

# Frankfurt Airport Air Traffic Statistics 2019



# Erankfurt Airport

# Foreword

The annual report of Fraport AG's Market and Trend Research Department provides an overview of trends in air traffic in 2019. Its collection of charts and tables gives the reader a fast, informative insight into happenings in air traffic over the past year.

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 ADV (German Airports Association) and the Airports Council International, region europe (ACI Europe).

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# **Overall results 2019**

#### All traffic types

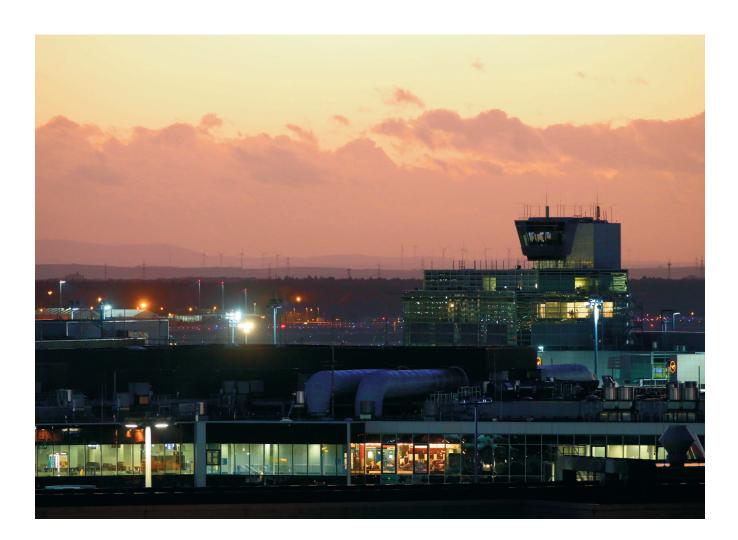
All traffic types	2019	Δ % <sup>1</sup>	Ø per day
Passengers (arr+dep+transit)	70,560,987	1.5	193,318
Caro (t) (arr+dep+transit)	2,128,476	-3.9	5,831
Airfreight (t) (arr+dep+transit)	2,041,775	-3.9	5,594
Airmail (t) (arr+dep+transit)	86,701	-3.8	238
Aircraft movements (arr+dep)	513,912	0.4	1,408
MTOW (t) (arr)	31,872,251	0.8	87,321

<sup>1)</sup>  $\Delta$  % = Rate of change against previous year

In 2019, Frankfurt Airport counted 70,560,987 passengers. This is a new record, surpassing last year's result by around a million passengers.

The air cargo volume could not quite reach the previous year's level and amounted to 2,128,476 tonnes. Flight movements and MTOW in tonnes increased in 2019 compared to the previous year. Altogether there were 513,912 movements at the Frankfurt airport and the total arriving MTOW totals 31,872,251 tons.

If looking at an average day at Frankfurt Airport one sees a passenger count of approx. 190,300 passengers. On an average day there were 1,408 aircraft movements (takeoffs and landings) at the airport. This means that an aircraft took off or landed at Frankfurt Airport every 46 seconds during the daily operation hours (18 hours).



# Traffic trends

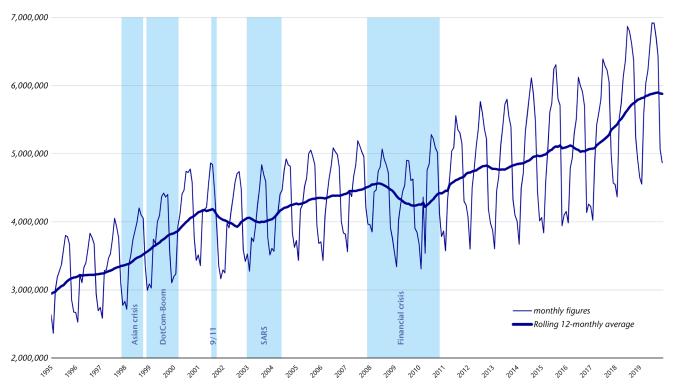


# Traffic trends since 1995

#### **Traffic trends**

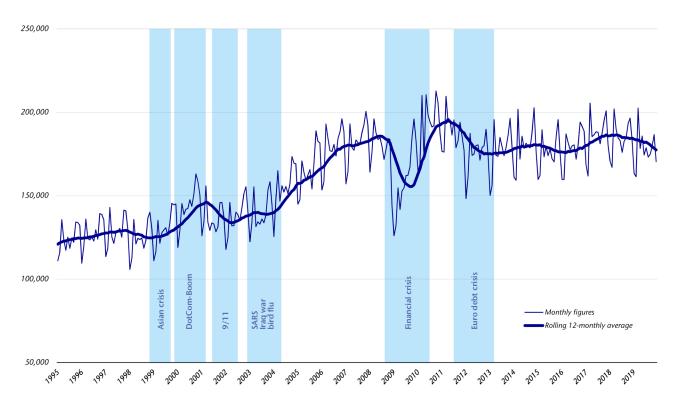
Year	Passen	igers 2)	Airfreigh	t (t) 2)	Airma	il (t) 2)	Traffic	units <sup>3)</sup>	AC movem	ients <sup>3)</sup>	МТОИ	N (t) 4)
	absolute	Δ % <sup>1</sup>	absolute	Δ % <sup>1</sup>	absolute	Δ % <sup>1</sup>	absolute	<b>Δ</b> % <sup>1</sup>	absolute	Δ % <sup>1</sup>	absolute	<b>∆</b> %¹
2019	70,560,987	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
1996	38,770,166	1.5	1,366,400	2.9	161,543	-2.9	52,010,585	-0.2	384,971	1.7	21,485,816	2.5
1995	38,191,247	8.7	1,327,865	3.8	166,396	5.0	52,089,192	7.1	378,388	3.7	20,969,634	4.8

 $^{1}$   $\Delta$  % = Rate of change against previous year /  $^{2}$  (arr+dep+transit) /  $^{3}$  (arr+dep) /  $^{4}$  (arr)

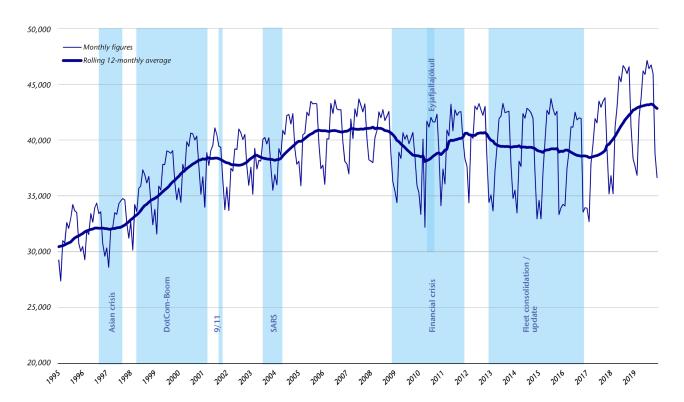


## Trends in passenger traffic

## Trends in cargo traffic



#### Trends in aircraft movements



# Passenger traffic 2019

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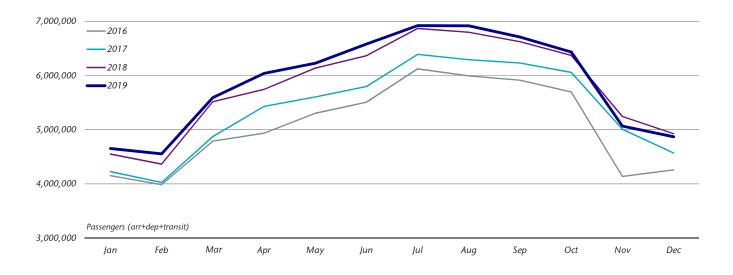
# Passenger traffic 2019

The passenger count surpassed 70 million for the first time in the history of Frankfurt Airport. With above 70.5 million passengers there were 1 million more passengers than in 2018. Demand slowed down somewhat due to the weakening of the economy. During the first six months of 2019 growth was up by 3 percent. During the second half of 2019 the passenger count stagnated (+0.2 %).

As result of reduced offered passenger services (flights) at the beginning of the winter season the passenger count even declined by 1.1 % during the last quarter of 2019. Consequently, no more passenger records were set in November and December for a single month. This had been the case for every month since December 2016. Nonetheless, there were more days in 2019 with a passenger count above 200,000. The 200,000 mark was surpassed on every other day of the year.

Furthermore, for the first time the passenger count exceeded 240,000 on two days in 2019. A new record for a single day was set on June 30, 2019, with 241,228 passengers. Flight cancellations due to strikes and bad weather conditions negatively impacted demand and, consequently, growth dynamics. Without the cancellations affecting approximately 400,000 passengers the growth rate at the end of the year would have been 0.6 percentage points higher and at 2.1 %.

During the year the airlines consolidated their offered passenger services (flights). Subsequent timetable adjustments weakened both domestic and European traffic. Airlines having left the market additionally caused a reduction of offered passenger services (flights) to and from European destinations. However, this was contrasted by the significant increase of the number of flights connected to intercontinental traffic (USA, Caribbean region, North Africa).



#### **General overview**

Types of traffic	2019	Share in %	∆ absolute	Δ % <sup>1)</sup>	2018	Share in %
Total traffic <sup>2</sup>	70,560,987	100.0	1,046,573	1.5	69,514,414	100.0
Local Traffic <sup>3</sup>	70,460,640	99.9	1,045,464	1.5	69,415,176	99.9
Transit	100,347	0.1	1,109	1.1	99,238	0.1
Of which, in						
Commercial traffic <sup>2</sup>	70,556,072	100.0	1,045,803	1.5	69,510,269	100.0
arr + dep	70,456,630	99.9	1,045,567	1.5	69,411,063	99.9
Transit	99,442	0.1	236	0.2	99,206	0.1
Non-commercial traffic <sup>2</sup>	4,915	0.0	770	18.6	4,145	0.0
Local traffic <sup>3</sup>	70,460,640	99.9	1,045,464	1.5	69,415,176	99.9
Of which, in						
International traffic <sup>3</sup>	63,070,746	89.5	1,293,152	2.1	61,777,594	89.0
Domestic traffic <sup>3</sup>	7,389,894	10.5	-247,688	-3.2	7,637,582	11.0

 $^{1}\Delta$  % = Rate of change against previous year, discrepancies due to rounding possible /  $^{2}$  (arr+dep+transit) /  $^{3}$  (arr+dep)

Month	Tota	Total traffic			Local	l traffic		Arrivals	Depo	Departures		
	(arr+dep+transit)	Δ % <sup>1</sup>		Δ % <sup>1</sup>	(arr+dep)	Δ % <sup>1</sup>	(arr)	Δ % <sup>1</sup>	(dep)	<b>∆</b> %¹		
January	4,652,187	2.3	8,401	-3.4	4,643,786	2.3	2,395,713	2.7	2,248,073	1.9		
February	4,554,345	4.3	7,406	4.0	4,546,939	4.3	2,251,230	4.3	2,295,709	4.4		
March	5,592,516	1.4	12,637	38.5	5,579,879	1.3	2,826,866	3.8	2,753,013	-1.1		
1st quarter	14,799,048	2.5	28,444	14.0	14,770,604	2.5	7,473,809	3.6	7,296,795	1.1		
April	6,039,842	5.1	7,132	-21.5	6,032,710	5.2	3,025,137	3.1	3,007,573	7.4		
Мау	6,225,994	1.4	8,642	-18.1	6,217,352	1.5	3,132,655	2.1	3,084,697	0.8		
June	6,580,587	3.4	11,304	4.6	6,569,283	3.4	3,322,279	3.9	3,247,004	2.8		
2nd quarter	18,846,423	3.3	27,078	-11.1	18,819,345	3.3	9,480,071	3.1	9,339,274	1.5		
July	6,920,936	0.8	10,867	48.2	6,910,069	0.7	3,359,512	-1.0	3,550,557	2.4		
August	6,916,897	1.7	7,341	5.1	6,909,556	1.7	3,506,377	2.6	3,403,179	0.9		
September	6,709,407	1.3	7,115	0.9	6,702,292	1.3	3,392,952	1.5	3,309,340	1.0		
3rd quarter	20,547,240	1.3	25,323	18.5	20,521,917	1.2	10,258,841	1.0	10,263,076	1.1		
October	6,433,845	1.0	5,659	-27.7	6,428,186	1.0	3,278,132	1.3	3,150,054	0.7		
November	5,065,742	-3.4	6,286	-15.7	5,059,456	-3.4	2,576,822	-3.5	2,482,634	-3.3		
December	4,868,689	-1.2	7,557	5.1	4,861,132	-1.2	2,390,814	-1.2	2,470,318	-1.1		
4th quarter	16,368,276	-1.1	19,502	-13.2	16,348,774	-1.0	8,245,768	-1.0	8,103,006	-2.7		
Year	70,560,987	1.5	100,347	1.1	70,460,640	1.5	35,458,489	1.6	35,002,151	1.4		

## Overall traffic by month and quarter

 $^{\dagger}$   $\Delta$  % = Rate of change against previous year, discrepancies due to rounding possible

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

Month	Tota	l traffic	Comme	rcial traffic					Non-commercia	l 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)	<b>Δ</b> % <sup>1</sup>
January	4,652,187	2.3	4,651,952	2.3	8,401	-3.4	4,643,551	2.3	235	-26.6
February	4,554,345	4.3	4,554,060	4.3	7,406	4.0	4,546,654	4.3	285	23.4
March	5,592,516	1.4	5,592,322	1.3	12,637	38.5	5,579,685	1.3	194	-47.3
1st quarter	14,799,048	2.5	14,798,334	2.5	28,444	12.7	14,769,890	2.5	714	0.0
April	6,039,842	5.1	6,039,629	5.2	7,126	-21.6	6,032,503	5.2	213	-26.6
Мау	6,225,994	1.4	6,225,726	1.5	8,642	-18.1	6,217,084	1.5	268	-19.2
June	6,580,587	3.4	6,580,244	3.4	11,300	4.6	6,568,944	3.4	343	-4.9
2nd quarter	18,846,423	3.3	18,845,599	3.3	27,068	-11.2	18,818,531	3.3	824	-2.6
July	6,920,936	0.8	6,920,396	0.7	10,867	48.2	6,909,529	0.7	540	64.7
August	6,916,897	1.7	6,916,741	1.7	7,337	5.1	6,909,404	1.7	156	-71.0
September	6,709,407	1.3	6,707,982	1.3	6,268	-11.1	6,701,714	1.3	1,425	258.0
3rd quarter	20,547,240	1.3	20,545,119	1.2	24,472	13.8	20,520,647	1.2	2,121	-3.7
October	6,433,845	1.0	6,433,376	1.0	5,658	-27.7	6,427,718	1.0	469	172.0
November	5,065,742	-3.4	5,065,346	-3.4	6,286	-15.6	5,059,060	-3.4	396	339.9
December	4,868,689	-1.2	4,868,298	-1.2	7,514	4.6	4,860,784	-1.2	391	367.5
4th quarter	16,368,276	-1.1	16,367,020	-1.1	19,458	-11.9	16,347,562	-1.0	1,256	-7.0
Year	70,560,987	1.5	70,556,072	1.5	99,442	0.1	70,456,630	1.5	4,915	-3.4

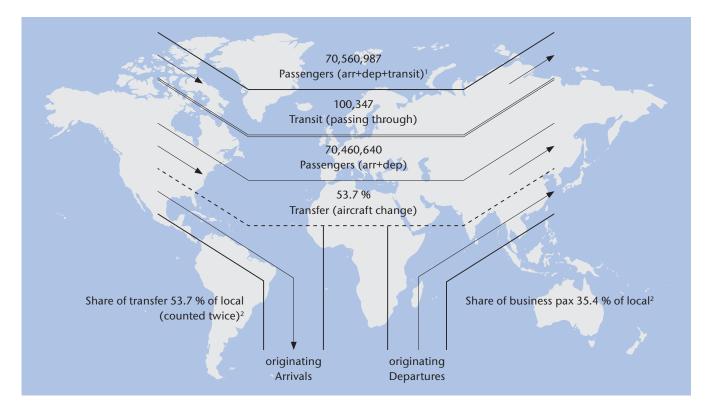
<sup>1</sup>  $\Delta$  % = Rate of change against previous year, discrepancies due to rounding possible

	Local traffic		Domestic						International					
Month	(arr+dep)	Δ % <sup>1</sup>	Arrivals	Δ % <sup>1</sup>	Departures	<b>Δ</b> % <sup>1</sup>	Total	<b>Δ</b> % <sup>1</sup>	Arrivals	<b>Δ</b> % <sup>1</sup>	Departures	Δ % <sup>1</sup>	Total	Δ % <sup>1</sup>
January	4,643,786	2.3	254,202	0.3	243,734	-0.2	497,936	0.0	2,141,511	2.9	2,004,339	2.1	4,145,850	2.5
February	4,546,939	4.3	275,209	4.3	262,303	2.8	537,512	3.6	1,976,021	4.3	2,033,406	4.6	4,009,427	4.4
March	5,579,879	1.3	322,555	-0.8	320,831	1.1	643,386	0.1	2,504,311	4.4	2,432,182	-1.4	4,936,493	1.5
1st quarter	14,770,604	2.5	851,966	1.1	826,868	1.3	1,678,834	1.2	6,621,843	3.9	6,469,927	1.5	13,091,770	2.7
April	6,032,710	5.2	319,253	-0.4	313,268	-1.9	632,521	-1.1	2,705,884	3.5	2,694,305	8.6	5,400,189	6.0
Мау	6,217,352	1.5	334,462	1.4	331,936	0.2	666,398	0.8	2,798,193	2.2	2,752,761	0.9	5,550,954	1.6
June	6,569,283	3.4	333,272	-0.6	326,275	-5.2	659,547	-2.9	2,989,007	4.5	2,920,729	3.8	5,909,736	4.1
2nd quarte	r 18,819,345	3.3	986,987	0.2	971,479	-2.4	1,958,466	-1.1	8,493,084	3.4	8,367,795	4.3	16,860,879	3.8
July	6,910,069	0.7	330,222	-7.1	312,051	-1.2	642,273	-4.3	3,029,290	-0.3	3,238,506	2.7	6,267,796	1.2
August	6,909,556	1.7	307,029	-5.8	292,055	-10.5	599,084	-8.1	3,199,348	3.5	3,111,124	2.1	6,310,472	2.8
September	6,702,292	1.3	350,362	-6.4	347,605	-4.2	697,967	-5.3	3,042,590	2.5	2,961,735	1.7	6,004,325	2.1
3rd quarter	20,521,917	1.2	987,613	-6.4	951,711	-5.3	1,939,324	-5.9	9,271,228	1.9	9,311,365	2.2	18,582,593	2.0
October	6,428,186	1.0	357,314	-4.4	331,745	-6.2	689,059	-5.3	2,920,818	2.0	2,818,309	1.6	5,739,127	1.8
November	5,059,456	-3.4	296,305	-9.8	294,308	-11.0	590,613	-10.4	2,280,517	-2.6	2,188,326	-2.2	4,468,843	-2.4
December	4,861,132	-1.2	271,574	-2.7	262,024	-3.6	533,598	-3.1	2,119,240	-1.0	2,208,294	-0.8	4,327,534	-0.9
4th quarter	16,348,774	-1.0	925,193	-5.7	888,077	-7.1	1,813,270	-6.4	7,320,575	-0.3	7,214,929	-0.3	14,535,504	-0.3
Year	70,460,640	1.5	3,751,759	-2.9	3,638,135	-3.6	7,389,894	-3.2	31,706,730	2.2	31,364,016	2.0	63,070,746	2.1

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

 $^{1}$   $\Delta$  % = Rate of change against previous year, discrepancies due to rounding possible

## Passenger flows at Frankfurt Airport 2019



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

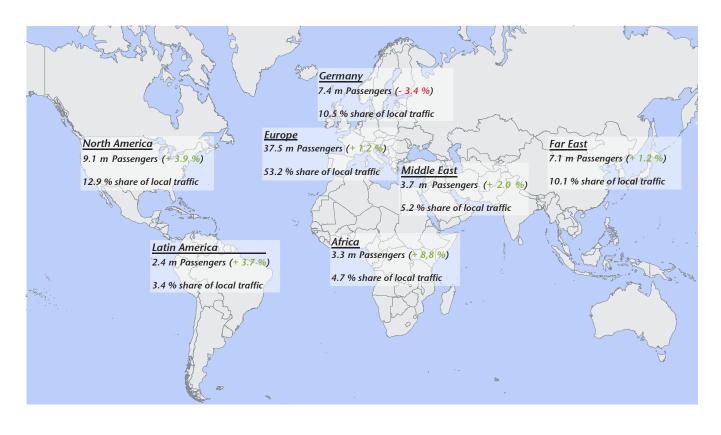
<sup>2</sup> Basis: Continuous Passenger Survey Fraport Monitor Frankfurt

# Passenger traffic by region 2019

During the year there was a noticeable decline of demand for travel to and from other German destinations. Germany recorded a decline of 3.4 %. All connections inside Germany lost passengers with the exception of Paderborn. Berlin, as the connection with the highest passenger volume, experienced a drop in demand before the reduction of offered passenger services (flights) at the start of the winter timetable 2019/20 due to a reduction of offered passenger services already at the beginning of the year.

During the last quarter demand also fell in connection with European traffic which until then had experienced above average growth rates. There was a reduction of offered passenger services (flights) at the beginning of the winter season leading to a lower passenger count towards the end of the year. Noticeable growth during the entire year was only seen for the Southeast Europe region. Greece and especially Turkey profited from the return of German tourists. As a result, traffic to and from South Europe stagnated.

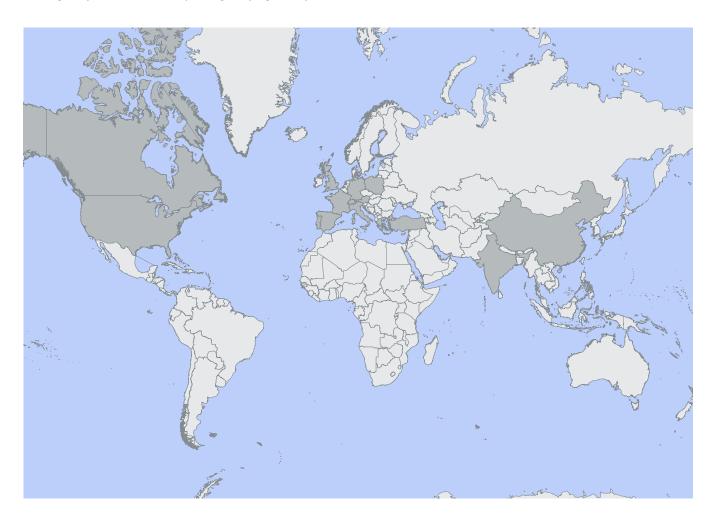
North Europe was the only European traffic region that experienced a decline. This was mainly due to Wow Air having left the market. Due to the weak demand for travel to and from Great Britain and a decline of travel on all connections to and from Austria, there was only below average growth of traffic connected to West Europe which is a high passenger volume market. After a relatively long weakness phase intercontinental traffic was once again the main growth generator. Growth dynamics were up once again towards the end of the year due to more offered passenger services (flights) specifically to and from the USA and the Caribbean region. North Africa traffic was up due to the recovery of travel to and from tourism destinations and more offered passenger services (flights). Far East traffic developed below average. The main reason for this was the cancellation of the connection to and from Osaka, Japan. Some other Far East connections reported major increase.



Other regions	2019 abs. in Mio. Pax	Δ % <sup>1)</sup>
Intercontinental	25.6*	3.4
Asia	10.8*	1.4

<sup>1</sup>  $\Delta$  % = Rate of change against previous year, discrepancies due to rounding possible \* to full ,000s

## Passengers by country of final destination (departures)

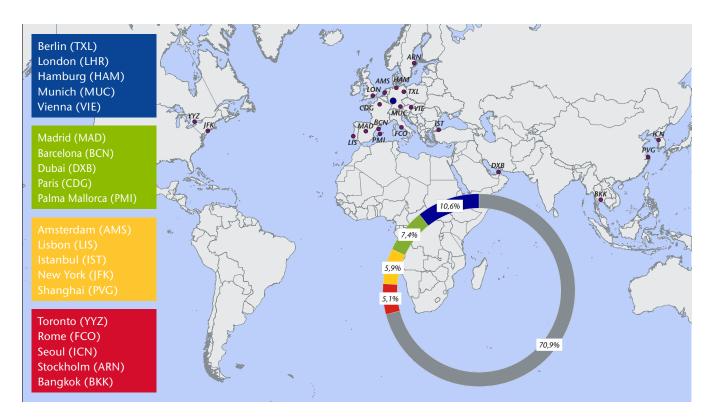


Passengers by destination: Total passengers flying directly from FRA to this destination or have one transfer to reach it

Position				Shares
Prev. Year)	Country	Pax (dep)	Δ % <sup>1)</sup>	of Total
→ 1. (1.)	USA	3,868,891	3.5%	11.1%
→ 2. (2.)	Germany	3,485,632	-3.7%	10.0%
→ 3. (3.)	Spain	2,698,186	0.2%	7.7%
→ 4. (4.)	Italy	1,943,702	-2.3%	5.6%
→ <i>5. (5.)</i>	United Kingdom	1,531,292	-2.2%	4.4%
→ 6. (6.)	France	1,080,645	1.5%	3.1%
1 7. (9.)	Turkey	967,764	10.8%	2.8%
1 8. (9.)	Canada	887,800	4.2%	2.5%

Posit	tion		Pax		Shares
(Pre	v. Year)	Country	Pax (dep)	Δ %1)	of Total
1	9. (7.)	Austria	881,078	-5.3%	2.5%
<b>→</b>	10. (10.)	China	844,781	0.0%	2.4%
<b>→</b>	11. (11.)	Portugal	792,434	0.1%	2.3%
<b>→</b>	12. (12.)	Poland	773,383	0.2%	2.2%
<b></b>	13. (13.)	Greece	750,973	7.0%	2.1%
<b>→</b>	14. (14.)	India	693,272	8.3%	2.0%
1	15. (16.)	Switzerland	561,470	-1.2%	1.6%
		Others	13,230,583	2.8%	37.8%
		Total	34,991,886	1.4%	100.0%

 $^{1}$   $\Delta$  % = 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



■ Long haul ■ Middle haul ■ Short haul

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



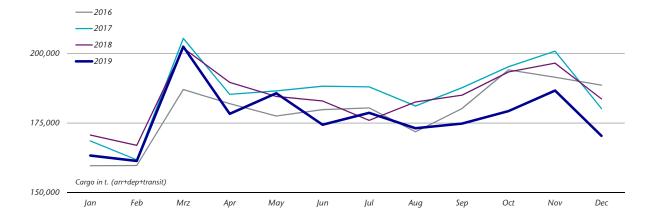
# Cargo traffic 2019

In 2019 air cargo traffic declined by 3.9 % to about 2.13 million mt. Both airfreight and the smaller amount of airmail declined at almost the same rate to a volume of 2.04 million mt and 86,700 mt.

Air cargo traffic developed in line with the economic early indicators. In 2019, the worldwide production volume was significantly below the counts in 2017 and 2018. The amount of air cargo tonnage in and out of Frankfurt Airport in 2019 was below the counts for 2017 and 2018. The freight market in 2019 was distinguished by weak demand as was underscored by a strong decline of 6.5 % in the fourth quarter of the year.

The expansion of the world economy slowed down in 2019 as to be seen by the weakness of industrial production and world trade. The growing intensity of the trade conflict between the United States and China has negatively impacted bilateral trade. This impacted other countries such as Germany where industrial production has slowed down for 17 months in a row. Consequently, air cargo traffic at Frankfurt Airport has decreased for seven quarters in a row.

The sustained political insecurity has negatively impacted the Germany economy because, in comparison to many other economies, Germany is highly specialized on the export of investment goods. In addition, the weakness of worldwide car sales has impacted Germany in particular. This, of course, has an effect on airfreight traffic. The export of industrial goods (specifically automotive parts) has declined significantly. The weakness regarding the export of industrial goods is to be seen by the minus 4.3 % outbound tonnage. This minus is above the minus for inbound tonnage. As result of the weak demand the airfreight capacities were reduced during the course of 2019. This reduced the minus in regard to capacity utilization. Nonetheless, at the end of the year it was still below the count in 2018. Belly load freight developed somewhat better than freighter aircraft freight. Despite capacity expansion freighter aircraft freight was down by 3.7 %.



#### General overview (in t)

				Cargo				Freight				Mail		Cargo
Types of traffic	2019	∆ abs.	<b>∆</b> %¹S	hare in %	2019	∆ abs.	Δ %' S	hare in %	2019	∆ abs.	<b>∆</b> %¹ S	hare in %	20185	hare in %
Total traffic <sup>2</sup>	2,128,476	-85,411	-3.9%	100.0	2,041,775	-82,026	-3.9%	100.0	86,701	-3,385	-3.8%	100.0	2,213,887	100.0
Local traffic <sup>3</sup>	2,091,174	-85,213	-3.9%	98.2	2,004,746	-81,846	-3.9%	98.2	86,428	-3,367	-3.7%	99.7	2,176,387	98.3
Transit	37,301	-198	-0.5%	1.8	37,029	-180	-0.5%	1.8	273	-18	-6.2%	0.3	37,500	1.7
Of which, in														
Commercial traffic <sup>2</sup>	2,128,294	-85,432	-3.9%	100.0	2,041,593	-82,047	-3.9%	100.0	86,701	-3,385	-3.8%	100.0	2,213,726	100.0
arr + dep	2,090,994	-85,233	-3.9%	98.2	2,004,566	-81,866	-3.9%	98.2	86,428	-3,367	-3.7%	99.7	2,176,226	98.3
Transit	37,300	-200	-0.5%	1.8	37,027	-182	-0.5%	1.8	273	-18	-6.2%	0.3	37,500	1.7
Non-commercial traffic <sup>2</sup>	182	22	13.4%	0.0	182	22	13.4%	0.0	0	0	0.0%	0.0	160	0.0
Local traffic <sup>3</sup>	2,091,174	-85,213	-3.9%	98.2	2,004,746	-81,846	-3.9%	98.2	86,428	-3,367	-3.7%	100.0	2,176,387	100.0
Of which, in														
International traffic <sup>3</sup>	2,046,051	-87,160	-4.1%	97.8	1,961,460	-83,280	-4.1%	97.8	84,591	-3,879	-4.4%	97.9	2,133,210	98.0
Domestic traffic <sup>3</sup>	45,123	1,947	4.5%	2.2	43,286	1,435	3.4%	2.2	1,837	512	38.7%	2.1	43,177	2.0

 $^{1}\Delta$  % = Rate of change against previous year, discrepancies due to rounding possible /  $^{2}$  (arr+dep+transit) /  $^{3}$  (arr+dep)

	Tota	l traffic	Transit		Loca	l traffic		Arrivals	Departures		
Month	(arr+dep+transit)	Δ % <sup>1</sup>		Δ % <sup>1</sup>	(arr+dep)	Δ %1	(arr)	Δ % <sup>1</sup>	(dep)	Δ % <sup>1</sup>	
January	163,332	-4.3	1,866	-54.7	161,466	-3.1	82,590	1.4	78,876	-7.3	
February	161,366	-3.4	2,504	-34.8	158,862	-2.6	74,133	-6.5	84,730	1.0	
March	202,452	0.2	3,752	-11.7	198,700	0.5	98,487	3.8	100,213	-2.5	
1st quarter	527,151	-2.3	8,122	-33.5	519,028	-1.6	255,210	-0.2	263,819	-2.9	
April	178,342	-6.0	3,447	12.2	174,895	-6.3	89,240	-4.6	85,655	-8.0	
Мау	185,701	0.6	3,466	0.8	182,235	0.6	88,888	-0.9	93,347	2.1	
June	174,392	-4.7	2,948	7.4	171,444	-4.8	85,483	-2.0	85,961	-7.5	
2nd quarter	538,435	-3.4	9,861	6.6	528,574	-3.5	263,610	-2.5	264,964	-4.5	
July	178,652	1.5	3,294	11.6	175,358	1.4	83,769	2.1	91,589	0.7	
August	173,122	-5.2	3,269	21.7	169,853	-5.6	81,857	-6.0	87,996	-5.2	
September	174,789	-5.5	3,306	15.4	171,483	-5.9	83,221	-7.1	88,262	-4.7	
3rd quarter	526,563	-3.1	9,869	16.0	516,694	-3.4	248,847	-3.8	267,847	-3.1	
October	179,273	-7.3	3,651	43.2	175,622	-8.0	86,236	-7.2	89,386	-8.7	
November	186,670	-5.0	3,106	26.6	183,564	-5.4	89,879	-5.3	93,684	-5.6	
December	170,384	-7.2	2,692	6.4	167,692	-7.4	80,471	-8.7	87,222	-6.2	
4th quarter	536,327	-6.5	9,449	25.4	526,878	-6.9	256,586	-7.0	270,292	-6.9	
Year	2,128,476	-3.9	37,301	-0.5	2,091,174	-3.9	1,024,253	-3.4	1,066,922	-4.4	

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

 $^{1}$   $\Delta$  % = 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)

	Local	traffic	Do	mestic					Interno	itional				
Month	(arr+dep)	$\Delta$ % <sup>1</sup>	Unloaded	$\Delta$ % <sup>1</sup>	Loaded	$\Delta$ % <sup>1</sup>	Total	$\Delta$ % <sup>1</sup>	Unloaded	$\Delta$ % <sup>1</sup>	Loaded	$\Delta$ % <sup>1</sup>	Total	$\Delta$ % <sup>1</sup>
January	161,466	-3.1	2,394	16.8	1,449	-0.2	3,843	9.7	80,196	1.0	77,427	-7.4	157,623	-3.3
February	158,862	-2.6	2,276	16.7	1,349	5.7	3,626	12.3	71,856	-7.0	83,380	0.9	155,237	-2.9
March	198,700	0.5	2,986	45.7	1,619	3.5	4,606	27.4	95,500	2.8	98,594	-2.6	194,094	0.0
1st quarter	519,028	-1.6	7,657	26.6	4,418	2.9	12,074	16.7	247,553	-0.8	259,401	-3.0	506,954	-2.0
April	174,895	-6.3	2,484	33.2	1,368	2.2	3,853	20.3	86,755	-5.3	84,287	-8.1	171,042	-6.7
Мау	182,235	0.6	2,453	33.9	1,484	13.6	3,937	25.5	86,435	-1.6	91,863	1.9	178,298	0.2
June	171,444	-4.8	2,300	12.9	1,344	5.1	3,644	9.9	83,183	-2.4	84,617	-7.7	167,800	-5.1
2nd quarter	528,574	-3.5	7,237	26.2	4,197	7.0	11,434	18.4	256,373	-3.1	260,767	-4.7	517,140	-3.9
July	175,358	1.4	2,409	18.2	1,407	7.9	3,816	14.2	81,360	1.6	90,182	0.6	171,542	1.1
August	169,853	-5.6	2,243	2.0	1,362	14.9	3,605	6.5	79,614	-6.2	86,634	-5.5	166,248	-5.8
September	171,483	-5.9	1,876	-24.6	1,515	13.2	3,391	-11.4	81,345	-6.6	86,748	-5.0	168,092	-5.8
3rd quarter	516,694	-3.4	6,528	-2.9	4,284	11.9	10,812	2.4	242,319	-3.8	263,563	-3.3	505,882	-3.6
October	175,622	-8.0	2,190	-16.4	1,533	1.9	3,723	-9.7	84,046	-6.9	87,853	-8.9	171,899	-7.9
November	183,564	-5.4	2,397	-10.6	1,377	-10.5	3,774	-10.6	87,483	-5.1	92,307	-5.5	179,790	-5.3
December	167,692	-7.4	1,899	-25.8	1,407	-18.0	3,306	-22.7	78,572	-8.2	85,814	-6.0	164,386	-7.1
4th quarter	526,878	-6.9	6,485	-17.5	4,317	-9.3	10,803	-14.4	250,101	-6.7	265,975	-6.8	516,075	-6.8
Year	2,091,174	-3.9	27,908	5.8	17,216	2.4	45,123	4.5	996,345	-3.7	1,049,706	-4.5	2,046,051	-4.1

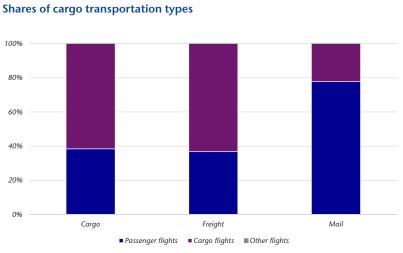
<sup>1</sup>  $\Delta$  % = Rate of change against previous year, discrepancies due to rounding possible

	Commer	cial traffic	Cai	rgo volumes d	airfreighters	Belly ca	rgo in passer	ıger aircraft
Month	(arr+dep+transit)	Δ % <sup>1</sup>	(arr+dep+transit)	Δ % <sup>1</sup>	share %	(arr+dep+transit)	Δ % <sup>1</sup>	share %
January	163,324	-4.3	100,884	-4.6	61.8	62,440	-3.7	38.2
February	161,331	-3.4	97,421	-5.0	60.4	63,910	-0.7	39.6
March	202,440	0.2	129,009	1.1	63.7	73,432	-1.2	36.3
1st quarter	527,095	-2.3	327,314	-2.6	62.1	199,781	-1.9	37.9
April	178,342	-6.0	111,361	-6.4	62.4	66,980	-5.2	37.6
Мау	185,700	0.6	117,006	3.5	63.0	68,693	-4.0	37.0
June	174,372	-4.7	107,736	-2.5	61.8	66,635	-7.9	38.2
2nd quarter	538,413	-3.4	336,104	-1.9	62.4	202,309	-5.7	37.6
July	178,652	1.5	108,905	5.3	61.0	69,747	-3.9	39.0
August	173,121	-5.2	105,050	-4.7	60.7	68,071	-5.9	39.3
September	174,779	-5.5	105,701	-7.4	60.5	69,078	-2.6	39.5
3rd quarter	526,552	-3.1	319,656	-2.5	60.7	206,896	-4.1	39.3
October	179,200	-7.3	106,693	-9.4	59.5	72,507	-4.1	40.5
November	186,655	-5.0	116,808	-4.3	62.6	69,846	-6.2	37.4
December	170,379	-7.2	103,435	-7.9	60.7	66,944	-6.2	39.3
4th quarter	536,234	-6.5	326,937	-7.1	61.0	209,297	-5.5	39.0
Year	2,128,294	-3.9	1,310,010	-3.6	61.6	818,283	-4.3	38.4

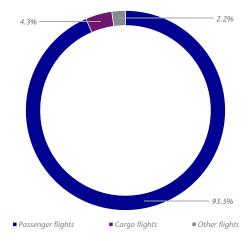
## Cargo volumes on passenger/cargo aircraft by month and quarter (in t)

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

## Cargo volumes on passenger and cargo aircraft



#### Shares of freight-/passenger flights



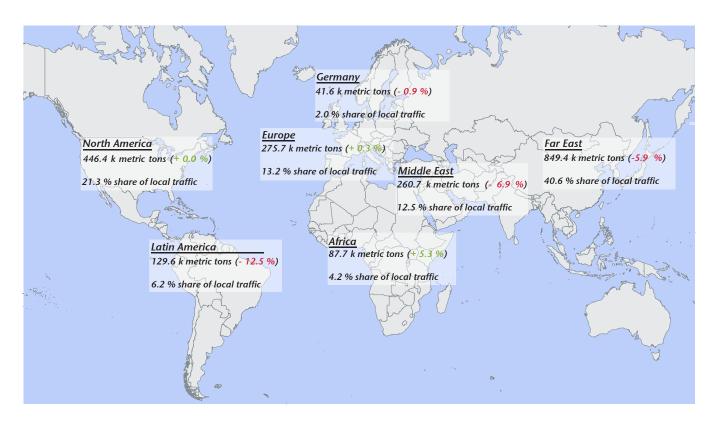
# Cargo traffic by region 2019

When looking at regional distribution one sees that airfreight destinations both to the west and east of Frankfurt were on the decline in about the same amounts. The USA, as biggest airfreight market, stagnated in 2019. This market was still on the plus side at the beginning of the year due to more offered services. However, there were significant declines during the fourth quarter. The economy in the USA has slowed down somewhat. The fiscal impulses ended which were initiated as part of tax reform in 2018.

In contrast to North America traffic (+0.0 %) the tonnage connected to Latin America was down by 12.5 %. Brazil reported minus 17.1 %. Tonnage connected to Asia was down by 6.1 % in 2019. Less airfreight

was transported on direct routes to and from Northeast Asia (China -4.6 %, Japan -16.2 %, South Korea -11.0 %). More tonnage was transported on routes to and from the hubs Istanbul and Moscow (with continuation to the Far East).

The big hubs in the Middle East reported big declines. Of all regions a growth rate could only be recorded for Africa in 2019 (+5.3 %). The growth generators were mainly Egypt (+18.0 %), Ethiopia (+14.1 %) and Morocco (+48.4 %). The political insecurity surrounding the Brexit had a negative impact on tonnage connected to Great Britain so that there was a decline of 25 %. However, Great Britain's share in the total airfreight market is only 1 %.

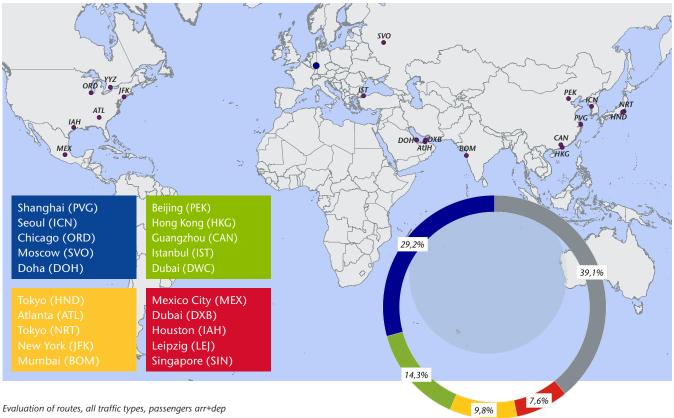


Other regions	2019 abs. in thousands t	Δ %1)
Intercontinental	1,800*	-4.6
Asia	1,100*	-6.1

Europe excl. Domestic

Evaluation of routes, all traffic types, Passengers (arr+dep) (cargo = air freight and airmail) \*to full 1,000s

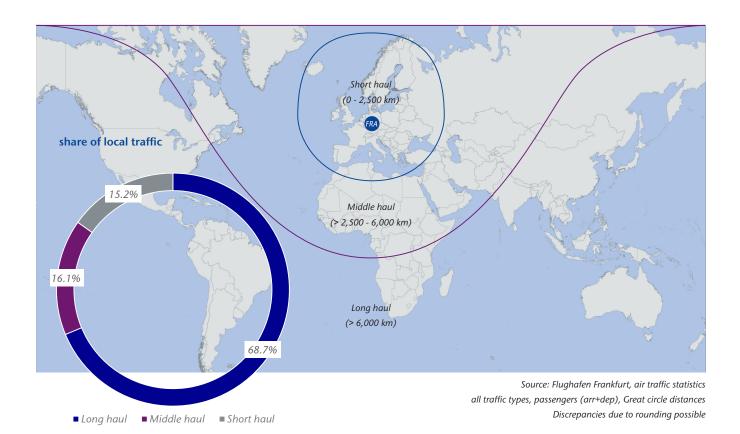
<sup>1</sup>  $\Delta$  % = Rate of change against previous year, discrepancies due to rounding possible



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

Discrepancies due to rounding possible

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



# Aircraft movements/ MTOWs 2019

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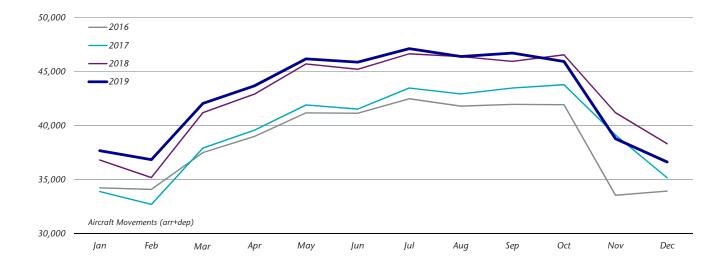
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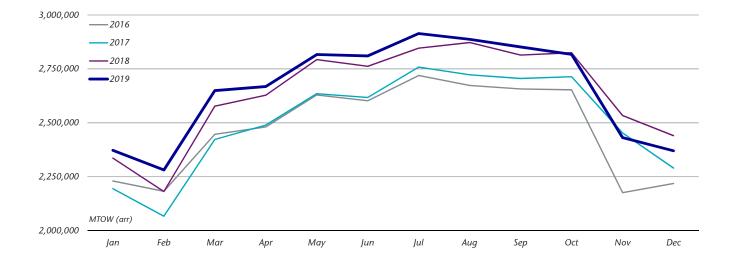
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# Aircraft movements/MTOWs 2019

In 2019 there were 0.4 % more aircraft movements and a new record count of 513,912. After the heavy increases in 2017 and 2018 the growth dynamics slowed down greatly in 2019. Without flight cancelations due to strikes and bad weather conditions the growth rate would have been 1.0 %. Nonetheless, there were seven records for single months in the year 2019 (March thru September).

A new record was also established concerning MTOWs with a growth rate of 0.8 % and a total count of 31.8 million tons. The old 2018 record was surpassed by about 260,000 tons. Without flights cancelations due to strikes and bad weather conditions the growth rate would have been 1.3 %. There were nine MTOW records for single months (January to September).





# Aircraft movements and MTOW

In 2019 the growth of the passenger count by far exceeded the increase of offered passenger services (flights). The quotient passengers per passenger aircraft movement increased by 1.2 % to 146.8. During the first quarter the count of aircraft movements increased more than the passenger count. After that the trend went in the other direction. The seat load factor developed positively in the second and fourth quarter. During the entire year 2019 it was 79.6 % and slightly above the level in 2018.

In contrast to 2018, MTOW developed above average over against aircraft movements. The main reason for this was the high growth rate of long range flights. As result, the quotient MTOW/aircraft landing increased by 0.5 tons to an average of 124.0 t per aircraft landing. However, this was still below the counts seen in the years 2015 to 2017 because of the inclusion of more and more big aircraft in the fleets of the airlines. Passenger aircraft flights to and from other destinations in Germany were down by 1.6 %. There were declines for Berlin, Düsseldorf, Bremen and Leipzig. The offered passenger services (flights) also stagnated for remaining Europe. Traffic to and from North, West and East Europe declined. There were more offered services for South and Southeast Europe. The most growth was reported for Turkey and Ireland. The connections for Great Britain were down. In 2019 some connections were discontinued (Jönköping, Bristol). There were new connections for Gazinasa and Tivat.

In 2019 intercontinental traffic reported a moderate growth rate of 2.7 %. North America was the growth generator (+3.5 %). New frequencies for Austin and Denver (USA) facilitated growth. New connections with Cancun (Mexico), Barbados and Costa Rica offset the declines for the Dominican Republic and Brazil. Thus, Latin America reported a growth rate of 0.8 %. Africa was a further growth generator (+6.7 %). The strongest growth of offered passenger services (flights) was seen for Ethiopia followed by Egypt, Morocco and Gambia. Offered passenger services for Asia were up by 0.9 %. There were reductions for Japan due to the Osaka connection having transferred to Munich. There were major declines connected to offered passenger services (flights) for India, Malaysia, Hong Kong and China. Traffic to and from the Middle East recovered and increased in comparison to 2018.

Freighter aircraft movements were up by 1.8 % in 2019 and developed above average over against total aircraft movements. The MTOWs were up 2.7 % compared to 2018. There was far more European traffic connected to Austria and Spain. There was slight growth for intercontinental traffic due to additional connections to and from America (mainly Mexico). There was a decline of offered services (flights) for Africa and Asia (mainly VAE).

Types of traffic	2019	Share in %	∆ absolute	Δ % <sup>1)</sup>	2018	Share in %
Total traffic (arr+dep)	513,912	100.0	1,797	0.4	512,115	100.0
Of which, in						
Commercial traffic (arr+dep)	507,520	98.8	2,099	0.4	505,421	98.7
Non-commercial traffic	6,392	1.2	-302	-4.5	6,694	1.3
Of which, in						
International traffic (arr+dep)	439,185	85.5	3,014	0.7	436,171	85.2
Domestic traffic (arr+dep)	74,727	14.5	-1,217	-1.6	75,944	14.8

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

	1	otal traffic	Comme	rcial traffic	Non-commercial tra		
Month	(arr+dep)	Δ % <sup>1</sup>	(arr+dep)	Δ % <sup>1</sup>	(arr+dep)	Δ % <sup>1</sup>	
January	37,676	2.3	37,190	2.4	486	0.2	
February	36,849	4.7	36,368	4.7	481	2.8	
March	42,056	2.1	41,537	2.2	519	-9.3	
1st quarter	116,581	3.0	115,095	3.1	1,486	-2.6	
April	43,683	1.8	43,180	1.9	503	-5.5	
Мау	46,181	1.0	45,576	1.2	605	-9.7	
June	45,871	1.4	45,326	1.8	545	-23.8	
2nd quarter	135,735	1.4	134,082	1.6	1,653	-13.8	
July	47,125	1.0	46,598	1.1	527	-3.3	
August	46,395	0.0	45,920	0.2	475	-13.8	
September	46,713	1.7	46,097	1.6	616	9.8	
3rd quarter	140,233	0.9	138,615	0.9	1,618	-2.4	
October	45,938	-1.3	45,331	-1.4	607	2.2	
November	38,790	-5.8	38,220	-6.0	570	4.6	
December	36,635	-4.4	36,177	-4.5	458	0.4	
4th quarter	121,363	-3.7	119,728	-3.8	1,635	2.5	
Year	513,912	0.4	507,520	0.4	6,392	-4.5	

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

 $^{*}$   $\Delta$  % = Rate of change against previous year, discrepancies due to rounding possible

## Landings and take-offs by month and quarter

	L	ocal traffic		Landings		Take-offs
Month	(arr+dep)	Δ % <sup>1</sup>	(arr)	Δ % <sup>1</sup>	(dep)	Δ % <sup>1</sup>
January	37,676	2.3	18,794	2.3	18,882	2.3
February	36,849	4.7	18,418	4.7	18,431	4.7
March	42,056	2.1	21,032	2.1	21,024	2.1
1st quarter	116,581	3.0	58,244	3.0	58,337	3.0
April	43,683	1.8	21,851	1.8	21,832	1.7
Мау	46,181	1.0	23,088	1.0	23,093	1.0
June	45,871	1.4	22,930	1.5	22,941	1.4
2nd quarter	135,735	1.4	67,869	1.4	67,866	1.4
July	47,125	1.0	23,560	1.0	23,565	1.0
August	46,395	0.0	23,198	0.0	23,197	0.0
September	46,713	1.7	23,359	1.7	23,354	1.6
3rd quarter	140,233	0.9	70,117	0.9	70,116	0.9
October	45,938	-1.3	22,971	-1.3	22,967	-1.3
November	38,790	-5.8	19,385	-5.9	19,405	-5.8
December	36,635	-4.4	18,375	-4.4	18,260	-4.5
4th quarter	121,363	-3.7	60,731	-3.7	60,632	-3.7
Year	513,912	0.4	256,961	0.4	256,951	0.4

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

		Tota	l traffic	Do	omestic	Interne	ational	of which	Europe	Intercont	inental
Month	(arr+dep)	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	37,676	100.0	2.3	14.5	-0.3	85.5	0.3	61.0	-0.2	24.5	0.5
February	36,849	100.0	4.7	15.8	-0.1	84.2	0.1	61.0	-0.1	23.2	0.2
March	42,056	100.0	2.1	15.6	0.0	84.4	0.0	60.6	-0.8	23.8	0.8
1st quarter	116,581	100.0	3.0	15.3	-0.1	84.7	0.1	60.9	-0.4	23.8	0.5
April	43,683	100.0	1.8	14.5	-0.3	85.5	0.3	63.0	0.0	22.5	0.3
Мау	46,181	100.0	1.0	14.6	0.1	85.4	-0.1	63.2	0.0	22.2	-0.1
June	45,871	100.0	1.4	13.7	-0.7	86.3	0.7	63.5	0.4	22.8	0.2
2nd quarter	135,735	100.0	1.4	14.2	-0.3	85.8	0.3	63.2	0.2	22.5	0.1
July	47,125	100.0	1.0	13.6	-0.3	86.4	0.3	63.2	-0.1	23.2	0.4
August	46,395	100.0	0.0	13.5	-0.8	86.5	0.8	63.0	0.4	23.5	0.4
September	46,713	100.0	1.7	14.3	-0.3	85.7	0.3	63.2	0.4	22.5	-0.1
3rd quarter	140,233	100.0	0.9	13.8	-0.5	86.2	0.5	63.1	0.2	23.1	0.2
October	45,938	100.0	-1.3	14.5	-0.5	85.5	0.5	63.0	0.1	22.5	0.5
November	38,790	100.0	-5.8	15.3	-0.4	84.7	0.4	60.2	-1.3	24.5	1.7
December	36,635	100.0	-4.4	15.3	0.2	84.7	-0.2	58.9	-1.5	25.8	1.3
4th quarter	121,363	100.0	-3.7	15.0	-0.3	85.0	0.3	60.9	-0.8	24.1	1.1
Year	513,912	100.0	0.4	14.5	-0.3	85.5	0.3	62.1	-0.2	23.3	0.5

## Domestic and international traffic by month and quarter

 $^{1}$   $\Delta$  % = Rate of change against previous year in percentage points (refers to the shares) Discrepancies due to rounding possible

## General overview of engine types

	2019	2018	Chan	ge 2019/18	Shares of	Shares of total (%)	
Motor types	(arr+dep)	(arr+dep)	absolute	Δ % <sup>1</sup>	2019	2018	
Aircraft	513,844	512,049	1,795	0.4	100.0	100.0	
Of which							
Turbo-jet (TL)	508,066	506,312	1,754	0.3	98.9	98.9	
Turboprop. (PTL)	5,652	5,659	-7	-0.1	1.1	1.1	
Piston engine	126	78	48	61.5	0.0	0.0	
Helicopters	68	66	2	3.0	0.0	0.0	
Total	513,912	512,115	1,797	0.4	100.0	100.0	

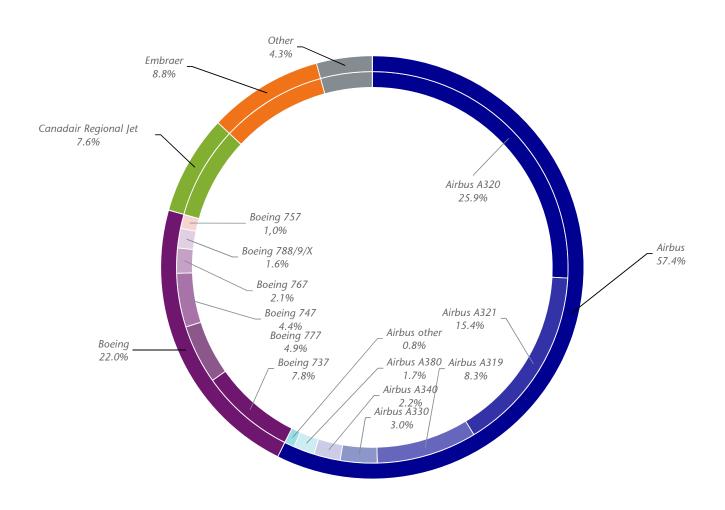
### Aircraft types (Ratings 1 – 15)

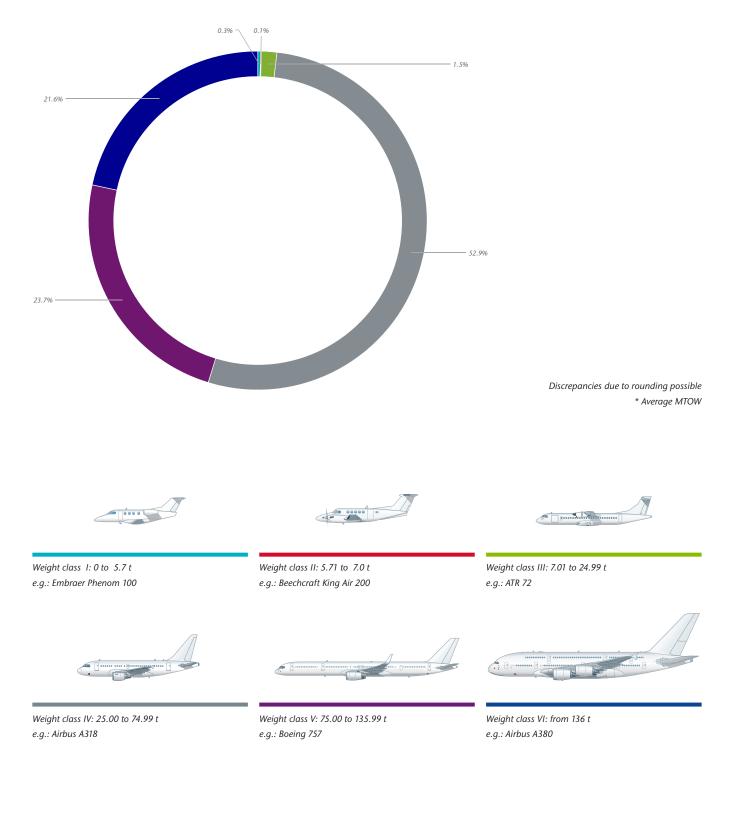
		Number of aircraft	movements	Change 201	9/2018	Shares of Total in %		
Position	Aircraft type	2019	2018	Absolut	Δ % <sup>1</sup>	2019	2018	
→ 1. (1.)	Airbus A320	132,977	124,579	8,398	6.7	25.9	24.3	
→ 2. (2.)	Airbus A321	79,356	87,359	-8,003	-9.2	15.4	17.1	
→ 3. (3.)	Airbus A319	42,543	48,701	-6,158	-12.6	8.3	9.5	
→ 4. (4.)	Boeing 737	40,248	39,119	1,129	2.9	7.8	7.6	
\$ 5. (6.)	Canadair Regionaljet (CL60, CRJ1-9)	39,173	38,873	300	0.8	7.6	7.6	
6. (5.)	Embraer E190	38,764	36,012	2,752	7.6	7.5	7.0	
→ <i>7. (7.)</i>	Boeing 777	25,028	24,998	30	0.1	4.9	4.9	
→ 8. (8.)	Boeing 747	22,847	22,872	-25	-0.1	4.4	4.5	
→ <i>9. (9.)</i>	Airbus A330	15,647	13,796	1,851	13.4	3.0	2.7	
10. (11.)	Airbus A340	11,223	11,759	-536	-4.6	2.2	2.3	
11. (10.)	Boeing 767	10,585	11,169	-584	-5.2	2.1	2.2	
→ 12. (12.)	Airbus A380	8,929	9,447	-518	-5.5	1.7	1.8	
13. (14.)	Boeing 788/9/X	8,420	5,971	2,449	41.0	1.6	1.2	
14. (16.)	Boeing 757	5,879	5,812	67	1.2	1.1	1.1	
15. (13.)	Embraer E170/175	5,740	5,055	685	13.6	1.1	1.0	
	other	26,553	26,593	-40	-0.2	5.2	5.2	
	Total	513,912	512,115	1,797	0.4	100.0	100.0	

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

<sup>2</sup> Rating in previous year

#### Shares in aircraft movements by aircraft manufacturer





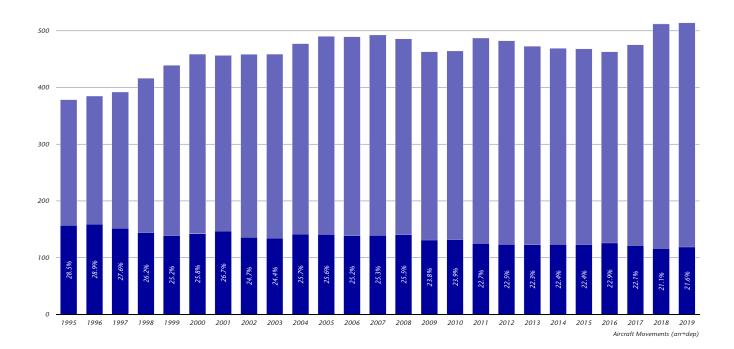
## Shares in aircraft movements by weight class with example patterns

# Aircraft movements 2019

## Wide-body aircraft 1995 – 2019

Numbe	er of aircra	ft moveme	ents													Shares o	of Total
Year	B747	B767	B777	B787	DC10	MD11	A300	A310	A330	A340	A350	A380	IL 86/96	L 101	other	Total	in %
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	3 <i>2,</i> 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	3 <i>2,</i> 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
1996	31,673	16,807	1,272		5,216	3,929	19,546	19,118	1,268	7,356			572	4,449	0w	111,206	28.9
1995	31,271	16,874	537		5,280	2,550	17,523	20,252	826	7,310			602	4,887	32	107,944	28.5

## Wide-body aircraft 1995 – 2019 – share of total movements in %



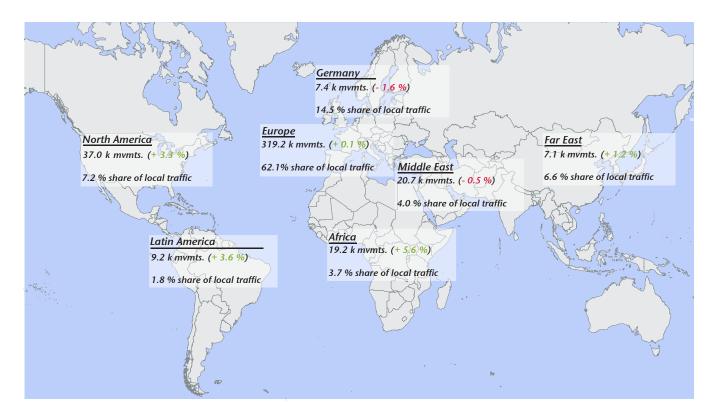
# MTOWs 2019

## by month and quarter – MTOW (t)

			2019			2018
Month	(arr)	∆ abs.	Δ % <sup>1</sup>	(arr)	∆ abs.	Δ % <sup>1</sup>
January	2,372,825	36,086	1.5	2,336,738	141,809	6.5
February	2,281,460	99,698	4.6	2,181,762	114,304	5.5
March	2,649,601	72,559	2.8	2,577,042	154,159	6.4
1st quarter	7,303,886	208,343	2.9	7,095,543	410,271	6.1
April	2,668,593	40,747	1.6	2,627,846	137,914	5.5
Мау	2,816,707	23,383	0.8	2,793,325	158,164	6.0
June	2,810,214	48,251	1.7	2,761,963	144,399	5.5
2nd quarter	8,295,514	112,380	1.4	8,183,134	440,476	5.7
July	2,914,042	67,662	2.4	2,846,380	87,895	3.2
August	2,887,465	15,136	0.5	2,872,329	149,808	5.5
September	2,851,958	37,994	1.4	2,813,965	108,292	4.0
3rd quarter	8,653,465	120,792	1.4	8,532,674	345,995	4.2
October	2,817,262	-7,678	-0.3	2,824,940	110,973	4.1
November	2,431,725	-102,558	-4.0	2,534,283	81,052	3.3
December	2,370,398	-70,318	-2.9	2,440,716	149,814	6.5
4th quarter	7,619,386	-180,554	-2.3	7,799,939	341,838	4.6
Year	31,872,251	260,962	0.8	31,611,290	1,538,581	5.1

 $^{\dagger}$   $\Delta$  % = Rate of change against previous year, discrepancies due to rounding possible

# Aircraft movements by region 2019

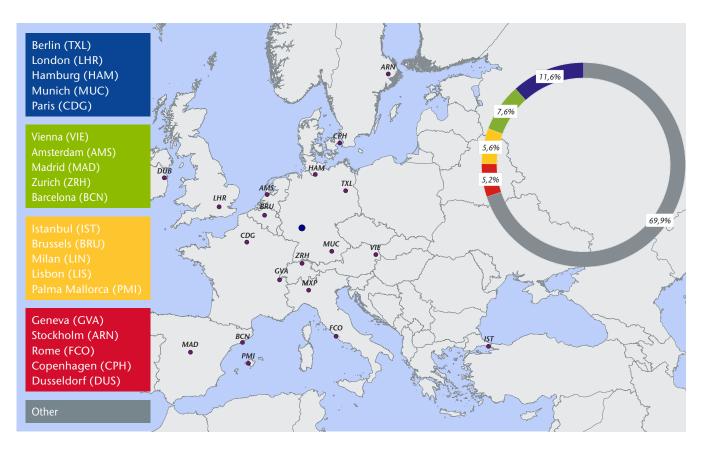


Other regions	2019 abs.	Δ % <sup>1</sup>
Intercontinental	120,000*	2.4
Asia	55,000*	0.5

Europe excl. domestic

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

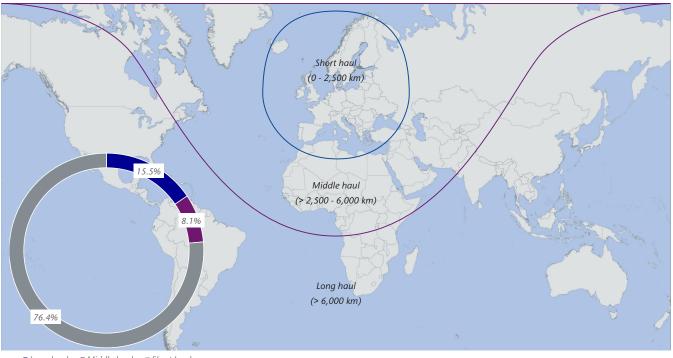
 $^{1}$   $\Delta$  % = Rate of change against previous year, discrepancies due to rounding possible \*to full ,000s



#### 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



Long haul Middle haul Short haul

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



## **General overview**

#### Passengers

		Date/time		Change 2019/18	
Peak-		(local time)	(arr+dep+transit)	absolute	Δ% 1)
-month	า	July	6,920,936	51,898	0.8
-week	absolute	26. week (24.0630.06.)	1,615,405	32,880	2.1
-week	typical	29. week (15.0721.07.)	1,576,841	16,116	1.0
-day	absolute	30.06.19	241,228	3,262	1.4
-day	typical	31.08.19	230,195	3,001	1.3
-hour	absolute	03.08. (11:00-11:59h)	19,126	-762	-3.8
-hour	typical	08.07. (11:00-11:59h)	17,801	-207	-1.1

#### Airfreight

		Date/time		Change 2019/18	
Peak-		(local time)	(arr+dep+transit)	absolute	<b>∆%</b> <sup>1)</sup>
-month	ו	March	194,646	957	0.5
-week	absolute	12. week (18.0324.03.)	44,219	-789	-1.8
-week	typical	15. week (08.0414.04.)	42,754	-1,534	-3.5
-day	absolute	25.05.19	7,481	-394	-5.0
-day	typical	18.05.19	6,942	-233	-3.2
-hour	absolute	28.01. (05:00-05:59h)	948	4	0.4
-hour	typical	08.09. (17:00-17:59h)	754	-34	-4.3

#### Aircraft movements

		Date/time		Change 2019/18	
Peak-		(local time)	(arr+dep)	absolute	Δ <b>%</b> <sup>1)</sup>
-month	า	July	47,125	477	1.0
-week	absolute	37. week (09.0915.09.)	11,043	259	2.4
-week	typical	36. week (02.0908.09.)	10,850	108	1.0
-day	absolute	11.09.19	1,625	50	3.2
-day	typical	10.05.19	1,560	17	1.1
-hour	absolute	11.04. (16:00-16:59h)	116	-1	-0.9
-hour	typical	29.08. (11:00-11:59h)	110	1	0.9
-hour	typical	29.08. (11:00-11:59h)	110	1	0.9

#### Airmail

		Date/time		Change 2019/18	
Peak-		(local time)	(arr+dep+transit)	absolute	<b>Δ%</b> <sup>1)</sup>
-month	ו	December	8,910	-531	-5.6
-week	absolute	51. week (16.1222.12.)	2,202	-201	-8.4
-week	typical	46. week (11.1117.11.)	1,851	-215	-10.4
-day	absolute	13.12.19	362	-28	-7.2
-day	typical	08.03.19	288	-20	-6.4
-hour	absolute	08.12. (20:00-20:59h)	77	7	10.8
-hour	typical	14.09. (12:00-12:59h)	39	-3	-7.7

 ${}^{\scriptscriptstyle ()}\Delta\%$  = Rate of change against previous year

# Airlines/Alliances 2019



# Airlines 2019

# with landings and take-offs from Terminal 1

Adria Airways **Aegean Airlines** Air Astana Air Canada Air China Air Dolomiti Air India Alitalia Ana - All Nippon Airways Asiana Airlines **Austrian Airlines Avion Express** Bulgaria Air **Condor Flugdienst Croatia Airlines** Deutsche Lufthansa **Easyjet Airlines** Easyjet Europe Egypt Air El Al Israel Airlines **Ethiopian Airlines Etihad Airways** Eurowings Flybmi Iran Air LATAM Airlines LOT - Polish Airlines Malta Middle East Airlines Oman Air Qatar Airways Scandinavian Airlines System (SAS) **Singapore Airlines Sn Brussels Airlines** South African Airways Swiss TAP Air Portugal Thai Airways International Tunisair **Turkish Airlines United Airlines** 

# with landings and take-offs from Terminal 2

Aer Lingus Aeroflot Russian Airlines Air Algerie Air Arabia Maroc Air Baltic Air Cairo Air Europa Air France Air Moldova Air Namibia Air Nostrum Air Serbia Albastar Almasria Universal Airlines **American Airlines** Avanti Air **Belavia** Airlines Bh Air - Balkan Holidays Air **British Airways Bulgarian Air Charter** Cathay Pacific Airways China Airlines China Eastern Airlines **China Southern Airlines Corendon Airlines** Corendon Airlines Europe CSA - Czech Airlines Danish Air Transp. Delta Air Lines Emirates Enter Air Evelop Finnair Fly2Sky Flyegypt Freebird Airlines Globus Gulf Air Holiday Europe Iberia Icelandair Iraqi Airwavs Japan Airlines let Time KLM - Royal Dutch Airlines Korean Air Lines Kuwait Airways Luxair - Luxembourg Airlines Miat - Mongolian Airlines **Montenegro** Airlines Neos Spa Nesma Airlines New Axis Airways Nouvelair Tunisia **Olympus Airways** Onur Air

Orange2Fly **Pegasus Airlines** Proair Aviation Royal Air Maroc **Royal Jordanian** Ryanair Sata International Saudia Smartwings Somon Air Sundair Sunexpress Sunexpress Germany Tailwinds Tarom **Titan Airways** Tui Airlines Belgium Tuifly Turkmenistan Airlines **Ukraine International Airlines Ural Airlines** Uzbekistan Airways Vietnam Airline Wizz Air Wow Air

#### with cargo flights

Aerologic Air Bridge Cargo Air China International Alitalia Asiana Airlines **ASL** Airlines Cargologicair Cathay Pacific Airways China Airlines China Cargo Airlines China Southern Airlines Deutsche Lufthansa EAT - European Air Transport Emirates **Etihad Airways** Fedex Express Hillwood Airwavs Korean Air Lines Latam Cargo Prescott Support Qatar Airways Raf-Avia Royal Air Maroc Saudia **Turkish Airlines Zimex** Aviation

### **Traffic shares**

#### Passengers (arr+dep+transit)

		_
	Lufthansa DLH AG	
	Condor Flugdienst (DE)	
	Ryanair (FR)	
	United Airlines (UA)	
	Austrian Airlines (OS)	
	Air Canada (AC)	
	Tuifly Gmbh (TUI)	5
72.5 %	Emirates (EK)	
12.3 %	Turkish Airlines (TK)	
	Air China International Corporation (CA)	
	British Airways P.L.C. (BA)	
	Singapore Airlines (SQ)	
	Sunexpress (XQ)	
	Scandinavian Airlines System (SAS) (SK)	
	Thai Airways International Public (TG)	
		1.
5.8 %	Air Dolomiti (EN)	
4.0 %	Qatar Airways (W.L.L.) (QR)	
4.0 % 3.1 %	Wizz Air (WZZ)	1
	Swiss - Swiss Intern. Air Lines (LX)	
14.9 %	Delta Air Lines Inc. (DL)	3
14.9 %		9
	other	

#### Freight (arr+dep+transit)

	Lufthansa DLH AG	
	Aerologic (BOX)	
	Air Bridge Cargo (ABW)	
	China Southern Airlines (CZ)	
	Air China International Corporation (CA)	
	Qatar Airways (W.L.L.) (QR)	
58.0 %	Cargologicair (CLU)	
	Emirates (EK)	70.
	Korean Air Lines Co. Ltd. (KE)	
	Turkish Airlines (TK)	
	United Airlines (UA)	
	Asiana Airlines (OZ)	
	Cathay Pacific Airways Ltd. (CX)	
	Eat - European Air Transport (BCS)	
	Etihad Airways (EY)	
15.1 %		
	Air Canada (AC)	5.
	Ana - All Nippon Airways (NH)	3.
10.1 %	Saudia (SV)	3.
	Fedex Express (FX)	
3.1 %	China Cargo Airlines (CK)	17
9.7 %		
	other	

#### Aircraft movements (arr+dep)

	Lufthansa DLH AG
	Condor Flugdienst (DE)
	Ryanair Ltd. (FR)
	Austrian Airlines (OS)
	Air Dolomiti (EN)
	United Airlines (UA)
	British Airways P.L.C. (BA)
5 %	Tuifly Gmbh (TUI)
, ,0	Turkish Airlines (TK)
	Swiss - Swiss Intern. Air Lines (LX)
	Scandinavian Airlines System (SAS) (SK)
	Klm - Royal Dutch Airlines (KL)
	Air France (AF)
	Croatia Airlines (OU)
	Air Canada (AC)
%	Sunexpress (XQ)
%	Air China International Corporation (CA)
%	Aeroflot Russian Airlines (SU)
	Alitalia - Linee Aeree Italiane (AZ)
3%	Emirates (EK)
	other

Discrepancies due to rounding possible

# Alliances 2019

#### **Traffic shares**



Discrepancies due to rounding possible



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Traffic results for Fraport Group and other airports

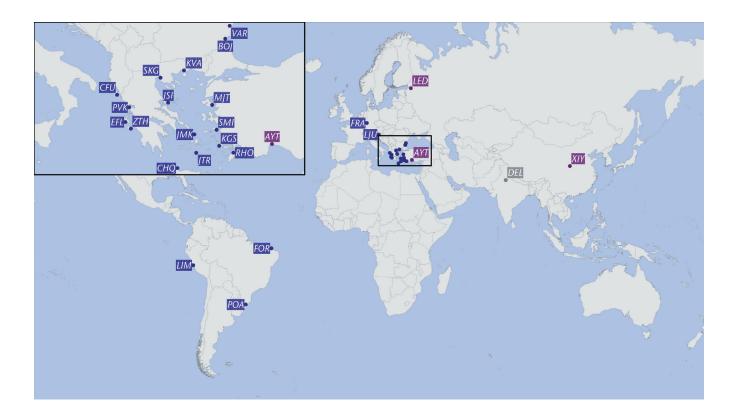
## VAR BOJ KVA SKG МJТ PVK EFL• ZTH SMI IMK KGS AYT RHO JTR XIY СНО FOR LIM POA

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

		Pa	ssengers <sup>2</sup>		Cargo <sup>3</sup>	Ма	ovements <sup>₄</sup>
Airport	s	YTD	Δ % <sup>1</sup>	YTD	Δ % <sup>1</sup>	YTD	Δ % <sup>1</sup>
FRA	Frankfurt	70,556,072	1.5	2,091,174	-3.9	513,912	0.4
LJU	Ljubljana	1,721,355	-5.0	11,365	-8.2	31,489	-11.3
LIM	Lima	23,622,146	6.8	271,326	-5.0	197,858	2.7
Fraport	Brasil						
FOR	Fortaleza	7,219,039	8.9	48,355	5.1	59,694	2.4
POA	Porto Alegre	8,298,515	-0.1	37,232	-6.8	77,709	-4.0
Fraport	Twin Star						
BOJ	Burgas	2,885,776	-12.0	4,747	-43.7	19,954	-14.3
VAR	Varna	2,084,319	-8.7	123	-9.3	15,468	-13.0
Fraport	Greece						
CFU	Kerkyra (Korfu)	3,275,897	-2.6	180	-1,9	25,312	-3.8
CHQ	Chania (Kreta)	2,983,542	-0.8	381	-16,1	20,502	4.6
EFL	Kefalonia	774,170	1.6	0	-38,0	7,355	2.6
KVA	Kavala	323,310	-20.6	99	3,9	3,465	-16.5
PVK	Aktio/Prevezka	625,790	7.2	0	>100	5,592	3.7
SKG	Thessaloniki	6,897,057	3.1	5.145	-5,5	55,738	0.9
ZTH	Zakynthos	1,810,427	0.5	4	-48,5	13,196	0.3
ЈМК	Mykonos	1,520,145	8.9	89	-4,5	18,801	8.8
JSI	Skiathos	446,219	1.9	0	0,0	4,179	0.5
JTR	Santorin (Thira)	2,300,408	2.0	170	-5,0	21,319	4.7
KGS	Kos	2,676,644	0.4	325	11,4	19,797	-2.6
MJT	Mytilini (Lesbos)	496,577	4.1	349	-9,2	6,571	6.7
RHO	Rhodos	5,542,567	-0.5	626	-19,1	37,468	-3.1
SMI	Samos	479,975	3.7	232	-13,6	6,274	1.1

<sup>1</sup>  $\Delta$  % = 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

		Pa	ssengers <sup>2</sup>		Cargo <sup>3</sup>	Ма	vements <sup>₄</sup>
Airport	5	YTD	Δ % <sup>1</sup>	YTD	Δ % <sup>1</sup>	YTD	Δ % <sup>1</sup>
AYT	Antalya	35,483,190	10.0	n.a.	n.a.	206,599	9.6
LED	St. Petersburg	19,581,262	8.1	n.a.	n.a.	168,572	1.9
XIY	Xi'an	47,220,745	5.7	381.869	22,2	345,106	4.6

 $^{\dagger}$   $\Delta$  % = 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		Pas	sengers
Position (Prev. year)	Airport	absolute	Δ % <sup>1</sup>
→ 1. (1.)	LHR - London	80,888,637	1.0
→ 2. (2.)	CDG - Paris	76,171,198	5.5
→ 3. (3.)	AMS - Amsterdam	71,706,999	0.9
→ 4. (4.)	FRA - Frankfurt	70,556,072	1.5
→ 5. (5.)	IST - Istanbul	68,507,910	0.5
→ 6. (6.)	MAD - Madrid	61,704,993	6.6
→ 7. (7.)	BCN - Barcelona	52,663,623	5.0
8. (10.)	SVO - Moscow	49,932,752	8.9
9. (8.)	MUC - Munich	47,942,348	3.7
10. (9.)	LGW - London	46,572,595	1.1

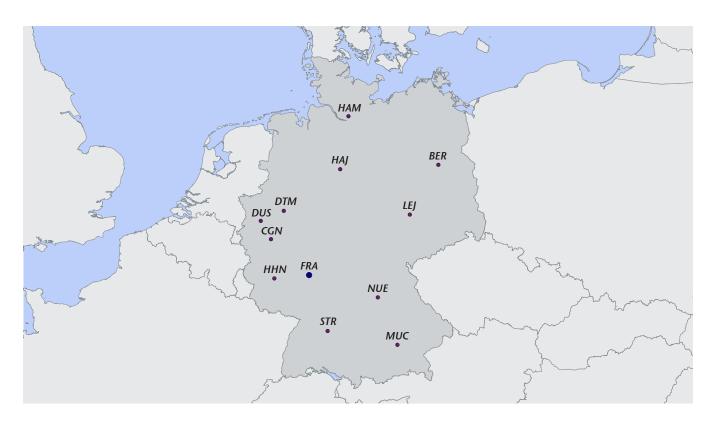
 $^{\dagger}$   $\Delta$  % = Rate of change against previous year, discrepancies due to rounding possible

Europe		Mov	ements
Position (Prev. year)	Airport	absolute	Δ % <sup>1</sup>
→ 1. (1.)	FRA - Frankfurt	502,634	0.3
<b>1</b> 2. (3.)	CDG - Paris	498,170	3.6
3. (2.)	AMS - Amsterdam	496,826	-0.5
→ 4. (4.)	LHR - London	475,861	0.0
→ 5. (5.)	IST - Istanbul	447,520	-0.2
→ 6. (6.)	MAD - Madrid	409,338	4.1
→ 7. (7.)	MUC - Munich	395,951	0.9
→ 8. (8.)	SVO - Moscow	379,140	8.4
→ <i>9. (9.)</i>	BCN - Barcelona	332,213	3.0
→ 10. (10.)	FCO - Rome	306,640	0.5

 $^{1}$   $\Delta$  % = Rate of change against previous year, discrepancies due to rounding possible

Europe		Airfreight in t	
Position (Prev. year)	Airport	absolute	Δ % <sup>1</sup>
→ 1. (1.)	FRA - Frankfurt	2,004,746	-3.9
→ 2. (2.)	CDG - Paris	1,902,870	-3.7
<b>1</b> 3. (4.)	LHR - London	1,587,382	-5.8
4. (3.)	AMS - Amsterdam	1,570,261	-8.2
→ 5. (5.)	IST - Istanbul	1,416,197	14.5
<b>6</b> . (7.)	LGG - Liège	902,047	3.5
7. (6.)	LUX - Luxemburg	853,354	-4.6
→ 8. (8.)	CGN - Cologne	799,219	-5.4
<b>1</b> 9. (11.)	MAD - Madrid	558,568	7.7
10. (9.)	MXP - Milano	544,977	-2.4

 $^{\dagger}$   $\Delta$  % = 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	70,456,630	1.5
→ 2. (2.)	MUC - Munich	47,905,796	3.6
→ 3. (3.)	BER - Berlin total	35,633,152	2.6
→ 4. (4.)	DUS - Dusseldorf	25,497,380	5.0
→ 5. (5.)	HAM - Hamburg	17,275,409	0.4
<b>6</b> . (7.)	STR – Stuttgart	12,703,685	7.7
7. (6.)	CGN - Köln/Bonn	12,354,398	-4.6
→ 8. (8.)	HAJ - Hanover	6,288,609	-0.3
→ <i>9. (9.)</i>	NUE - Nuremberg	4,100,575	-7.8
10. (12.)	DTM - Dortmund	2,719,566	19.1

 $^{*}$   $\Delta$  % = Rate of change against previous year, discrepancies due to rounding possible

Germany		Movements	
Position (Prev. year)	Airport	absolute	Δ % <sup>1</sup>
→ 1. (1.)	FRA - Frankfurt	513,912	0.4
→ 2. (2.)	MUC - Munich	417,138	0.9
→ 3. (3.)	BER - Berlin total	288,980	-1.5
→ 4. (4.)	DUS - Dusseldorf	225,934	3.3
→ 5. (5.)	HAM - Hamburg	155,217	-0.8
→ 6. (6.)	CGN - Cologne/Bonn	142,486	-1.2
→ <i>7. (7.)</i>	STR - Stuttgart	142,341	3.4
→ 8. (8.)	LEJ - Leipzig/Halle	78,980	-0.3
→ 9. (9.)	HAJ - Hannover	76,837	-2.4
→ 10. (10.)	NUE - Nuremberg	61,456	-7.0

 $^{1}$   $\Delta$  % = Rate of change against previous year, discrepancies due to rounding possible

Germany		Airfreight in t	
Position (Prev. year)	Airport	absolute	Δ % <sup>1</sup>
→ 1. (1.)	FRA - Frankfurt	2,128,475	-3.9
→ 2. (2.)	LEJ - Leipzig/Halle	1,238,343	1.4
→ 3. (3.)	CGN - Cologne/Bonn	814,573	-5.2
→ 4. (4.)	MUC - Munich	356,970	-4.9
→ 5. (6.)	HHN - Hahn	171,177	-4.6
→ 6. (5.)	DUS - Dusseldorf	66,047	-12.0
→ <i>7. (7.)</i>	BER _ Berlin total	38,300	-14.2
→ 8. (8.)	STR - Stuttgart	33,276	-9.0
→ <i>9. (9.)</i>	HAM - Hamburg	27,783	-17.0
→ 10. (10.)	HAJ - Hanover	19,570	11.5

 $^{\dagger}$   $\Delta$  % = Rate of change against previous year, discrepancies due to rounding possible

# Definitions

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#### **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, advertizing 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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