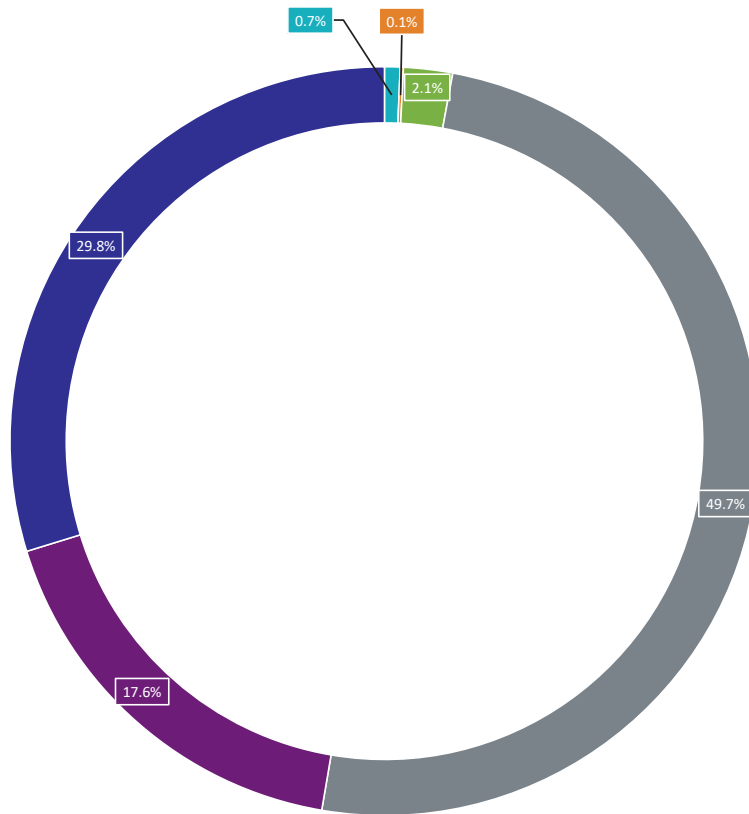
Position (Prev. Year)	Aircraft type	Number of aircraft movements		Change 2021/2020		Shares of Total in %	
		2021	2020	Absolut	Δ % <sup>1</sup>	2021	2020
→ 1. (1.)	Airbus A320	60,969	49,225	11,744	23.9	23.3	23.2
↑ 2. (4.)	Airbus A321	24,037	20,184	3,853	19.1	9.2	9.5
↑ 3. (5.)	Airbus A319	22,260	19,254	3,006	15.6	8.5	9.1
↓ 4. (2.)	Embraer E190	21,809	20,852	957	4.6	8.3	9.8
↓ 5. (3.)	Boeing 777	21,075	20,311	764	3.8	8.0	9.6
↑ 6. (7.)	Canadair Regionaljet (CL60, CRJ1-9))	18,372	10,334	8,038	77.8	7.0	4.9
↓ 7. (6.)	Boeing 737	17,777	13,618	4,159	30.5	6.8	6.4
↑ 8. (9.)	Airbus A330	12,759	8,924	3,835	43.0	4.9	4.2
↑ 9. (10.)	Boeing 788/9/X	12,710	8,082	4,628	57.3	4.9	3.8
↓ 10. (8.)	Boeing 747	10,830	9,797	1,033	10.5	4.1	4.6
→ 11. (11.)	Airbus A350	7,962	3,945	4,017	101.8	3.0	1.9
→ 12. (12.)	Airbus A340	5,068	3,489	1,579	45.3	1.9	1.6
→ 13. (13.)	Boeing 767	4,256	3,212	1,044	32.5	1.6	1.5
↑ 14. (15.)	Embraer E170/175	3,201	2,289	912	39.8	1.2	1.1
↑ 15. (16.)	Bombardier CS	2,936	2,165	771	35.6	1.1	1.0
	Others	15,906	16,554	-648	-3.9	6.1	7.8
	<b>Total</b>	<b>261,927</b>	<b>212,235</b>	<b>49,692</b>	<b>23.4</b>	<b>100.0</b>	<b>100.0</b>

<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible

## Shares in aircraft movements by aircraft manufacturer



## Shares in aircraft movements by weight class with example patterns



Discrepancies due to rounding possible  
\* Average MTOW



Weight class I: 0 to 5.7 t  
e.g.: Embraer Phenom 100



Weight class II: 5.71 to 7.0 t  
e.g.: Beechcraft King Air 200



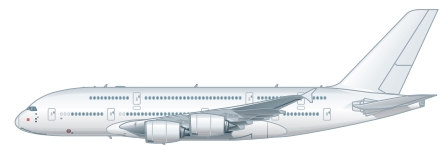
Weight class III: 7.01 to 24.99 t  
e.g.: ATR 72



Weight class IV: 25.00 to 74.99 t  
e.g.: Airbus A318



Weight class V: 75.00 to 135.99 t  
e.g.: Boeing 757



Weight class VI: from 136 t  
e.g.: Airbus A380

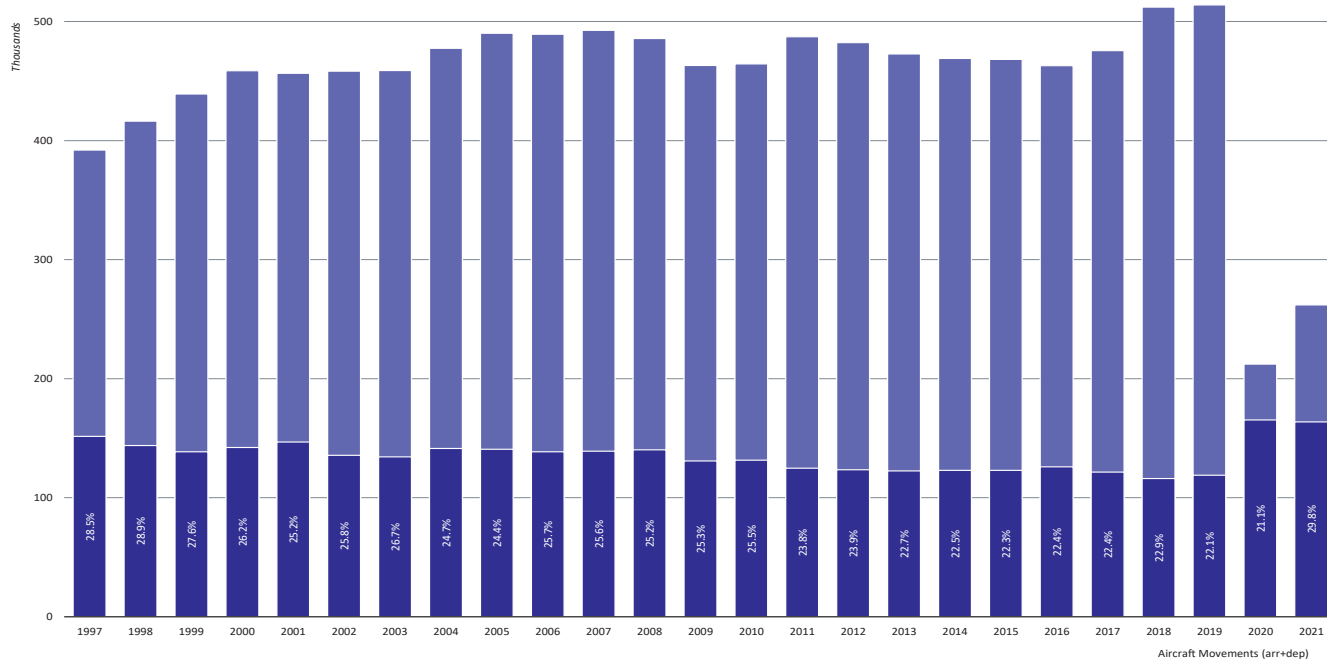


# Aircraft movements 2021

## Wide-body aircraft 1997 – 2021

Year	Number of aircraft movements															Shares of Total	
	B747	B767	B777	B787	DC10	MD11	A300	A310	A330	A340	A350	A380	IL 86/96	L 101	Other	Total	in %
2021	10,830	4,256	21,075	12,710	0	1,163	1,424	0	12,759	5,068	7,962	671	0	0	14	77,932	29.8
2020	9,797	3,212	20,311	8,082	0	3,044	1,264	0	8,924	3,489	3,945	1,693	0	0	28	63,789	30.1
2019	22,847	10,585	25,028	8,420	0	4,209	1,510	0	15,647	11,223	2,666	8,929	0	0	4	111,068	21.6
2018	22,872	11,759	24,998	5,812	2	5,055	1,447	0	13,796	11,169	1,836	9,447	0	0	2	108,195	21.1
2017	23,761	11,169	23,006	5,548	0	4,825	1,447	114	14,405	8,501	1,642	10,660	0	0	6	105,084	22.1
2016	24,682	10,749	21,885	5,382	0	4,676	1,550	190	16,846	9,224	552	10,237	0	0	4	105,977	22.9
2015	24,027	11,967	21,978	3,256	0	4,917	1,577	252	14,880	11,476	952	9,424	0	0	10	104,716	22.4
2014	24,288	11,266	22,089	3,290	0	5,510	1,604	432	17,093	12,068	2	7,301	0	0	12	104,955	22.4
2013	22,445	12,293	19,124	1,814	0	7,635	2,023	538	17,063	15,629	---	6,734	0	0	6	105,304	22.3
2012	24,672	13,217	17,480	882	0	7,621	1,764	902	17,113	18,541	---	6,109	0	0	12	108,313	22.5
2011	30,811	11,529	16,502	---	0	8,461	2,313	1,186	16,046	20,452	---	3,306	2	0	10	110,618	22.7
2010	31,108	11,773	17,498	---	0	8,347	2,853	1,396	15,028	22,416	---	639	0	6	6	111,070	23.9
2009	32,303	11,425	13,638	---	0	7,981	6,870	1,613	15,369	21,047	---	0	0	4	8	110,258	23.8
2008	34,269	12,841	9,898	---	54	10,318	17,987	1,889	14,373	22,226	---	0	0	0	10	123,865	25.5
2007	34,826	13,404	7,248	---	120	10,611	19,699	1,976	13,752	22,939	---	8	6	2	10	124,601	25.3
2006	36,324	12,603	7,046	---	334	10,791	19,009	2,950	12,988	21,188	---	0	0	26	22	123,281	25.2
2005	37,186	13,166	7,311	---	2,034	10,203	19,952	3,291	13,868	17,897	---	2	8	528	28	125,474	25.6
2004	37,130	13,913	6,413	---	2,808	8,240	20,658	4,005	10,385	18,597	---	---	62	538	0	122,749	25.7
2003	33,788	12,529	7,615	---	2,438	6,801	17,799	6,278	7,011	16,896	---	---	86	806	10	112,057	24.4
2002	32,245	12,494	5,428	---	1,644	6,595	20,783	10,330	4,766	18,185	---	---	44	494	4	113,012	24.7
2001	34,061	11,782	4,628	---	1,326	7,602	26,887	13,426	4,140	17,603	---	---	130	234	0	121,819	26.7
2000	34,101	15,364	4,594	---	1,399	7,455	22,956	14,167	3,090	14,607	---	---	178	628	0	118,539	25.8
1999	34,503	18,221	3,512	---	2,711	5,235	20,898	13,634	722	10,790	---	---	236	244	0	110,706	25.2
1998	34,059	16,867	2,910	---	3,913	4,719	19,790	16,479	1,228	7,669	---	---	642	622	0	108,898	26.2
1997	32,880	15,454	1,766	---	4,526	4,524	20,445	16,719	1,335	7,806	---	---	576	2,032	0	108,063	27.6

## Wide-body aircraft 1997 – 2021 – share of total movements in %



Aircraft Movements (arr+dep)

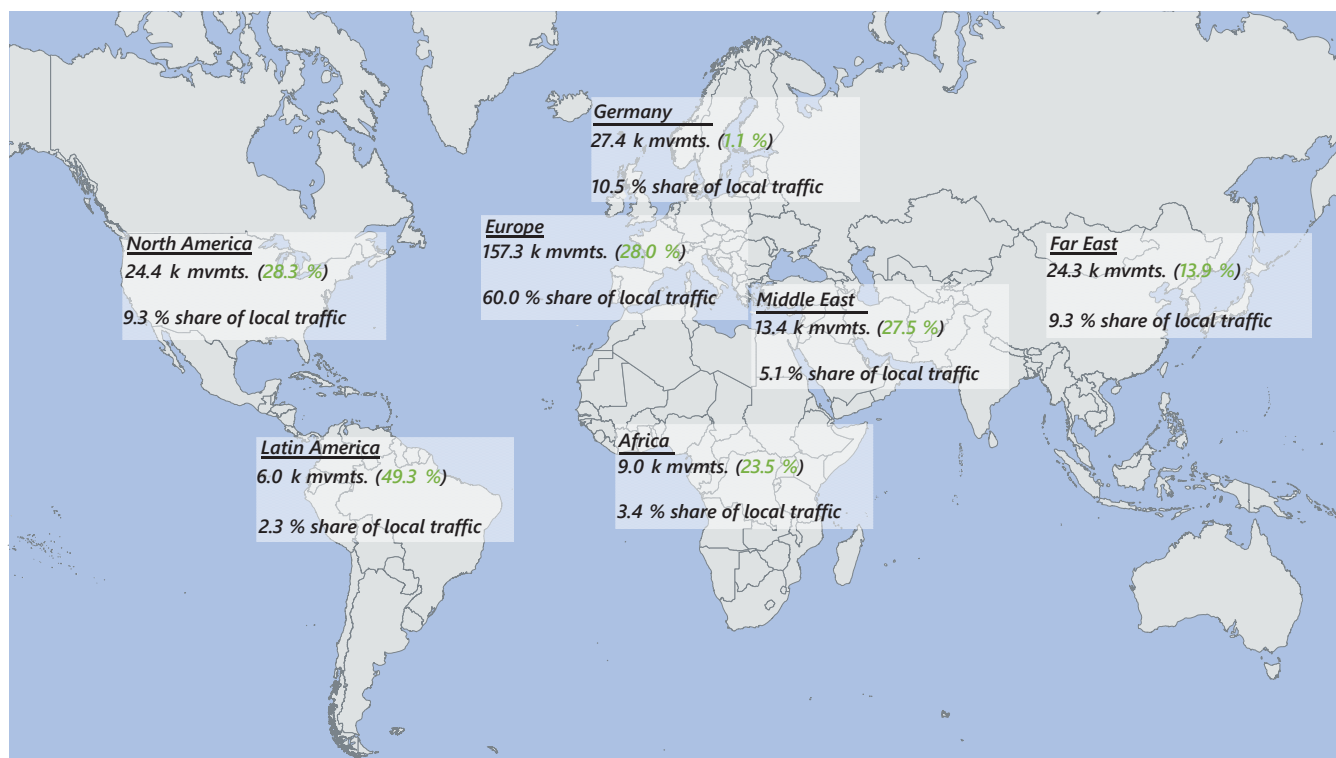
# MTOWs 2021

## by month and quarter – MTOW (t)

Month	2021			2020		
	(arr)	Δ abs.	Δ % <sup>1</sup>	(arr)	Δ abs.	Δ % <sup>1</sup>
January	1,057,884	-1,265,258	-54.5	2,323,141	-49,684	-2.1
February	961,684	-1,260,221	-56.7	2,221,905	-59,555	-2.6
March	1,122,654	-489,064	-30.3	1,611,719	-1,037,883	-39.2
<b>1st quarter</b>	<b>3,142,221</b>	<b>-3,014,543</b>	<b>-49.0</b>	<b>6,156,764</b>	<b>-1,147,122</b>	<b>-15.7</b>
April	1,187,055	523,033	78.8	664,022	-2,004,571	-75.1
May	1,290,777	514,101	66.2	776,676	-2,040,032	-72.4
June	1,357,783	598,847	78.9	758,935	-2,051,278	-73.0
<b>2nd quarter</b>	<b>3,835,615</b>	<b>1,635,982</b>	<b>74.4</b>	<b>2,199,633</b>	<b>-6,095,881</b>	<b>-73.5</b>
July	1,691,707	688,008	68.5	1,003,698	-1,910,344	-65.6
August	1,771,066	631,899	55.5	1,139,167	-1,748,298	-60.5
September	1,762,899	671,147	61.5	1,091,752	-1,760,207	-61.7
<b>3rd quarter</b>	<b>5,225,671</b>	<b>1,991,054</b>	<b>61.6</b>	<b>3,234,617</b>	<b>-5,418,848</b>	<b>-62.6</b>
October	1,859,320	719,327	63.1	1,139,993	-1,677,269	-59.5
November	1,802,981	760,202	72.9	1,042,779	-1,388,946	-57.1
December	1,820,814	719,954	65.4	1,100,860	-1,269,539	-53.6
<b>4th quarter</b>	<b>5,483,114</b>	<b>2,199,483</b>	<b>67.0</b>	<b>3,283,631</b>	<b>-4,335,755</b>	<b>-56.9</b>
<b>Year</b>	<b>17,686,621</b>	<b>2,811,976</b>	<b>18.9</b>	<b>14,874,646</b>	<b>-16,997,606</b>	<b>-53.3</b>

<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible

## Aircraft movements by region 2021



Other regions	2021 abs.*	Δ % <sup>1</sup>
Intercontinental	77,245	24.0
Asia	37,752	18.4

Europe excl. domestic

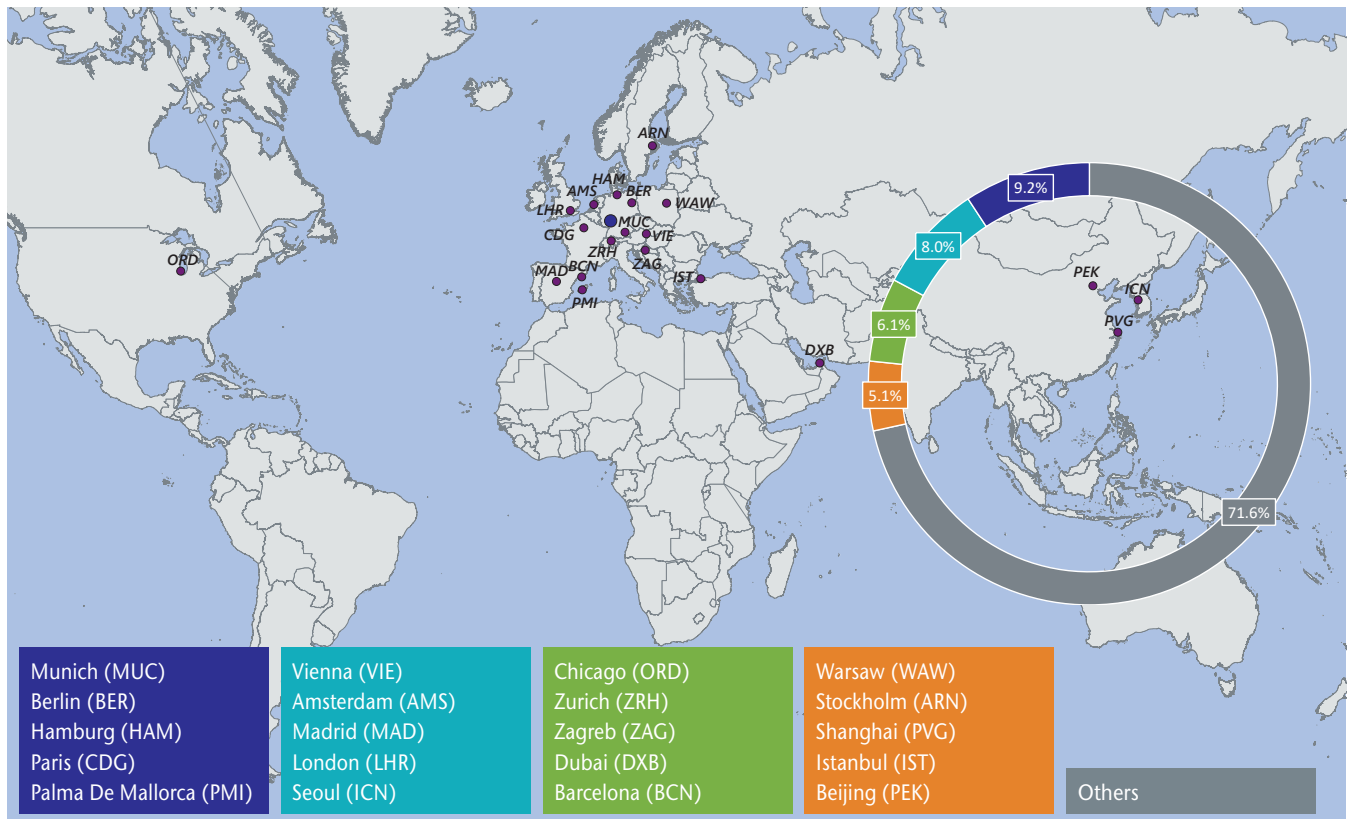
Pre-/follow-up evaluation, all traffic types, aircraft movements (arr+dep)

<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible

\*to full ,000s

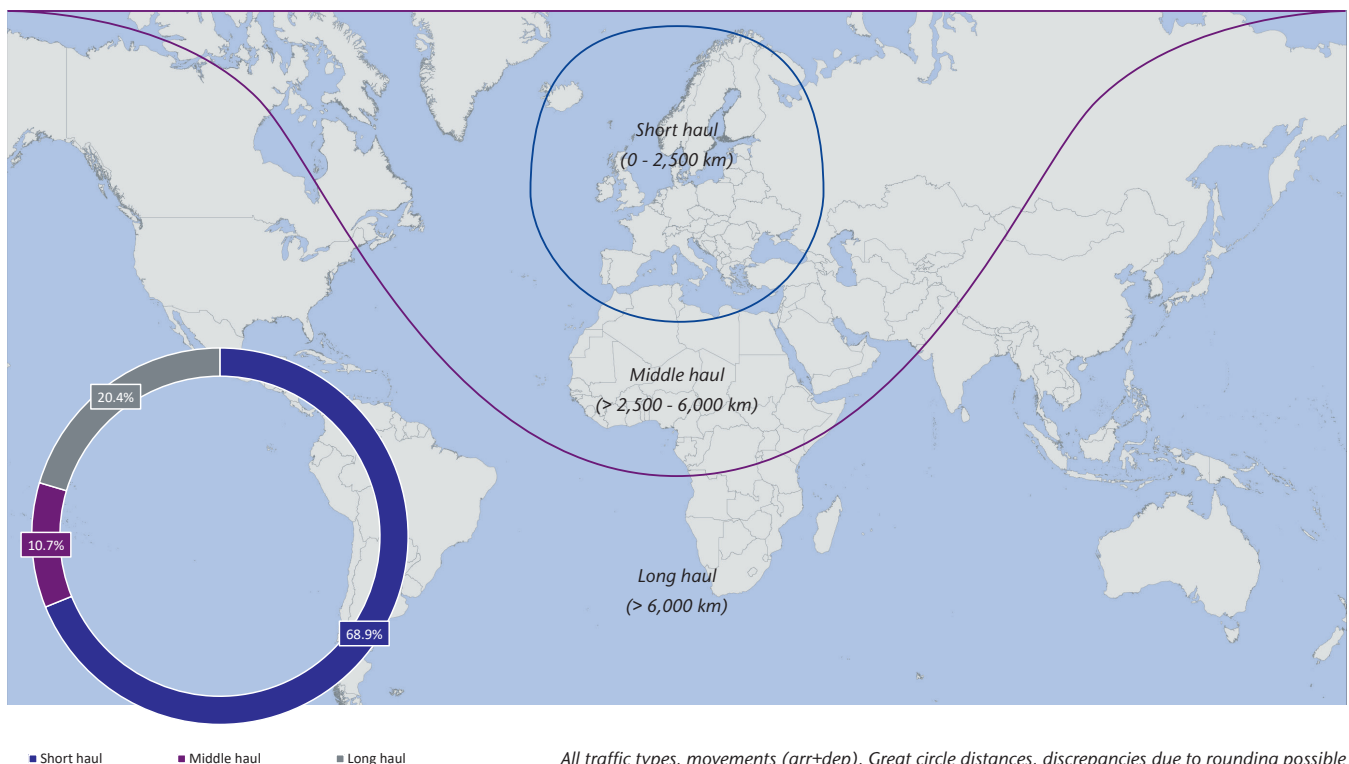


### Shares of top 20 destinations in traffic of local origin



Evaluation of routes, all traffic types, passengers arr+dep, discrepancies due to rounding possible

### Shares of aircraft movements by distance from FRA

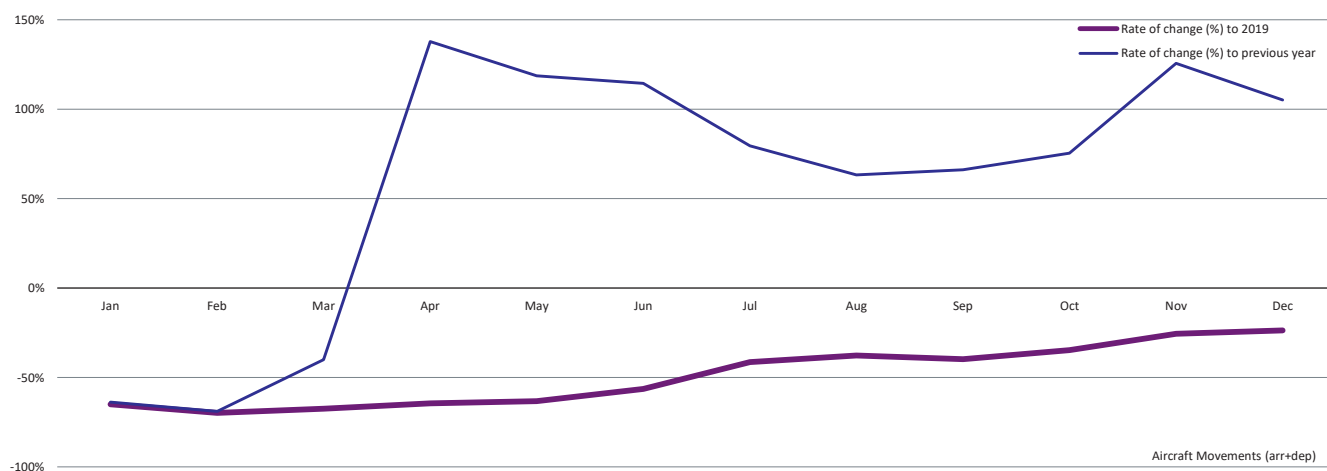


All traffic types, movements (arr+dep), Great circle distances, discrepancies due to rounding possible

## Domestic and international traffic by month and quarter – Reference year 2019

Month	(arr+dep)	Total traffic		Domestic		International		of which Europe		of which Intercontinental	
		Share %	Δ % <sup>1</sup>	Share %	Δ % <sup>1</sup>	Share %	Δ % <sup>1</sup>	Share %	Δ % <sup>1</sup>	Share %	Δ % <sup>1</sup>
January	13,196	100.0	-65.0	10.3	-75.2	89.7	-63.2	49.2	-71.8	40.6	-42.1
February	11,122	100.0	-69.8	10.4	-80.1	89.6	-67.9	44.4	-78.0	45.1	-41.2
March	13,676	100.0	-67.5	10.5	-78.2	89.5	-65.5	47.8	-74.4	41.7	-42.9
<b>1st quarter</b>	<b>37,994</b>	<b>100.0</b>	<b>-67.4</b>	<b>10.4</b>	<b>-77.9</b>	<b>89.6</b>	<b>-65.5</b>	<b>47.3</b>	<b>-74.7</b>	<b>42.3</b>	<b>-42.1</b>
April	15,486	100.0	-64.5	10.1	-75.2	89.9	-62.8	52.2	-70.6	37.7	-40.7
May	16,977	100.0	-63.2	9.7	-75.4	90.3	-61.2	54.0	-68.6	36.3	-39.9
June	20,010	100.0	-56.4	9.7	-69.2	90.3	-54.3	60.1	-58.7	30.2	-42.3
<b>2nd quarter</b>	<b>52,473</b>	<b>100.0</b>	<b>-61.3</b>	<b>9.8</b>	<b>-73.3</b>	<b>90.2</b>	<b>-59.4</b>	<b>55.8</b>	<b>-65.9</b>	<b>34.4</b>	<b>-41.0</b>
July	27,591	100.0	-41.5	9.6	-58.6	90.4	-38.8	66.1	-38.8	24.4	-38.6
August	28,897	100.0	-37.7	8.9	-58.9	91.1	-34.4	66.8	-33.9	24.3	-35.6
September	28,135	100.0	-39.8	9.6	-59.5	90.4	-36.5	65.3	-37.8	25.1	-32.8
<b>3rd quarter</b>	<b>84,623</b>	<b>100.0</b>	<b>-39.7</b>	<b>9.4</b>	<b>-59.0</b>	<b>90.6</b>	<b>-36.6</b>	<b>66.1</b>	<b>-36.9</b>	<b>24.6</b>	<b>-35.7</b>
October	30,004	100.0	-34.7	11.0	-50.2	89.0	-32.1	64.2	-33.5	24.8	-28.1
November	28,882	100.0	-25.5	13.0	-37.1	87.0	-23.4	61.7	-23.6	25.3	-23.1
December	27,951	100.0	-23.7	11.9	-40.3	88.1	-20.7	60.8	-21.2	27.2	-19.5
<b>4th quarter</b>	<b>86,837</b>	<b>100.0</b>	<b>-28.4</b>	<b>12.0</b>	<b>-42.9</b>	<b>88.0</b>	<b>-25.9</b>	<b>62.3</b>	<b>-26.8</b>	<b>25.7</b>	<b>-23.7</b>
<b>Year</b>	<b>261,927</b>	<b>100.0</b>	<b>-49.0</b>	<b>10.5</b>	<b>-63.3</b>	<b>89.5</b>	<b>-46.6</b>	<b>60.0</b>	<b>-50.7</b>	<b>29.5</b>	<b>-35.6</b>

<sup>1</sup> Δ % = Rate of change against 2019, discrepancies due to rounding possible





*Peak figures 2021*



## General overview

### Passengers

Peak-	Date/time (local time)	Passengers (arr+dep+transit)	Change 2021/20	
			absolute	Δ% <sup>1</sup>
-month	October	3,398,437	-1,222,529	-26.5
-week absolute	41. week (11.10.-17.10.)	775,353	-327,063	-29.7
-week typical	32. week (09.08.-15.08.)	764,215	-257,709	-25.2
-day absolute	09.10.21	134,920	-42,469	-23.9
-day typical	07.11.21	119,294	-30,347	-20.3
-hour absolute	08.11. (11:00-11:59h)	11,505	-5,268	-31.4
-hour typical	29.12. (10:00-10:59h)	10,288	-3,359	-24.6

### Airfreight

Peak-	Date/time (local time)	Airfreight (arr+dep+transit)	Change 2021/20	
			absolute	Δ% <sup>1</sup>
-month	March	204,376	14,581	7.7
-week absolute	05. week 1.02.-07.02.)	48,924	3,346	7.3
-week typical	11. week (15.03.-21.03.)	46,844	2,245	5.0
-day absolute	06.02.21	8,822	475	5.7
-day typical	30.01.21	7,533	885	13.3
-hour absolute	24.01. (17:00-17:59h)	1,372	298	27.8
-hour typical	05.02. (17:00-17:59h)	894	81	10.0

### Airmail

Peak-	Date/time (local time)	Airmail (arr+dep+transit)	Change 2021/20	
			absolute	Δ% <sup>1</sup>
-month	December	4,923	-2,227	-31.1
-week absolute	50. week 3.12.-19.12.)	1,220	-570	-31.8
-week typical	47. week (22.11.-28.11.)	1,040	-366	-26.0
-day absolute	03.12.21	194	149	336.1
-day typical	13.12.21	162	62	61.8
-hour absolute	01.01. (13:00-13:59h)	43	-26	-38.0
-hour typical	12.03. (07:00-07:59h)	28	-10	-25.7

### Aircraft movements

Peak-	Date/time (local time)	Aircraft movements (arr+dep)	Change 2021/20	
			absolute	Δ% <sup>1</sup>
-month	October	30,004	-6,387	-17.6
-week absolute	44. week 1.11.-07.11.)	6,882	-2,147	-23.8
-week typical	45. week 8.11.-14.11.)	6,779	-1,603	-19.1
-day absolute	10.10.21	1,093	-241	-18.1
-day typical	24.07.21	1,024	-200	-16.3
-hour absolute	09.12. (11:00-11:59h)	92	-17	-15.6
-hour typical	16.11. (11:00-11:59h)	82	-14	-14.6

<sup>1</sup> Δ% = Rate of change against previous year



# *Airlines/Alliances 2021*





# Airlines 2021

## with landings and take-offs from Terminal 1 + 2

AEE	Aegean Airlines	GF	Gulf Air Company G.S.C.
EI	Aer Lingus Limited	HYS	Hisky
SU	Aeroflot Russian Airlines	IB	Iberia - Lineas Aereas De Espana
AH	Air Algerie	FI	Icelandair
MMD	Air Alsie	IR	Iran Air
KC	Air Astana	IA	Iraqi Airways
BT	Air Baltic	ISR	Israir
MSC	Air Cairo	JL	Japan Airlines Company Ltd.
AC	Air Canada	KL	KLM - Royal Dutch Airlines
CA	Air China International Corporation	KE	Korean Air Lines Co. Ltd.
EN	Air Dolomiti	KU	Kuwait Airways
UX	Air Europa Lineas Aereas	LA	Lan Airlines S.A.
AF	Air France	LO	Lot - Polish Airlines
AI	Air India	KM	Malta
MLD	Air Moldova	MHV	Mhs Aviation
MNE	Air Montenegro	OM	MIAT - Mongolian Airlines
YW	Air Nostrum L.A.M.S.A.	ME	Middle East Airlines Airliban
JU	Air Serbia	NWS	Nord Wind
AP	Albastar	BJ	Nouvelair Tunisia
AZ	Alitalia - Linee Aeree Italiane	WY	Oman Air
QH	Altyn Air	PC	Pegasus Airlines
AA	American Airlines Inc.	QF	Qantas Airways Ltd.
NH	Ana - All Nippon Airways	QR	Qatar Airways (W.L.L.)
IZ	Arkia - Israeli Airlines Ltd	AT	Royal Air Maroc
OZ	Asiana Airlines	RJ	Royal Jordanian
OS	Austrian Airlines	FR	Ryanair Ltd.
BRU	Belavia Airlines	RZO	SATA International
BLA	Blue Air	SV	Saudia
BA	British Airways P.L.C.	SK	Scandinavian Airlines System (SAS)
FB	Bulgaria Air	SBI	Sibir Airlines
BUC	Bulgarian Air Charter	SQ	Singapore Airlines
CX	Cathay Pacific Airways Ltd.	QS	Smartwings
CI	China Airlines	SN	Sn Brussels Airlines
MU	China Eastern Airlines	UL	Srilankan Airlines
DE	Condor Flugdienst	SUS	Sun Air Of Scandinavia
CAI	Corendon Airlines	SDR	Sundair
CND	Corendon Dutch Airlines	XQ	Sunexpress
OU	Croatia Airlines	LX	Swiss - Swiss Intern. Air Lines
DNU	Danu Oro Transportas	TP	Tap Air Portugal
DL	Delta Air Lines Inc.	RO	Tarom - Romanian Air Transport
LH	Deutsche Lufthansa AG	TG	Thai Airways International Public
MS	Egypt Air	AWC	Titan Airways
LY	El Al Israel Airlines Ltd.	HV	Transavia.Com
EK	Emirates	TUI	Tuifly GmbH
ENT	Enter Air	TU	Tunisair
ET	Ethiopian Airlines Enterprise	TK	Turkish Airlines
EY	Etihad Airways	TUA	Turkmenistan Airlines
EW	Eurowings AG	UA	United Airlines
4Y	Eurowings Discover	UBD	Ur Airlines
EO	Express One Intern	HY	Uzbekistan Airways
AY	Finnair	VN	Vietnam Airline
FEG	Flyegypt	PLM	Wamos Air
FIA	Flyone		
FHY	Freebird Airlines		
GER	German Airways		

## with cargo flights

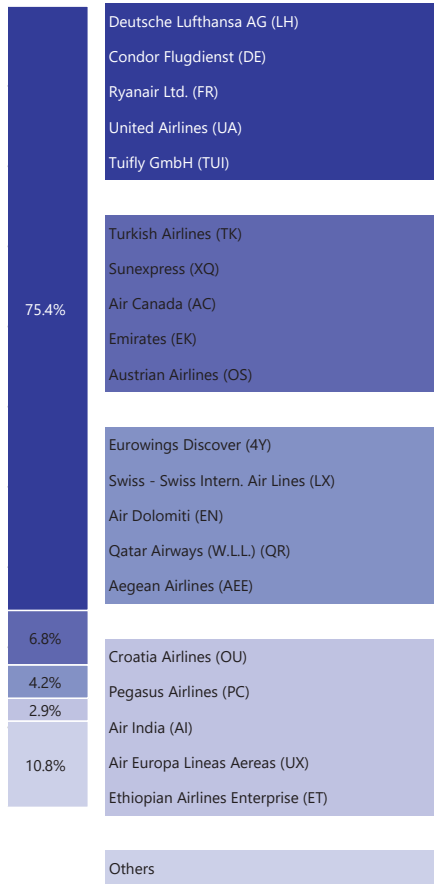
BOX	Aerologic
ATG	Aerotrans Cargo
CC	Air Atlanta Iceland
ABW	Air Bridge Cargo
CA	Air China International Corporation
ABB	Air Belgium
AEG	Airest
NH	Ana - All Nippon Airways
OZ	Asiana Airlines
ABR	Asl Airlines (Ireland)
GTI	Atlas Air
VAS	Atran - Aviatrans Cargo Airlines
TUP	Aviastar-Tu
CLU	Cargologicair
CX	Cathay Pacific Airways Ltd.
CI	China Airlines
CK	China Cargo Airlines
CZ	China Southern Airlines
LH	Deutsche Lufthansa AG
BCS	Eat - European Air Transport
EK	Emirates
ET	Ethiopian Airlines Enterprise
EY	Etihad Airways
FX	Fedex Express
FRF	Fleet Air International
GEL	Geo-Sky
HWA	Hillwood Airways
KE	Korean Air Lines Co. Ltd.
UC	Ladeco Cargo S.A. (Lan Cargo)
MAA	Mas Air
QR	Qatar Airways (W.L.L.)
SV	Saudia
CSS	SF Airlines
SBI	Sibir Airlines
TK	Turkish Airlines
KZU	Uls Airlines Cargo
IMX	Zimex Aviation

## Airlines transporting freight with pas- sengeraircraft due to COVID-19

BID	Bin Air
MMZ	Euroatlantic Airw.
GJT	Getjet
HU	Hainan Airlines Company Limited
HFM	Hi Fly Malta
RSY	I-Fly
KQ	Kenya Airways
MLT	Maleth-Aero
FV	Rossiya Russian Airlines
SEJ	Spice Jet
SVR	Ural Airlines Jsc
VS	Virgin Atlantic Airways Limited

## Traffic shares

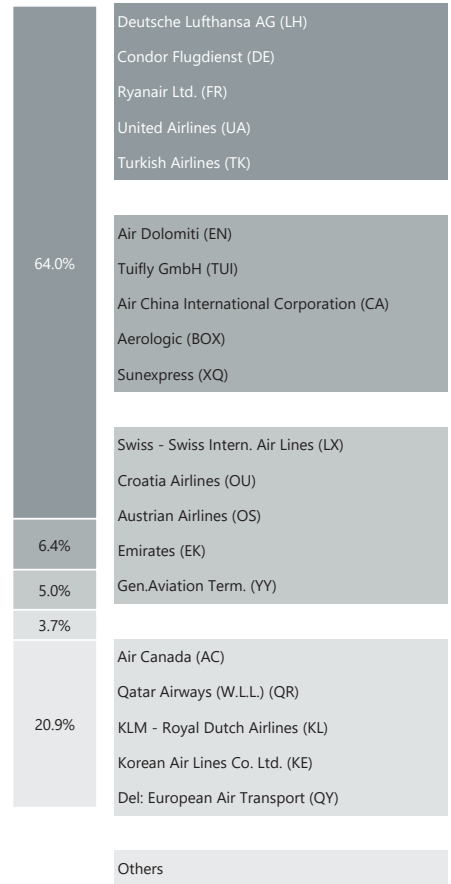
### Passengers (arr + dep + transit)



### Cargo (arr + dep + transit)



### Aircraft movements (arr + dep)

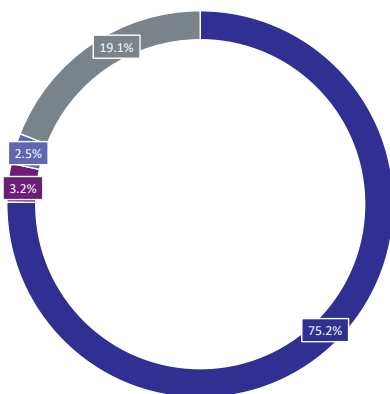


Discrepancies due to rounding possible

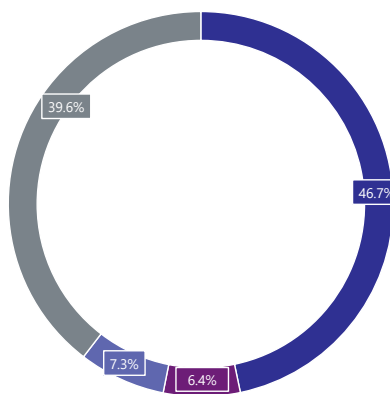
## Alliances 2021

### Traffic shares

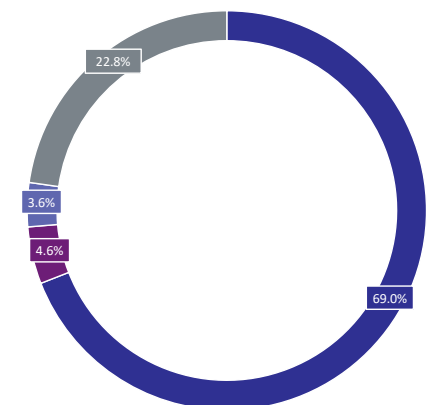
#### Passengers



#### Cargo



#### Movements



Discrepancies due to rounding possible

■ Star Alliance ■ SkyTeam ■ OneWorld ■ Others

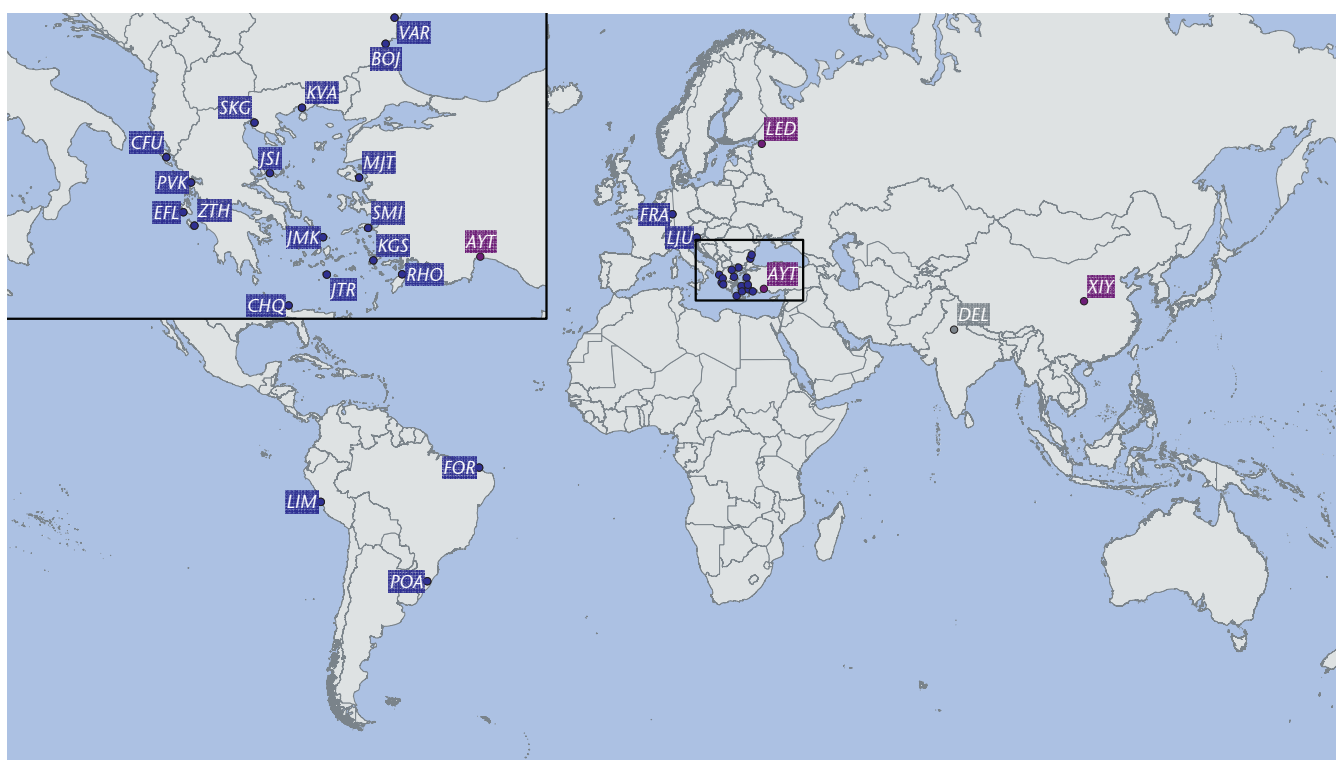


*Traffic results for  
Fraport Group and  
other airports*





## Airports with FRA majority/minority holdings and management agreements Fully-consolidated airports

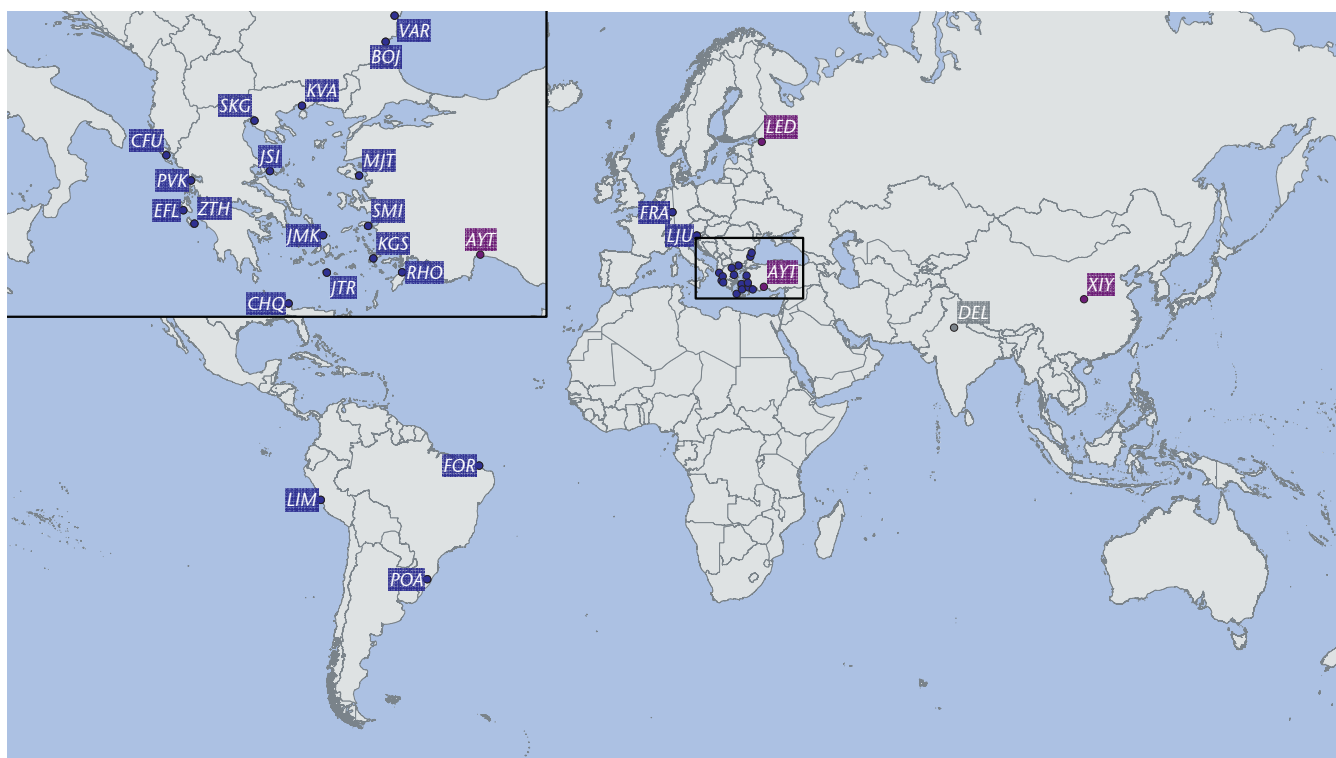


Airports	Passengers <sup>2</sup>		Cargo <sup>3</sup>		Movements <sup>4</sup>	
	YTD	Δ % <sup>1</sup>	YTD	Δ % <sup>1</sup>	YTD	Δ % <sup>1</sup>
FRA Frankfurt	24,812,849	32.2	2,274,969	18.8	261,927	23.4
LJU Ljubljana	421,934	46.4	11,401	8.0	17,461	34.5
LIM Lima	10,819,010	53.6	219,203	15.1	102,005	39.2
<b>Fraport Brasil</b>						
FOR Fortaleza	3,974,759	25.9	32,725	11.5	41,343	25.7
POA Porto Alegre	4,839,594	35.9	30,337	36.8	49,278	30.0
<b>Fraport Twin Star</b>						
BOJ Burgas	954,402	> 100.0	4,669	20.1	8,295	> 100.0
VAR Varna	1,010,494	62.4	34	-23.9	9,239	34.3
<b>Fraport Greece</b>						
CFU Kerkyra (Corfu)	2,044,704	> 100.0	67	-7.4	21,218	94.9
CHQ Chania (Crete)	1,795,236	> 100.0	207	15.2	16,157	> 100.0
EFL Kefalonia	303,338	57.6	2	-4.3	4,819	51.4
KVA Kavala	149,146	> 100.0	47	25.3	1,941	70.0
PVK Aktion/Preveza	372,096	> 100.0	0	n.a.	4,520	93.0
SKG Thessaloniki	3,449,658	48.9	4,386	10.4	37,224	49.1
ZTH Zakynthos	1,012,913	> 100.0	0	n.a.	9,426	94.3
JMK Mykonos	1,052,080	> 100.0	76	61.5	16,295	> 100.0
JSI Skiathos	206,007	> 100.0	0	n.a.	2,972	85.8
JTR Santorin (Thira)	1,546,584	> 100.0	58	-11.7	16,063	> 100.0
KGS Kos	1,574,518	96.7	114	-29.7	14,207	77.7
MJT Mytilene (Lesvos)	285,344	38.5	213	-6.5	4,931	32.2
RHO Rhodes	3,366,614	> 100.0	302	-20.0	28,817	94.7
SMI Samos	270,298	87.3	157	-14.7	4,628	41.4

<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible <sup>2</sup> Passenger (commercial traffic arr+dep+transit)

<sup>3</sup> Cargo (airfreight+airmail arr+dep) <sup>4</sup> Aircraft movements (arr+dep)

## Airports with FRA majority/minority holdings and management agreements At-equity consolidated airports

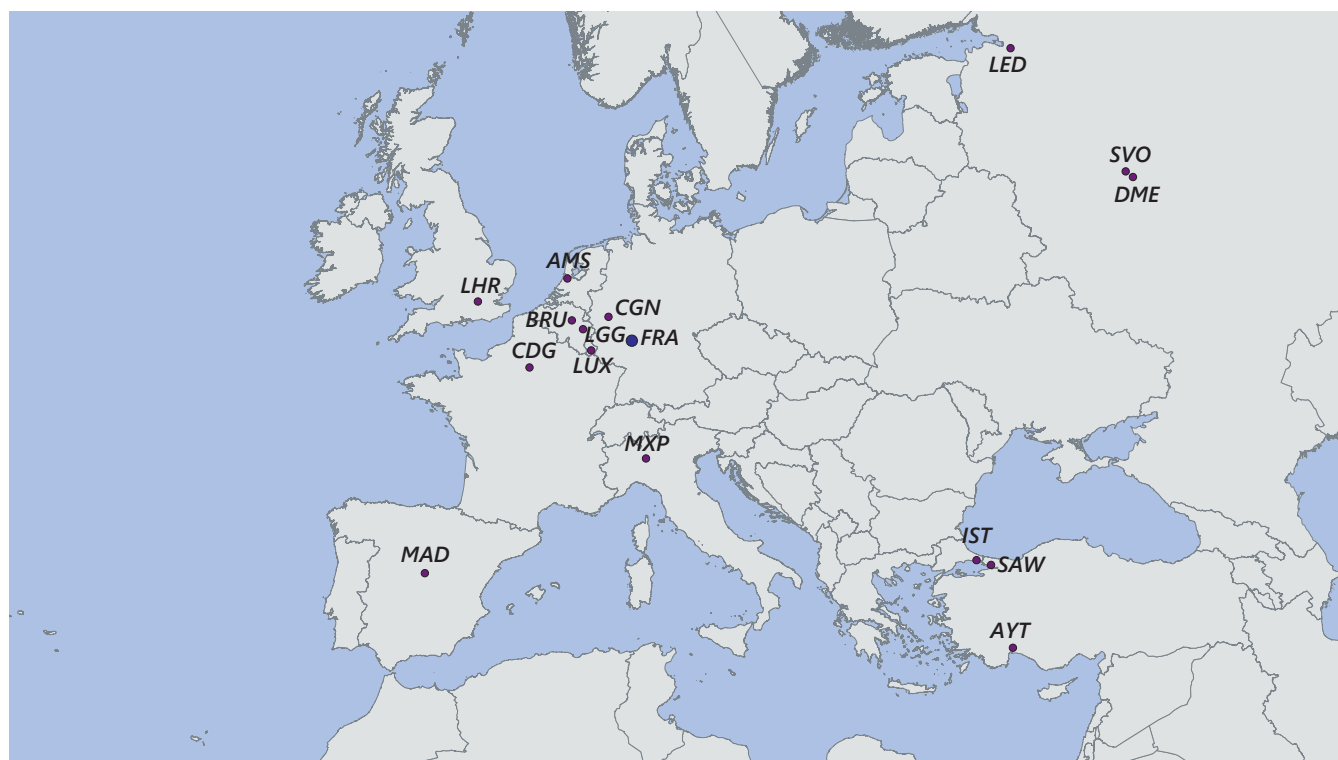


Airports	Passengers <sup>2</sup>		Cargo <sup>3</sup>		Movements <sup>4</sup>	
	YTD	Δ % <sup>1</sup>	YTD	Δ % <sup>1</sup>	YTD	Δ % <sup>1</sup>
AYT Antalya	21,919,453	> 100.0	n.a.	n.a.	133,800	> 100.0
LED St. Petersburg	18,034,415	64.8	n.a.	n.a.	153,539	46.2
XIY Xi'an	30,173,312	-2.9	395.604	5.1	255,873	0.5

<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible <sup>2</sup> Passenger (commercial traffic arr+dep+transit)

<sup>3</sup> Cargo (airfreight+airmail arr+dep) <sup>4</sup> Aircraft movements (arr+dep)

## Passengers, air freight and movement volumes at European airports



Europe		Passengers	
Position (Prev. year)	Airport	absolute	$\Delta$ % <sup>1</sup>
→ 1. (1.)	IST - Istanbul	36,988,563	58.5
↑ 2. (5.)	SVO - Moscow	30,943,456	56.4
↓ 3. (2.)	CDG - Paris	26,201,698	17.7
→ 4. (4.)	AMS - Amsterdam	25,492,633	22.0
↑ 5. (9.)	DME - Moscow	25,065,087	52.9
↑ 6. (8.)	SAW - Istanbul	24,991,916	47.2
↓ 7. (6.)	FRA - Frankfurt	24,812,849	32.2
↓ 8. (7.)	MAD - Madrid	24,119,214	41.2
↑ 9. (17.)	AYT - Antalya	21,333,278	124.9
↓ 10. (3.)	LHR - London	19,395,354	-12.3

<sup>1</sup>  $\Delta$  % = Rate of change against previous year, discrepancies due to rounding possible

Europe		Airfreight in t	
Position (Prev. year)	Airport	absolute	$\Delta$ % <sup>1</sup>
→ 1. (1.)	FRA - Frankfurt	2,228,796	20.0
→ 2. (2.)	CDG - Paris	1,982,394	21.1
→ 3. (3.)	AMS - Amsterdam	1,667,304	15.7
→ 4. (4.)	IST - Istanbul	1,572,504	12.6
↑ 5. (6.)	LGG - Liege	1,412,205	26.8
↓ 6. (5.)	LHR - London	1,397,103	22.2
→ 7. (7.)	LUX - Luxembourg	1,088,441	20.2
→ 8. (8.)	CGN - Cologne	967,436	14.9
→ 9. (9.)	MLA - Malaga	741,775	45.1
→ 10. (10.)	BRU - Brussels	660,216	30.4

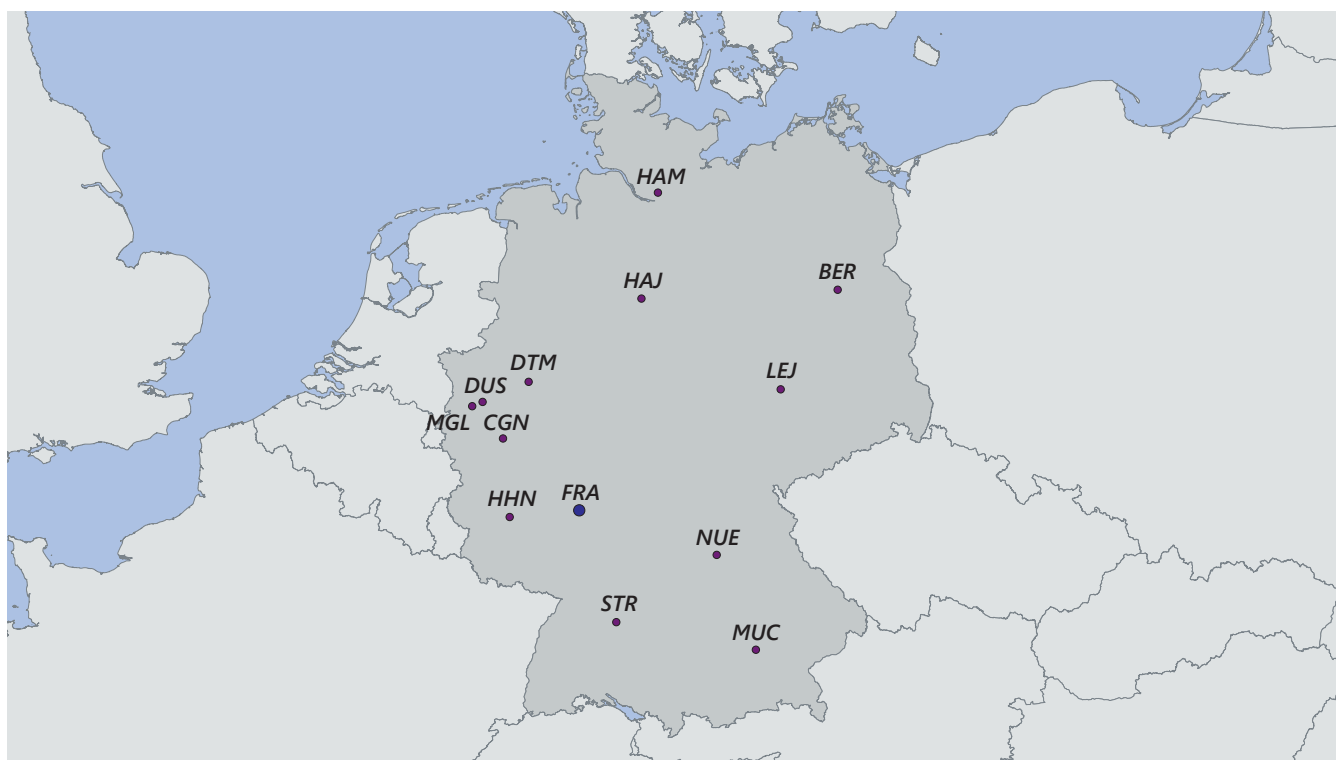
<sup>1</sup>  $\Delta$  % = Rate of change against previous year, discrepancies due to rounding possible

Europe		Movements	
Position (Prev. year)	Airport	absolute	$\Delta$ % <sup>1</sup>
↑ 1. (4.)	IST - Istanbul	297,252	46.4
↓ 2. (1.)	AMS - Amsterdam	266,967	17.4
→ 3. (3.)	FRA - Frankfurt	251,872	23.5
↓ 4. (2.)	CDG - Paris	250,089	17.8
↑ 5. (6.)	SVO - Moscow	237,378	31.1
↑ 6. (7.)	MAD - Madrid	200,414	30.4
↓ 7. (5.)	LHR - London	190,032	-5.4
↑ 8. (10.)	SAW - Istanbul	177,154	44.3
↓ 9. (8.)	DME - Moscow	175,495	27.6
↑ 10. (13.)	LED - St Petersburg	150,408	45.9

<sup>1</sup>  $\Delta$  % = Rate of change against previous year, discrepancies due to rounding possible



## Passengers, air freight and movement volumes at German airports



Germany		Passengers	
Position (Prev. year)	Airport	absolute	Δ % <sup>1</sup>
→ 1. (1.)	FRA - Frankfurt	24,812,849	32.2
→ 2. (2.)	MUC - Munich	12,496,434	12.5
→ 3. (3.)	BER - Berlin Brandenburg Intl	9,946,037	0.0
→ 4. (4.)	DUS - Dusseldorf	7,953,014	20.9
→ 5. (5.)	HAM - Hamburg	5,318,698	16.6
↑ 6. (7.)	CGN - Cologne	4,253,568	38.1
↓ 7. (6.)	STR - Stuttgart	3,573,728	11.4
→ 8. (8.)	HAJ - Hanover	2,057,452	41.7
→ 9. (9.)	DTM - Dortmund	1,693,050	38.7
→ 10. (10.)	NUE - Nuremberg	1,063,153	15.9

<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible

Germany		Cargo in t*	
Position (Prev. year)	Airport	absolute	Δ % <sup>1</sup>
→ 1. (1.)	FRA - Frankfurt	2,317,882	18.7
→ 2. (2.)	LEJ - Leipzig	1,591,618	15.0
→ 3. (3.)	CGN - Cologne	985,754	14.2
→ 4. (4.)	HHN - Hahn	258,864	11.1
→ 5. (5.)	MUC - Munich	181,951	14.8
↑ 6. (7.)	STR - Stuttgart	49,072	81.4
↓ 7. (6.)	HAJ - Hanover	37,247	34.5
→ 8. (8.)	BER - Berlin Brandenburg Intl	31,285	0.0
→ 9. (9.)	DUS - Dusseldorf	22,637	7.8
→ 10. (10.)	HAM - Hamburg	21,945	119.6

<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible

\* Cargo = airfreight and airmail

Germany		Movements	
Position (Prev. year)	Airport	absolute	Δ % <sup>1</sup>
→ 1. (1.)	FRA - Frankfurt	261,927	23.4
→ 2. (2.)	MUC - Munich	153,097	4.3
→ 3. (3.)	BER - Berlin Brandenburg Intl	105,739	0.0
→ 4. (4.)	CGN - Cologne	90,675	15.0
↓ 5. (4.)	DUS - Dusseldorf	82,184	4.3
↑ 6. (7.)	LEJ - Leipzig	76,103	18.0
↓ 7. (6.)	HAM - Hamburg	69,481	4.7
→ 8. (8.)	STR - Stuttgart	62,135	5.7
→ 9. (9.)	HAJ - Hanover	48,853	12.0
↑ 10. (10.)	MGL - Moenchengladbach	47,190	0.0

<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible







## Aircraft movements

Covers aircraft landings and take-offs (e.g. airplanes, helicopters). Also includes balked landings if ground contact occurs.

### A. Commercial traffic

- Scheduled traffic  
All regular flight connections between specific airports which are obliged to carry passengers, airfreight and airmail and for which the carrier operating the flights has obtained permission from the Federal Ministry of Transport. Note: This also includes the traffic of holiday carriers.
- Regional air and express traffic  
The transport of passengers or goods in scheduled or scheduled-type traffic in aircraft with a MTOW of up to 30 t.
- Non-scheduled traffic (occasional traffic)  
is the commercial transport of passengers, airfreight and airmail outside of scheduled traffic. Note: all holiday flights with the right to provide a scheduled service and which are therefore included in the flight schedule can no longer be explicitly evaluated and are classified as scheduled flights.
  - a) Charter traffic (package tour, tramping and on-request traffic)  
covers the transport of passengers and goods in complete loads for commercial and private customers in aircraft with over 5.7 t MTOW (guest worker charters, NAC (North Atlantic) charters, military charters, cargo charters and other charter flights).  
Note: The majority of package-tour holiday flights are classified as scheduled flights.
  - b) Taxi and short range traffic  
Taxi traffic: Tramping and by-request traffic with aircraft up to and including 5.7 t MTOW and the commercial transport of passengers in occasional traffic following an individual request by the customer.
  - c) Other non-scheduled traffic  
Sightseeing flights (passenger flights which take off and land at the same airport) health and safety flights, photo flights, advertising flights, agricultural and forestry flights, towing flights, target presentation flights, meteorological flights, radio measurement and radar surveillance flights, school flights where these are conducted on a commercial basis.

### B. Non-commercial traffic

All flights that are not carried out on behalf of third parties against payment (school, sports, workshop, training, pilot test, Trial, show, government and private cruises). These include the flights of the works traffic / Cobus. Flights with Aircraft owned by companies that are either air or non-air carriers are included here, provided they are serve the transport of persons and goods in their own business interests and not on behalf of third parties against payment and the transfer flights for the purpose of providing aircraft / helicopters, e.g. Ferry and Positioning flights.

### C. Aircraft types

- Narrow-body aircraft  
Aircraft with one central aisle in the passenger cabin (e.g.: A320, B737).
- Wide-body aircraft  
Aircraft with two central aisles in the passenger cabin (e.g.: A300, B747).



## Passenger traffic

This covers all paying and non-paying passengers with the exception of children under the age of 2 travelling without a ticket in the company of an adult.

### A. Total traffic

arriving, departing and transit passengers (including transfer passengers).

### B. Local passengers

arriving and departing passengers (including transfer passengers) excluding transit passengers.

### C. Transit passengers

passengers who stop over at Frankfurt Airport in the course of their journey and fly on in the plane in which they arrived. They are entered only once in the statistics.

### D. Transfer passengers

passengers who interrupt their flight in Frankfurt and fly on with another aircraft. They are usually entered in the statistics on arrival (as an arrival) and on departure (as a departure) (= double count).

### E. Domestic, international traffic

Domestic and international traffic covers passengers whose airport of origin or departure is in Germany or abroad. These data include transfer passengers, but not transit passengers.

Passengers transported on non-scheduled flights are passengers on package tour flights, tramping and on-request flights and sightseeing flights.

Package tours passengers have paid an all-in price which includes transportation, accommodation and a number of ancillary costs. IT individual flight package tours, in which the passenger flies with a scheduled carrier, cannot for statistical reasons be evaluated separately. They are included in the scheduled flight statistics.

## Peak figures

The following definitions apply to the peak figures given for the four types of traffic:

- peak month,
- absolute peak week,
- absolute peak day,
- absolute peak hour is always the highest figure for the year in the category under scrutiny (it may have been exceeded in earlier years).
- A typical peak week is the fifth-busiest week of the year in terms of traffic.
- A typical peak day,
- a typical peak hour is the figure which is reached or exceeded thirty times in the course of the year.

## Airfreight and airmail traffic

Airfreight consignments are recorded by gross weight and include:

- airfreight
- carriers' service goods
- excess baggage transported as airfreight
- diplomatic freight and mail
- newspapers and mail, where these are transported as airfreight. Passengers' free baggage allowance is not included as airfreight.

### A. Total traffic

arriving and departing airfreight or airmail (including transshipments) with transit.

### B. Local airfreight and airmail traffic

covers arriving and departing airfreight and airmail volumes (including transshipments) excluding transit.

### C. Transit

airfreight and airmail which is transported on in the same aircraft after a stopover. It is entered in the statistics only once.

### D. Transshipments

items of airfreight or airmail transported on in a different aircraft from the one they arrived it. They are registered on arrival (unloaded) and departure (loaded) (= double count).

### E. Domestic traffic, international traffic

covers arriving and departing airfreight and airmail volumes (including transshipments) registered by airport of origin and destination excluding transit.

## Traffic units

Traffic units are calculated according to ACI definitions:

1 traffic unit (TU) = 1 passenger or 100 kg of airfreight or 100 kg of airmail for arr+dep (excl. transit)

## MTOW Maximum Take Off Weight

Maximum take-off weight of an airplane

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A large commercial airplane is positioned on a runway at night. The aircraft is viewed from the front, showing its wings, engines, and tail. The tail features a distinctive red, white, and blue diamond pattern. The runway is illuminated by numerous ground lights, creating a bright path leading towards the plane. The sky is a deep blue, and the overall scene is lit with a mix of warm white and green lights from the runway.

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