



*Frankfurt Airport  
Air Traffic Statistics 2020*



# Foreword

The annual report of Fraport AG's Market Research and Business Analytics Department provides an overview of trends in air traffic in 2020. 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 German Airports Association (ADV) and the Airports Council International, region Europe (ACI Europe).

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# Overall results 2020

## All traffic types

All traffic types	2020	Δ % <sup>1</sup>	Ø per day
Passengers (arr+dep+transit)	18,770,998	-73.4	51,287
Caro (t) (arr+dep+transit)	1,952,628	-8.3	5,335
Airfreight (t) (arr+dep+transit)	1,895,074	-7.2	5,178
Airmail (t) (arr+dep+transit)	57,554	-33.6	157
Aircraft movements (arr+dep)	212,235	-58.7	580
MTOW (t) (arr)	14,874,646	-53.3	40,641

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

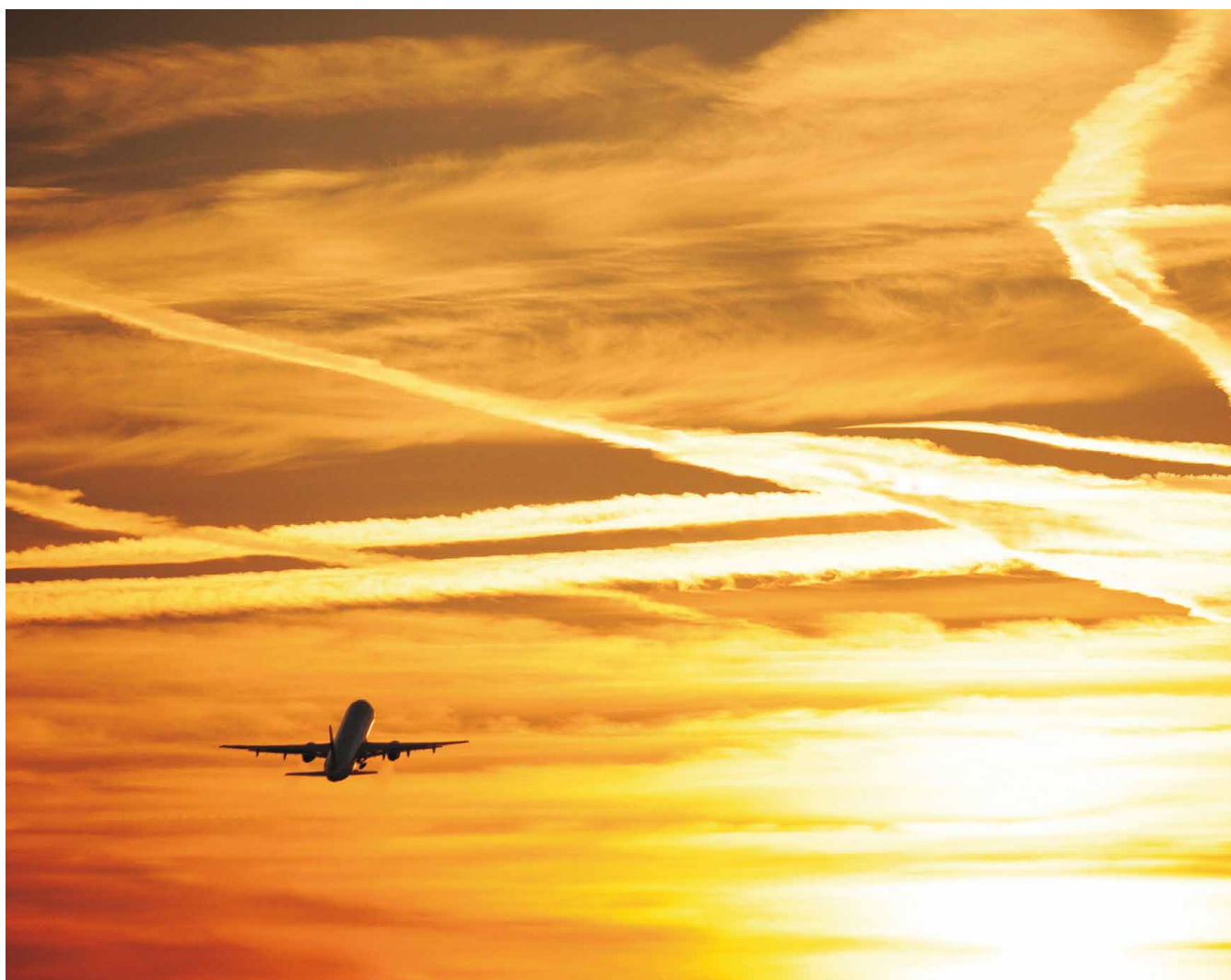
In 2020, the global diffusion of the new Coronavirus (COVID-19) had a major impact on air traffic.

Frankfurt Airport counted 18,770,998 passengers, this is a loss of 73.4 percentage compared to the previous year. The air cargo volume stayed considerably stable and

amounted to 1,952,628 tons. Altogether there were 212,235 movements and the arriving MTOW totals 14,874,646 tons.

If looking at an average day at Frankfurt Airport one sees a passenger count of approx. 51,200 passengers. On an average day there were 580 aircraft movements

(takeoffs and landings) at the airport. This means that an aircraft took off or landed at Frankfurt Airport every 1.9 Minutes (112 seconds) during the daily operation hours (18 hours).



## *Traffic trends*



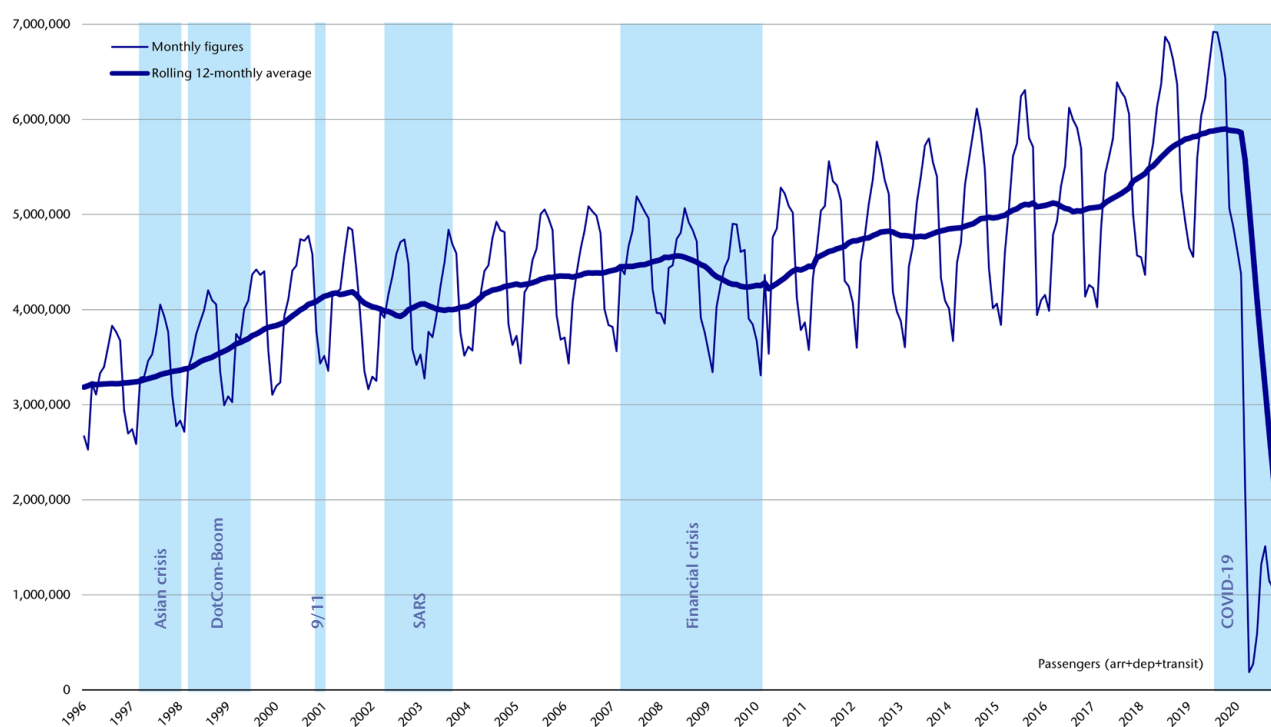
# Traffic trends since 1996

## Traffic trends

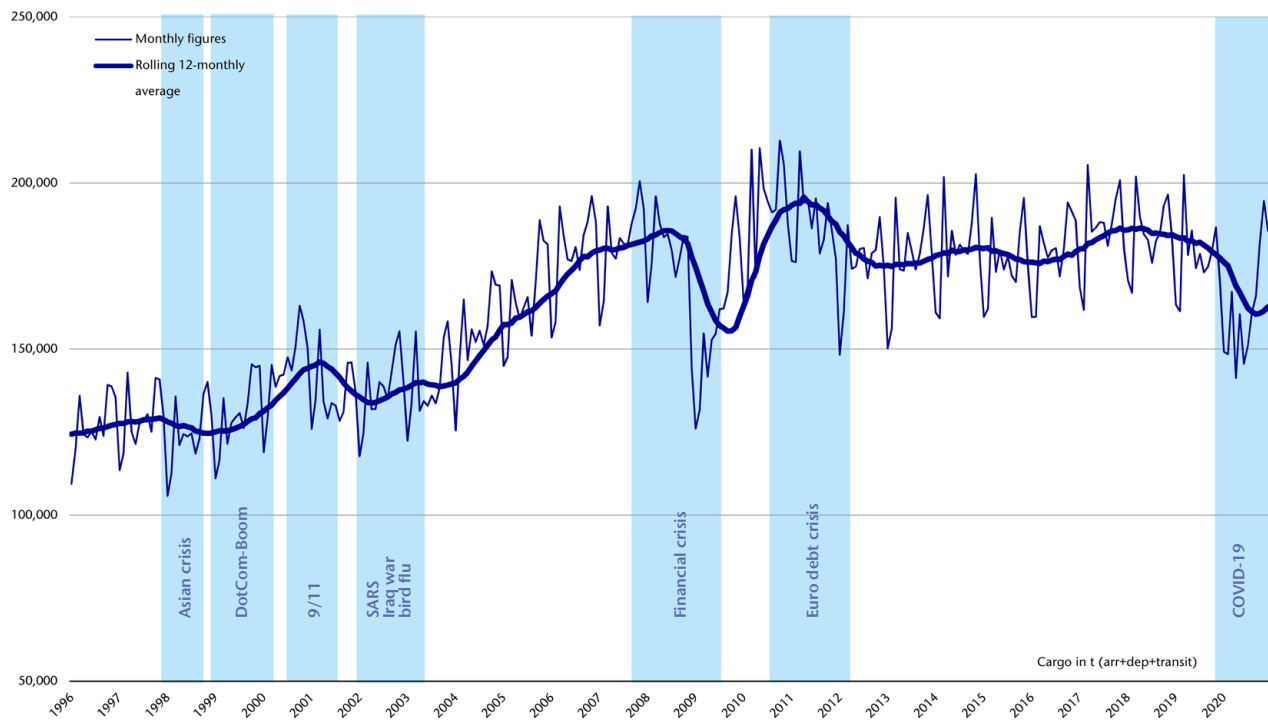
Year	Passengers <sup>2</sup>		Airfreight (t) <sup>2</sup>		Airmail (t) <sup>2</sup>		Traffic units <sup>3</sup>		AC movements <sup>3</sup>		MTOW (t) <sup>4</sup>	
	absolute	Δ % <sup>1</sup>	absolute	Δ % <sup>1</sup>	absolute	Δ % <sup>1</sup>	absolute	Δ % <sup>1</sup>	absolute	Δ % <sup>1</sup>	absolute	Δ % <sup>1</sup>
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
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

<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)

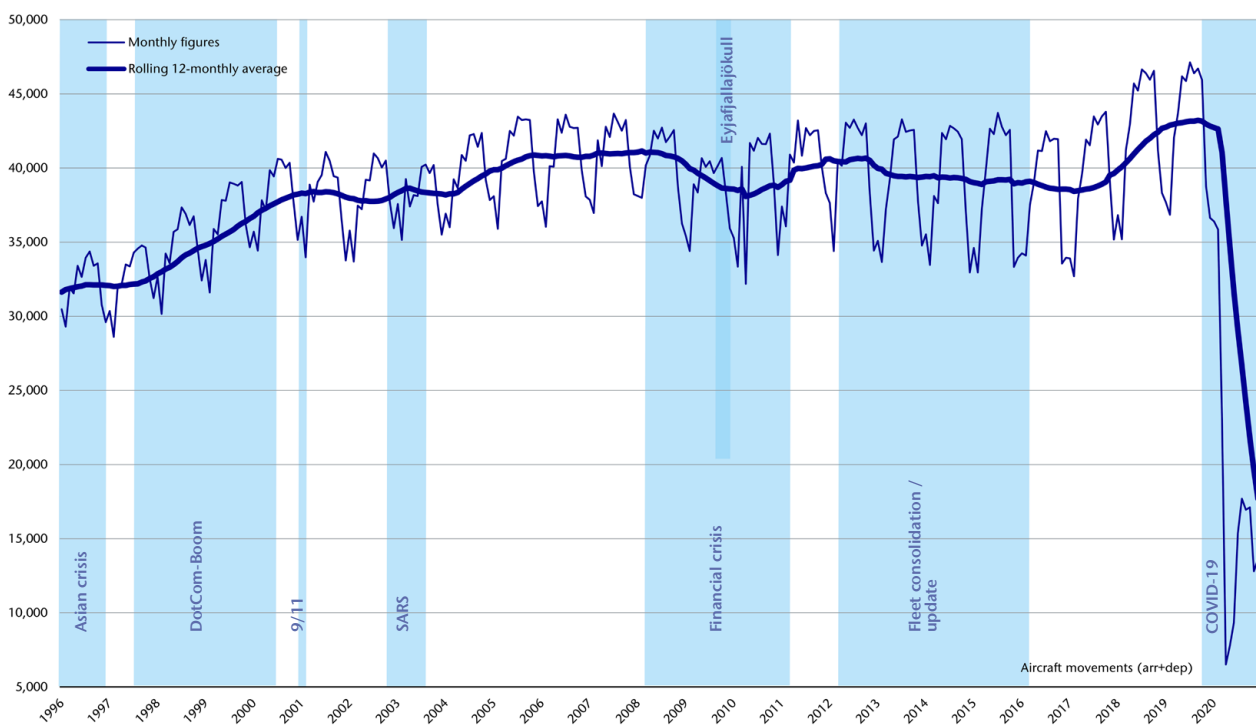
## Trends in passenger traffic



## Trends in cargo traffic



## Trends in aircraft movements



# *Passenger traffic 2020*



# Passenger traffic 2020

The COVID-19 pandemic had a major impact on the year 2020. The pandemic started early 2020 in China and soon spread to Europe. Compared to 2019, Frankfurt Airport lost about three-fourths of its passengers (-73.4 %). There were about 51.8 million fewer passengers in 2020. The total count was about 18.8 million in 2020. This was a dramatic decline of demand for air travel. Already at the start of the year there was a slight decline of demand for air travel due to a stuttering economy. At that time several airlines started to consolidate offered passenger services (flights).

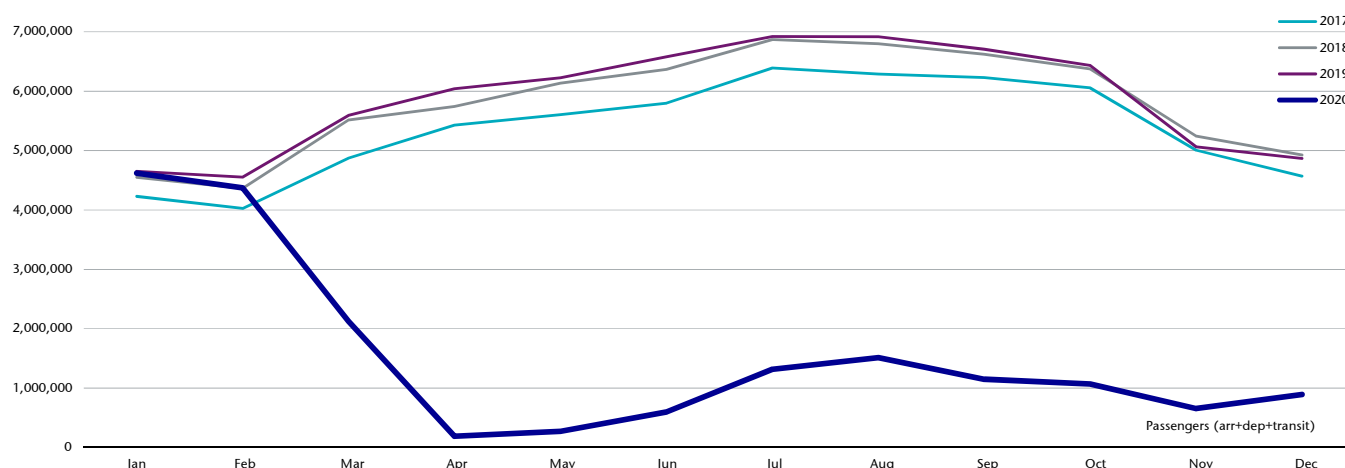
In February 2020, there were already first effects of the spreading COVID-19 virus. Despite an additional day (leap year) the passenger count dropped noticeably for the first time in three years. This was the

end of a continued growth phase. During March there were extensive travel restrictions which had an immediate negative impact on international air traffic. Something like this had never been experienced before. There were dramatic declines of the passenger count all over the world leading to extensive cancellations of flights in the months April thru June.

The German Federal government and travel organizers chartered aircraft to enable the return of citizens stuck in foreign countries. However, this had only a minute impact on overall air traffic which had practically come to a standstill. The daily passenger count was minus 95 % compared to the same period in 2019. In mid-June there was a slight increase of air travel after travel restrictions were lifted for

31 countries. The airlines slowly increased offered passenger services. Consequently, at the start of the summer vacation period there was a slight recovery phase for air travel within Europe.

With the increase of people infected by the COVID-19 virus and concurrent travel warnings the very slight recovery ended abruptly in September. At the beginning of November the second lockdown ensured that there would be no sustained recovery of demand for air travel. After four months the monthly passenger count fell below 1 million once again. There was slightly more demand for air travel due to the Christmas holidays. During this phase of extremely low demand for air travel there was a concentration of intercontinental air traffic in Frankfurt.



## General overview

Types of traffic	2020	Share in %	Δ absolute	Δ % <sup>1</sup>	2019	Share in %
<b>Total traffic<sup>2</sup></b>	<b>18,770,998</b>	<b>100.0</b>	<b>-51,789,989</b>	<b>-73.4</b>	<b>70,560,987</b>	<b>100.0</b>
Local Traffic <sup>3</sup>	18,745,327	99.9	-51,715,313	-73.4	70,460,640	99.9
Transit	25,671	0.1	-74,676	-74.4	100,347	0.1
Of which, in						
<b>Commercial traffic<sup>2</sup></b>	<b>18,768,601</b>	<b>100.0</b>	<b>-51,787,471</b>	<b>-73.4</b>	<b>70,556,072</b>	<b>100.0</b>
arr + dep	18,742,950	99.9	-51,713,680	-73.4	70,456,630	99.9
Transit	25,651	0.1	-73,791	-74.2	99,442	0.1
<b>Non-commercial traffic<sup>2</sup></b>	<b>2,397</b>	<b>0.0</b>	<b>-2,518</b>	<b>-51.2</b>	<b>4,915</b>	<b>0.0</b>
<b>Total traffic<sup>2</sup></b>	<b>18,745,327</b>	<b>99.9</b>	<b>-51,715,313</b>	<b>-73.4</b>	<b>70,460,640</b>	<b>99.9</b>
Of which, in						
International traffic <sup>3</sup>	16,838,906	89.7	-46,231,840	-73.3	63,070,746	89.4
Domestic traffic <sup>3</sup>	1,906,421	10.2	-5,483,473	-74.2	7,389,894	10.5

<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	4,620,966	-0.7	8,600	2.4	4,612,366	-0.7	2,378,831	-0.7	2,233,535	-0.6
February	4,372,562	-4.0	4,988	-32.6	4,367,574	-3.9	2,169,819	-3.6	2,197,755	-4.3
March	2,124,005	-62.0	1,741	-86.2	2,122,264	-62.0	1,175,971	-58.4	946,293	-65.6
<b>1st quarter</b>	<b>11,117,533</b>	<b>-24.9</b>	<b>15,329</b>	<b>-46.1</b>	<b>11,102,204</b>	<b>-24.8</b>	<b>5,724,621</b>	<b>-23.4</b>	<b>5,377,583</b>	<b>-26.3</b>
April	188,078	-96.9	559	-92.2	187,519	-96.9	118,187	-96.1	69,332	-97.7
May	272,826	-95.6	637	-92.6	272,189	-95.6	144,994	-95.4	127,195	-95.9
June	599,314	-90.9	325	-97.1	598,989	-90.9	297,988	-91.0	301,001	-90.7
<b>2nd quarter</b>	<b>1,060,218</b>	<b>-94.4</b>	<b>1,521</b>	<b>-94.4</b>	<b>1,058,697</b>	<b>-94.4</b>	<b>561,169</b>	<b>-94.1</b>	<b>497,528</b>	<b>-94.7</b>
July	1,318,502	-80.9	704	-93.5	1,317,798	-80.9	618,435	-81.6	699,363	-80.3
August	1,511,256	-78.2	848	-88.4	1,510,408	-78.1	786,938	-77.6	723,470	-78.7
September	1,148,130	-82.9	1,175	-83.5	1,146,955	-82.9	596,935	-82.4	550,020	-83.4
<b>3rd quarter</b>	<b>3,977,888</b>	<b>-80.6</b>	<b>2,727</b>	<b>-89.2</b>	<b>3,975,161</b>	<b>-80.6</b>	<b>2,002,308</b>	<b>-80.5</b>	<b>1,972,853</b>	<b>-80.8</b>
October	1,067,014	-83.4	1,469	-74.0	1,065,545	-83.4	547,070	-83.3	518,475	-83.5
November	656,420	-87.0	1,917	-69.5	654,503	-87.1	329,821	-87.2	324,682	-86.9
December	891,925	-81.7	2,708	-64.2	889,217	-81.7	414,428	-82.7	474,789	-80.8
<b>4th quarter</b>	<b>2,615,359</b>	<b>-84.0</b>	<b>6,094</b>	<b>-68.8</b>	<b>2,609,265</b>	<b>-84.0</b>	<b>1,291,319</b>	<b>-84.3</b>	<b>1,317,946</b>	<b>-83.7</b>
<b>Year</b>	<b>18,770,998</b>	<b>-73.4</b>	<b>25,671</b>	<b>-74.4</b>	<b>18,745,327</b>	<b>-73.4</b>	<b>9,579,417</b>	<b>-73.0</b>	<b>9,165,910</b>	<b>-73.8</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	4,620,966	-0.7	4,620,743	-0.7	8,600	2.4	4,612,143	-0.7	223	-5.1
February	4,372,562	-4.0	4,372,108	-4.0	4,981	-32.7	4,367,127	-3.9	454	59.3
March	2,124,005	-62.0	2,123,734	-62.0	1,741	-86.2	2,121,993	-62.0	271	39.7
<b>1st quarter</b>	<b>11,117,533</b>	<b>-24.9</b>	<b>11,116,585</b>	<b>-24.9</b>	<b>15,322</b>	<b>-46.1</b>	<b>11,101,263</b>	<b>-24.8</b>	<b>948</b>	<b>32.8</b>
April	188,078	-96.9	187,905	-96.9	559	-92.2	187,346	-96.9	173	-18.8
May	272,826	-95.6	272,701	-95.6	637	-92.6	272,064	-95.6	125	-53.4
June	599,314	-90.9	599,254	-90.9	325	-97.1	598,929	-90.9	60	-82.5
<b>2nd quarter</b>	<b>1,060,218</b>	<b>-94.4</b>	<b>1,059,860</b>	<b>-94.4</b>	<b>1,521</b>	<b>-94.4</b>	<b>1,058,339</b>	<b>-94.4</b>	<b>358</b>	<b>-56.6</b>
July	1,318,502	-80.9	1,318,185	-81.0	698	-93.6	1,317,487	-80.9	317	-41.3
August	1,511,256	-78.2	1,511,185	-78.2	846	-88.5	1,510,339	-78.1	71	-54.5
September	1,148,130	-82.9	1,147,880	-82.9	1,171	-81.3	1,146,709	-82.9	250	-82.5
<b>3rd quarter</b>	<b>3,977,888</b>	<b>-80.6</b>	<b>3,977,250</b>	<b>-80.6</b>	<b>2,715</b>	<b>-88.9</b>	<b>3,974,535</b>	<b>-80.6</b>	<b>638</b>	<b>-69.9</b>
October	1,067,014	-83.4	1,066,823	-83.4	1,468	-74.1	1,065,355	-83.4	191	-59.3
November	656,420	-87.0	656,289	-87.0	1,917	-69.5	654,372	-87.1	131	-66.9
December	891,925	-81.7	891,794	-81.7	2,708	-64.0	889,086	-81.7	131	-66.5
<b>4th quarter</b>	<b>2,615,359</b>	<b>-84.0</b>	<b>2,614,906</b>	<b>-84.0</b>	<b>6,093</b>	<b>-68.7</b>	<b>2,608,813</b>	<b>-84.0</b>	<b>453</b>	<b>-63.9</b>
<b>Year</b>	<b>18,770,998</b>	<b>-73.4</b>	<b>18,768,601</b>	<b>-73.4</b>	<b>25,651</b>	<b>-74.2</b>	<b>18,742,950</b>	<b>-73.4</b>	<b>2,397</b>	<b>-51.2</b>

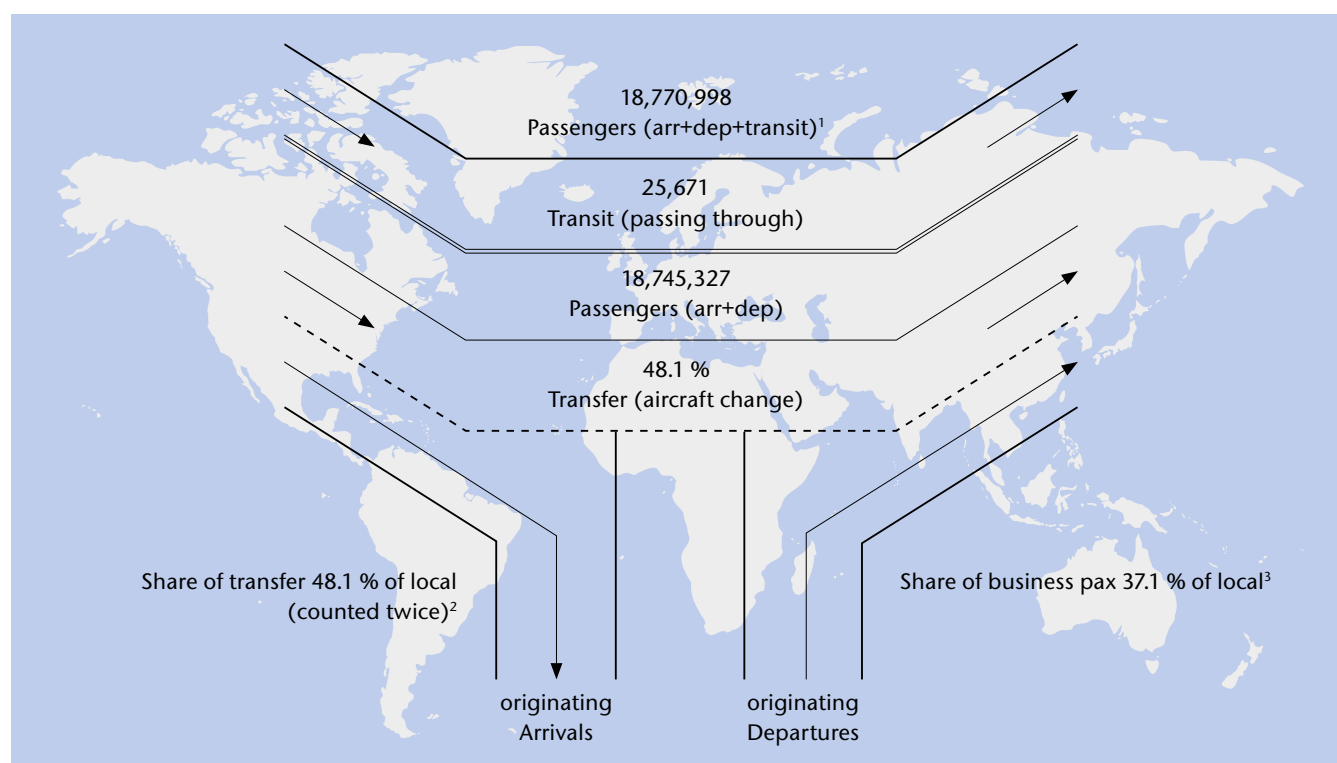
<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible

## 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	4,612,366	-0.7		242,795	-4.5	235,084	-3.5	477,879	-4.0	2,136,036	-0.3	1,998,451	-0.3	4,134,487	-0.3
February	4,367,574	-3.9		245,402	-10.8	235,588	-10.2	480,990	-10.5	1,924,417	-2.6	1,962,167	-3.5	3,886,584	-3.1
March	2,122,264	-62.0		110,237	-65.8	117,663	-63.3	227,900	-64.6	1,065,734	-57.4	828,630	-65.9	1,894,364	-61.6
1st quarter	11,102,204	-24.8		598,434	-29.8	588,335	-28.8	1,186,769	-29.3	5,126,187	-22.6	4,789,248	-26.0	9,915,435	-24.3
April	187,519	-96.9		6,648	-97.9	10,836	-96.5	17,484	-97.2	111,539	-95.9	58,496	-97.8	170,035	-96.9
May	272,189	-95.6		15,690	-95.3	19,751	-94.0	35,441	-94.7	129,304	-95.4	107,444	-96.1	236,748	-95.7
June	598,989	-90.9		33,115	-90.1	36,359	-88.9	69,474	-89.5	264,873	-91.1	264,642	-90.9	529,515	-91.0
2nd quarter	1,058,697	-94.4		55,453	-94.4	66,946	-93.1	122,399	-93.8	505,716	-94.0	430,582	-94.9	936,298	-94.4
July	1,317,798	-80.9		59,903	-81.9	62,059	-80.1	121,962	-81.0	558,532	-81.6	637,304	-80.3	1,195,836	-80.9
August	1,510,408	-78.1		60,272	-80.4	62,318	-78.7	122,590	-79.5	726,666	-77.3	661,152	-78.7	1,387,818	-78.0
September	1,146,955	-82.9		57,512	-83.6	58,412	-83.2	115,924	-83.4	539,423	-82.3	491,608	-83.4	1,031,031	-82.8
3rd quarter	3,975,161	-80.6		177,687	-82.0	182,789	-80.8	360,476	-81.4	1,824,621	-80.3	1,790,064	-80.8	3,614,685	-80.5
October	1,065,545	-83.4		51,654	-85.5	50,943	-84.6	102,597	-85.1	495,416	-83.0	467,532	-83.4	962,948	-83.2
November	654,503	-87.1		32,655	-89.0	28,806	-90.2	61,461	-89.6	297,166	-87.0	295,876	-86.5	593,042	-86.7
December	889,217	-81.7		40,168	-85.2	32,551	-87.6	72,719	-86.4	374,260	-82.3	442,238	-80.0	816,498	-81.1
4th quarter	2,609,265	-84.0		124,477	-86.5	112,300	-87.4	236,777	-86.9	1,166,842	-84.1	1,205,646	-83.3	2,372,488	-83.7
Year	18,745,327	-73.4		956,051	-74.5	950,370	-73.9	1,906,421	-74.2	8,623,366	-72.8	8,215,540	-73.8	16,838,906	-73.3

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

## Passenger flows at Frankfurt Airport 2020



<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> Continuous Passenger Survey Fraport Monitor Frankfurt (Jan - Mar 2020 and Aug - Dec 2020)

## Passenger traffic by region 2020

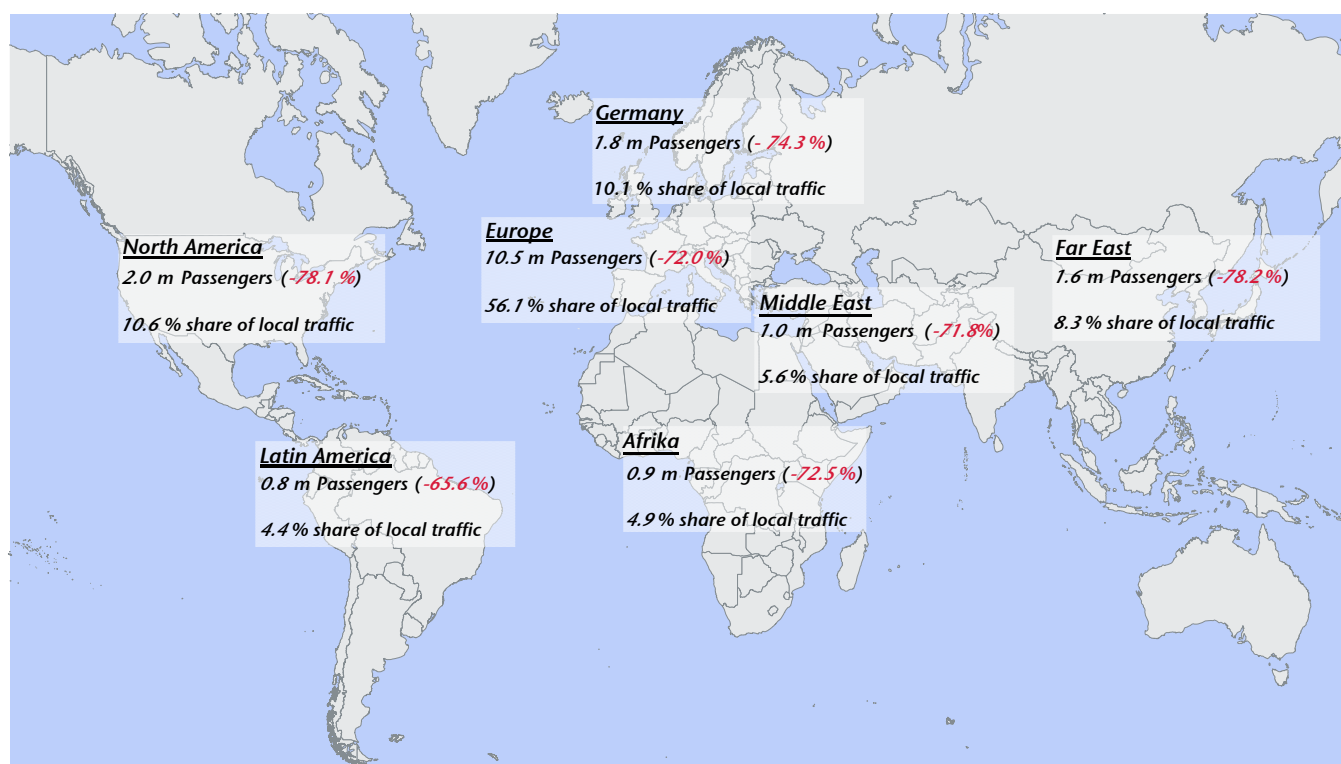
At the end of 2020 Frankfurt Airport counted only 18.8 million passengers. This was the amount of passengers recorded in 1984. This count of 18.8 million was far off from the number seen in 2019. All peaks were at the beginning of 2020. This was unusual. However, they were about 33 % lower than in 2019. In early 2020 the airlines started to reduce offered passenger services (flights). In addition, changed company travel guidelines effected low demand for domestic travel (-74.3 %). Domestic travel was practically at a standstill at the start of the crisis.

Only the primary connections to and from Berlin, Hamburg and Munich and some secondary routes were maintained. As a result of extensive concentration of intercontinental traffic in Frankfurt there was

more feeder traffic from Hamburg and Munich. European traffic (-72.0 %) had weak results during the year. However, open borders and vacation travel ensured substantial recovery.

At the end of 2020 the COVID-19 pandemic hit more and more European quite hard. Nonetheless, European traffic recorded the best results. Specific mention is made of Greece, Portugal, the Canary Islands and Turkey. They were able to maintain about 33 % of the traffic volume recorded in 2019. In addition to vacation travel, there was demand for ethnical travel. Thus, there was a noticeable increase of travel by the end of the year, specifically to and from South, Southeast and East Europe.

Intercontinental traffic fared best of all until the drastic decline of demand starting in February/March. After that intercontinental traffic fared worst of all among all regions until the start of the winter season. In contrast to continental traffic, the travel warnings were never really lifted. Only major connections were maintained. That is why during the winter season intercontinental traffic was concentrated in Frankfurt. Consequently, there was slightly more demand for travel to and from destinations outside Europe.



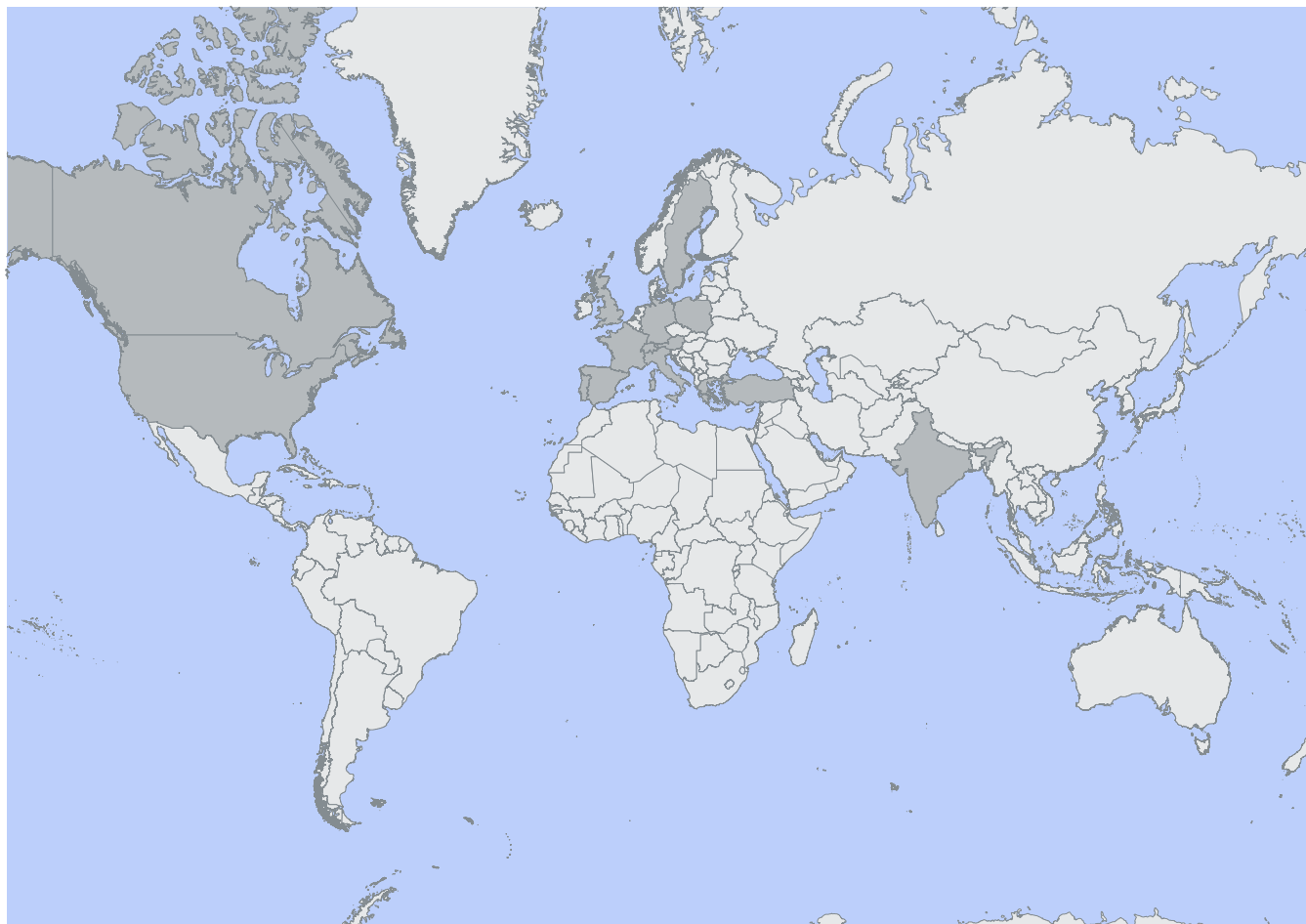
Other regions	2020 abs. in Mio. Pax*	Δ % <sup>1</sup>
Intercontinental	6.3	-75.3
Asia	2.6	-76.0

<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

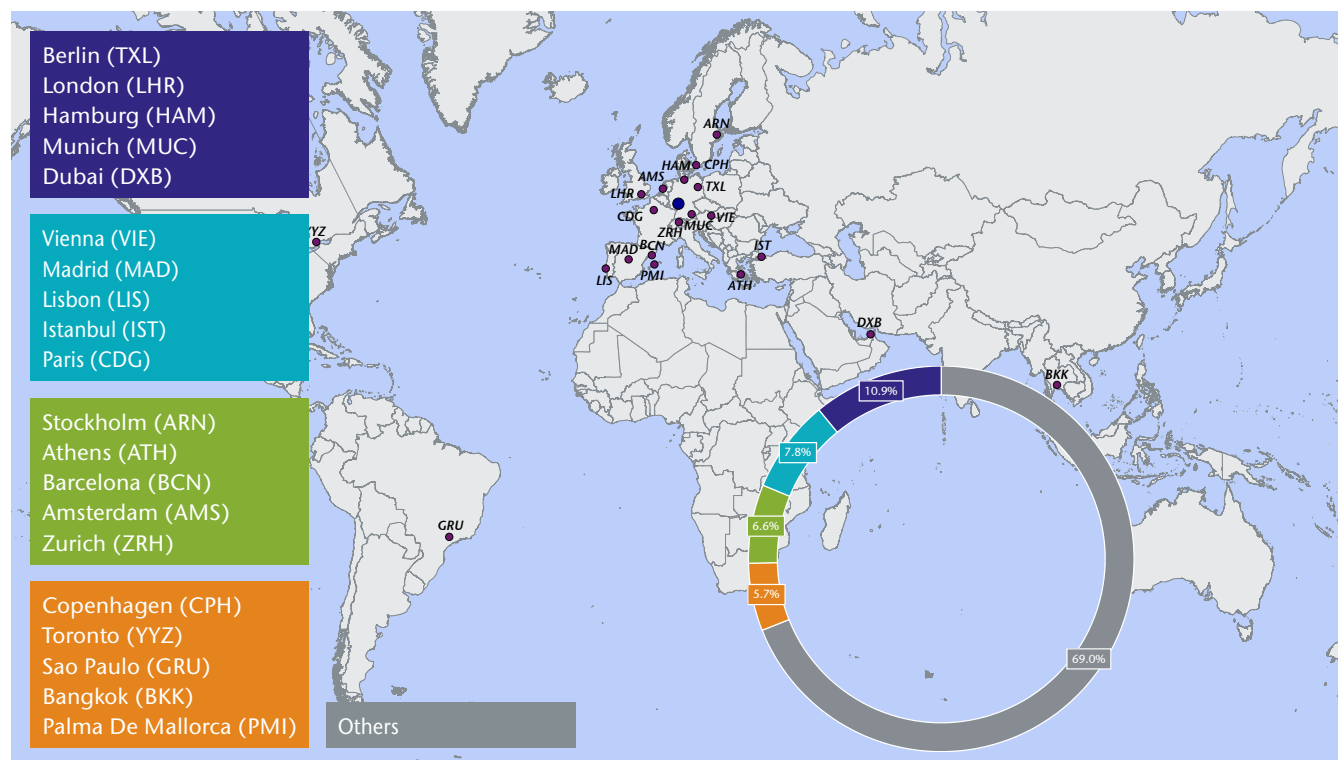


Position		Country	Pax (dep)	Δ % <sup>1</sup>	Shares of Total
Prev. Year					
↑	1. (2.)	Germany	910,742	-73.9	9.9%
↓	2. (1.)	USA	810,362	-79.1	8.8%
→	3. (3.)	Spain and Canary Islands	679,138	-74.8	7.4%
→	4. (4.)	Italy	452,919	-76.7	4.9%
→	5. (5.)	United Kingdom	390,626	-74.5	4.3%
↑	6. (7.)	Turkey	322,429	-66.7	3.5%
↑	7. (13.)	Greece	312,348	-58.4	3.4%
↑	8. (11.)	Portugal	291,683	-63.2	3.2%

Position		Country	Pax (dep)	Δ % <sup>1</sup>	Shares of Total
Prev. Year					
↓	9. (6.)	France	261,997	-75.8	2.9%
↓	10. (9.)	Austria	224,132	-74.6	2.4%
↓	11. (8.)	Canada	215,116	-75.8	2.3%
→	12. (12.)	Poland	204,080	-73.6	2.2%
↑	13. (16.)	Sweden	186,689	-65.4	2.0%
→	14. (14.)	India	179,678	-74.1	2.0%
→	15. (15.)	Switzerland	167,445	-70.2	1.8%
		Others	3,549,775	-73.2	38.8%
		Total	9,159,159	-73.8	100.0%

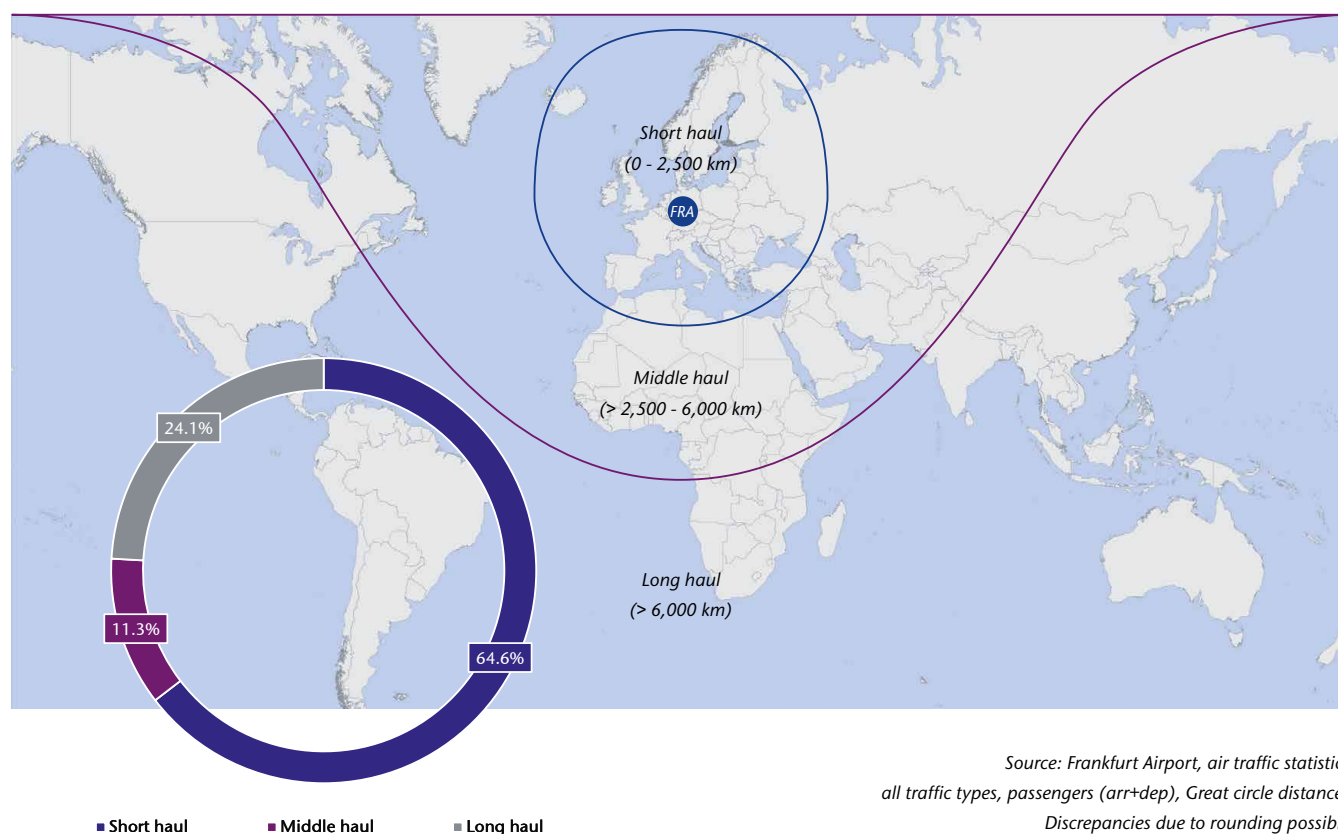
<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible  
Evaluation of final destination

## 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

# Cargo traffic 2020



# Cargo traffic 2020

In 2020 air cargo traffic was down by 8.3 % to about 1.95 million mt. Airfreight was down by 7.2 % and recorded a volume of approximately 1.9 million mt. Due to far less belly-load capacities airmail declined by about 33 % to slightly above 50,000 mt.

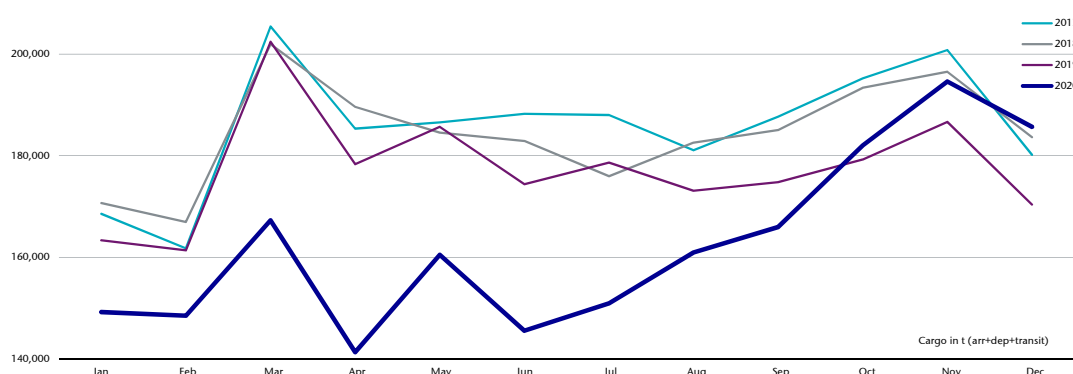
As the COVID-19 virus started to spread the declines regarding cargo movement were the highest during the second quarter of the year (-16.9 %). After that cargo traffic recovered again. During the fourth quarter of the year it even increased by 4.9 %. This was the first growth for a single quarter in almost three years. Cargo development in 2020 was additionally impaired by the lack of belly-load capacities otherwise available on passenger aircraft. That is why the economic early indicators for industry showed a plus in advance. Due to the huge reduction of the number of passenger aircraft flights the count of belly-load cargo was down by about 50 % during 2020. There was a decline of

82.1 % cargo on passenger aircraft during the second quarter of the year. During the third and fourth quarters the declines were not that heavy any longer. Due to far fewer passenger aircraft flights and higher demand to move cargo (mention is made of personal protection equipment) many passenger aircraft were used to solely fly cargo in addition to the already operating freighter aircraft.

The flown top commodities (protective masks, medical equipment, eCommerce products) enabled a "small-part" cargo structure. This means low weight and a high number of pieces. Consequently, handling time and expense increased above average due to a high share of "bulk freight" and additional operational limitations. At "Cargo City South" at Frankfurt Airport the handling agents working there were able to significantly increase the volume of air cargo handled in the year 2020. The rate system of the airlines changed from originally medium- and long-term

agreements with the shipping companies to a very short-term charter business. The lacking airfreight capacities and concurrent high demand effected freight rates to go way up. This resulted in the use of additional so-called "preighters" (passenger aircraft used for freight only). The peak of the use of "preighters" was in May 2020 with about 1,800 aircraft movements. There was less utilization during the summer months. However, utilization of "preighters" increased again during the fourth quarter of the year.

There were about 8,600 "preighter" flights in the year 2020. These flights transported a cargo volume of over 150,000 mt (8 % share). With the increase of passenger services (flights) being offered by the airlines the freight rates started to decline somewhat. By the end of the year they, however, started to climb again and were far above the rates seen in 2019.



## General overview (in t)

Types of traffic	Cargo				Freight				Mail				Cargo	
	2020	Δ abs.	Δ % <sup>1</sup> Share in %		2020	Δ abs.	Δ % <sup>1</sup> Share in %		2020	Δ abs.	Δ % <sup>1</sup> Share in %		2019 Share in %	
<b>Total traffic<sup>2</sup></b>	<b>1,952,628</b>	<b>-175,848</b>	<b>-8.3</b>	<b>100.0</b>	<b>1,895,074</b>	<b>-146,701</b>	<b>-7.2</b>	<b>100.0</b>	<b>57,554</b>	<b>-29,147</b>	<b>-33.6</b>	<b>100.0</b>	<b>2,128,476</b>	<b>100.0</b>
Local traffic <sup>3</sup>	1,914,285	-176,889	-8.5	98.0	1,856,965	-147,781	-7.4	98.0	57,320	-29,108	-33.7	99.6	2,091,174	98.2
Transit	38,343	1,041	2.8	2.0	38,109	1,080	2.9	2.0	234	-39	-14.3	0.4	37,301	1.8
Of which, in														
<b>Commercial traffic<sup>2</sup></b>	<b>1,952,591</b>	<b>-175,702</b>	<b>-8.3</b>	<b>100.0</b>	<b>1,895,038</b>	<b>-146,555</b>	<b>-7.2</b>	<b>100.0</b>	<b>57,554</b>	<b>-29,147</b>	<b>-33.6</b>	<b>100.0</b>	<b>2,128,294</b>	<b>100.0</b>
arr + dep	1,914,251	-176,743	-8.5	98.0	1,856,931	-147,635	-7.4	98.0	57,320	-29,108	-33.7	99.6	2,090,994	98.2
Transit	38,341	1,041	2.8	2.0	38,107	1,080	2.9	2.0	234	-39	-14.3	0.4	37,300	1.8
<b>Non-commercial traffic<sup>2</sup></b>	<b>35</b>	<b>-145</b>	<b>-80.6</b>	<b>0.0</b>	<b>35</b>	<b>-145</b>	<b>-80.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-72.0</b>	<b>0.0</b>	<b>180</b>	<b>0.0</b>
Local traffic <sup>3</sup>														
Of which, in														
International traffic <sup>3</sup>	1,875,553	-170,498	-8.3	98.0	1,818,748	-142,712	-7.3	97.9	56,805	-27,786	-32.8	99.1	2,046,051	97.8
Domestic traffic <sup>3</sup>	38,732	-6,391	-14.2	2.0	38,217	-5,069	-11.7	2.1	515	-1,322	-72.0	0.9	45,123	2.2

<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 (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	149,217	-8.6	2,571	37.8	146,645	-9.2	76,483	-7.4	70,162	-11.0
February	148,500	-8.0	2,395	-4.4	146,105	-8.0	66,518	-10.3	79,588	-6.1
March	167,279	-17.4	2,474	-34.1	164,806	-17.1	81,456	-17.3	83,350	-16.8
<b>1st quarter</b>	<b>464,996</b>	<b>-11.8</b>	<b>7,440</b>	<b>-8.4</b>	<b>457,556</b>	<b>-11.8</b>	<b>224,456</b>	<b>-12.1</b>	<b>233,100</b>	<b>-11.6</b>
April	141,337	-20.7	3,272	-5.1	138,065	-21.1	70,854	-20.6	67,211	-21.5
May	160,502	-13.6	3,122	-9.9	157,380	-13.6	83,702	-5.8	73,678	-21.1
June	145,562	-16.5	3,651	23.8	141,911	-17.2	70,620	-17.4	71,291	-17.1
<b>2st quarter</b>	<b>447,400</b>	<b>-16.9</b>	<b>10,045</b>	<b>1.9</b>	<b>437,355</b>	<b>-17.3</b>	<b>225,175</b>	<b>-14.6</b>	<b>212,180</b>	<b>-19.9</b>
July	150,959	-15.5	3,941	19.7	147,018	-16.2	73,545	-12.2	73,473	-19.8
August	160,937	-7.0	3,724	13.9	157,213	-7.4	78,176	-4.5	79,038	-10.2
September	165,967	-5.0	3,409	3.1	162,558	-5.2	81,850	-1.6	80,708	-8.6
<b>3rd quarter</b>	<b>477,864</b>	<b>-9.2</b>	<b>11,074</b>	<b>12.2</b>	<b>466,790</b>	<b>-9.7</b>	<b>233,571</b>	<b>-6.1</b>	<b>233,218</b>	<b>-12.9</b>
October	182,061	1.6	3,359	-8.0	178,702	1.8	87,031	0.9	91,671	2.6
November	194,619	4.3	3,306	6.4	191,314	4.2	95,458	6.2	95,856	2.3
December	185,687	9.0	3,119	15.9	182,568	8.9	89,276	10.9	93,292	7.0
<b>4th quarter</b>	<b>562,368</b>	<b>4.9</b>	<b>9,784</b>	<b>3.5</b>	<b>552,584</b>	<b>4.9</b>	<b>271,765</b>	<b>5.9</b>	<b>280,819</b>	<b>3.9</b>
<b>Year</b>	<b>1,952,628</b>	<b>-8.3</b>	<b>38,342</b>	<b>2.8</b>	<b>1,914,285</b>	<b>-8.5</b>	<b>954,967</b>	<b>-6.8</b>	<b>959,318</b>	<b>-10.1</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		Total		International		Total	
	(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>
January	146,645	-9.2	1,860	-22.3	1,294	-10.7	3,154	-17.9	74,623	-6.9	68,869	-11.1
February	146,105	-8.0	1,859	-18.3	1,159	-14.1	3,018	-16.8	64,659	-10.0	78,429	-5.9
March	164,806	-17.1	2,084	-30.2	1,205	-25.5	3,289	-28.6	79,372	-16.9	82,145	-16.7
<b>1st quarter</b>	<b>457,556</b>	<b>-11.8</b>	<b>5,803</b>	<b>-24.2</b>	<b>3,658</b>	<b>-17.2</b>	<b>9,461</b>	<b>-21.6</b>	<b>218,654</b>	<b>-11.7</b>	<b>229,443</b>	<b>-11.5</b>
April	138,065	-21.1	1,901	-23.5	959	-29.9	2,860	-25.8	68,953	-20.5	66,252	-21.4
May	157,380	-13.6	1,838	-25.1	1,005	-32.3	2,843	-27.8	81,864	-5.3	72,673	-20.9
June	141,911	-17.2	2,124	-7.7	1,262	-6.1	3,386	-7.1	68,495	-17.7	70,029	-17.2
<b>2nd quarter</b>	<b>437,355</b>	<b>-17.3</b>	<b>5,863</b>	<b>-19.0</b>	<b>3,226</b>	<b>-23.1</b>	<b>9,089</b>	<b>-20.5</b>	<b>219,312</b>	<b>-14.5</b>	<b>208,954</b>	<b>-19.9</b>
July	147,018	-16.2	2,092	-13.1	1,229	-12.7	3,321	-13.0	71,453	-12.2	72,244	-19.9
August	157,213	-7.4	1,996	-11.0	1,241	-8.9	3,237	-10.2	76,180	-4.3	77,796	-10.2
September	162,558	-5.2	2,028	8.1	1,216	-19.7	3,244	-4.3	79,822	-1.9	79,492	-8.4
<b>3rd quarter</b>	<b>466,790</b>	<b>-9.7</b>	<b>6,116</b>	<b>-6.3</b>	<b>3,686</b>	<b>-14.0</b>	<b>9,802</b>	<b>-9.3</b>	<b>227,455</b>	<b>-6.1</b>	<b>229,532</b>	<b>-12.9</b>
October	178,702	1.8	2,222	1.5	1,107	-27.8	3,329	-10.6	84,809	0.9	90,564	3.1
November	191,314	4.2	1,918	-20.0	1,306	-5.2	3,224	-14.6	93,540	6.9	94,550	2.4
December	182,568	8.9	2,265	19.3	1,563	11.1	3,828	15.8	87,011	10.7	91,729	6.9
<b>4th quarter</b>	<b>552,584</b>	<b>4.9</b>	<b>6,405</b>	<b>-1.2</b>	<b>3,976</b>	<b>-7.9</b>	<b>10,381</b>	<b>-3.9</b>	<b>265,360</b>	<b>6.1</b>	<b>276,843</b>	<b>4.1</b>
<b>Year</b>	<b>1,914,285</b>	<b>-8.5</b>	<b>24,187</b>	<b>-13.3</b>	<b>14,546</b>	<b>-15.5</b>	<b>38,733</b>	<b>-14.2</b>	<b>930,781</b>	<b>-6.6</b>	<b>944,772</b>	<b>-10.0</b>

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

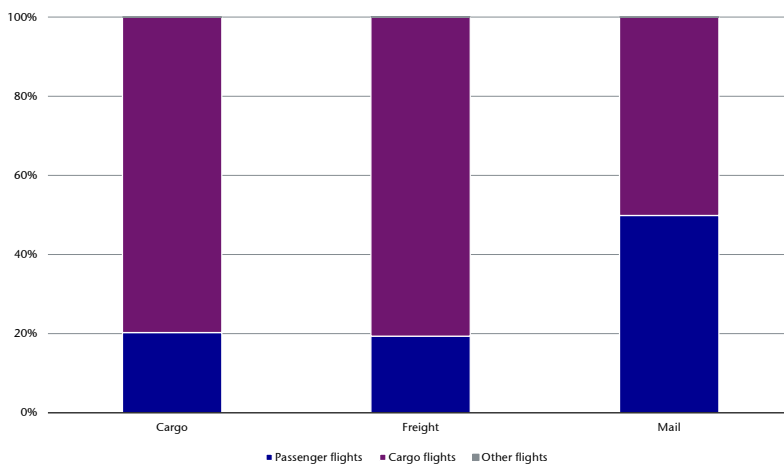
## Cargo volumes on passenger/cargo aircraft by month and quarter (in t)

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	149,213	-8.6	88,048	-12.7	59.0	61,165	-2.0	41.0
February	148,497	-8.0	86,093	-11.6	58.0	62,404	-2.4	42.0
March	167,272	-17.4	121,901	-5.5	72.9	45,371	-38.2	27.1
<b>1st quarter</b>	<b>464,982</b>	<b>-11.8</b>	<b>296,042</b>	<b>-9.6</b>	<b>63.7</b>	<b>168,940</b>	<b>-15.4</b>	<b>36.3</b>
April	141,332	-20.8	131,668	18.2	93.2	9,664	-85.6	6.8
May	160,502	-13.6	149,600	27.9	93.2	10,902	-84.1	6.8
June	145,562	-16.5	130,193	20.8	89.4	15,369	-76.9	10.6
<b>2nd quarter</b>	<b>447,396</b>	<b>-16.9</b>	<b>411,461</b>	<b>22.4</b>	<b>92.0</b>	<b>35,935</b>	<b>-82.2</b>	<b>8.0</b>
July	150,953	-15.5	128,564	18.1	85.2	22,389	-67.9	14.8
August	160,930	-7.0	131,708	25.4	81.8	29,223	-57.1	18.2
September	165,967	-5.0	134,480	27.2	81.0	31,486	-54.4	19.0
<b>3rd quarter</b>	<b>477,850</b>	<b>-9.2</b>	<b>394,752</b>	<b>23.5</b>	<b>82.6</b>	<b>83,098</b>	<b>-59.8</b>	<b>17.4</b>
October	182,058	1.6	146,765	37.6	80.6	35,293	-51.3	19.4
November	194,619	4.3	158,626	35.8	81.5	35,993	-48.5	18.5
December	185,686	9.0	149,757	44.8	80.7	35,929	-46.3	19.3
<b>4th quarter</b>	<b>562,363</b>	<b>4.9</b>	<b>455,148</b>	<b>39.2</b>	<b>80.9</b>	<b>107,215</b>	<b>-48.8</b>	<b>19.1</b>
<b>Year</b>	<b>1,952,591</b>	<b>-8.3</b>	<b>1,557,403</b>	<b>18.9</b>	<b>79.8</b>	<b>395,188</b>	<b>-51.7</b>	<b>20.2</b>

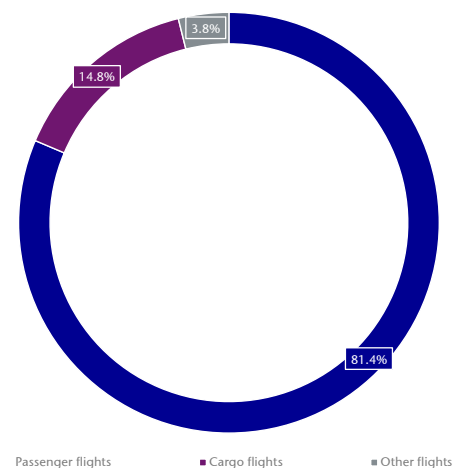
<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible

## 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

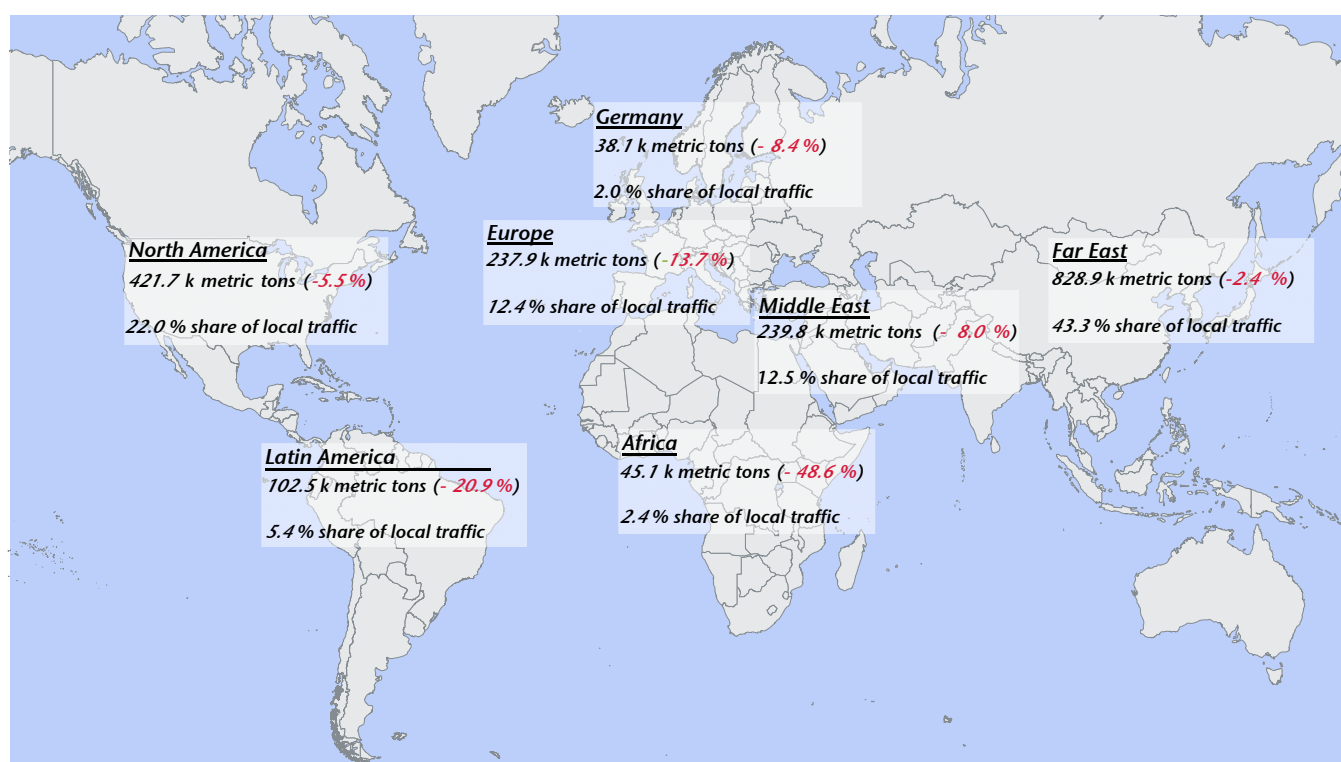
## Cargo traffic by region 2020

Since the number of passenger aircraft flights almost came to a standstill and more freighter aircraft had to be deployed, the freighter aircraft share was its highest in May (93.5 %). For the entire year of 2020 this results in a new peak value of 80.7 %. The general export weakness, as result of the spreading of the COVID-19 virus, is also to be seen by the amount of outbound cargo. It declined by 8.8 %

whereas inbound was only down by 5.9 %. The ratio between outbound and inbound cargo tonnage was balanced.

In the year 2020 the markets with a high share of perishables, such as Latin America (-20.9 %) and Africa (-48.6 %), experienced high declines. The Far East market fared better due to the additional air cargo demand for personal protection equip-

ment and high-tech products (tablets/notebooks). Here the decline was only 2.4 %. Direct traffic with South Korea was up significantly (+21.2 %). China (-2.1 %) and Hong Kong (-3.3 %) experienced a less setback than all other traffic.



Other regions	2020 abs. in thousands t*	Δ % <sup>1</sup>
Intercontinental	1,638	-7.6
Asia	1,069	-3.7

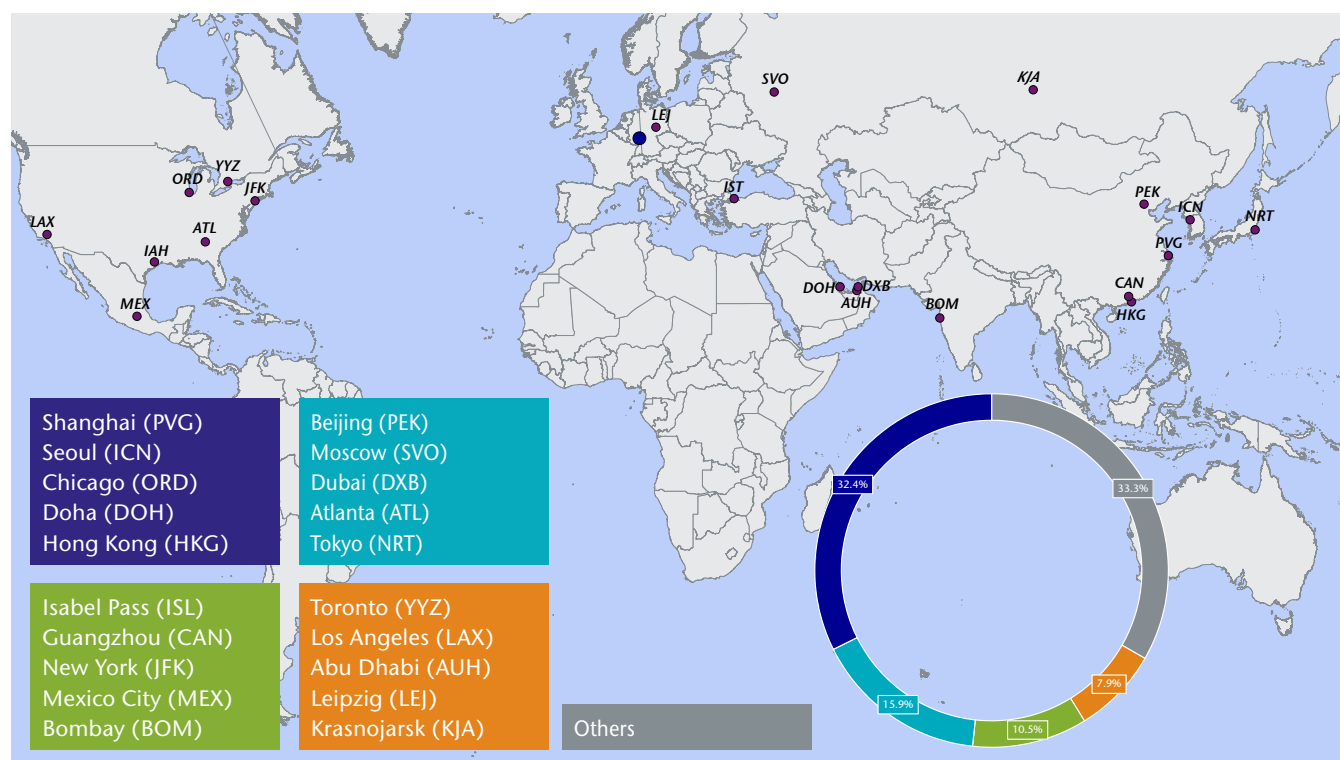
Europe excl. Domestic

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

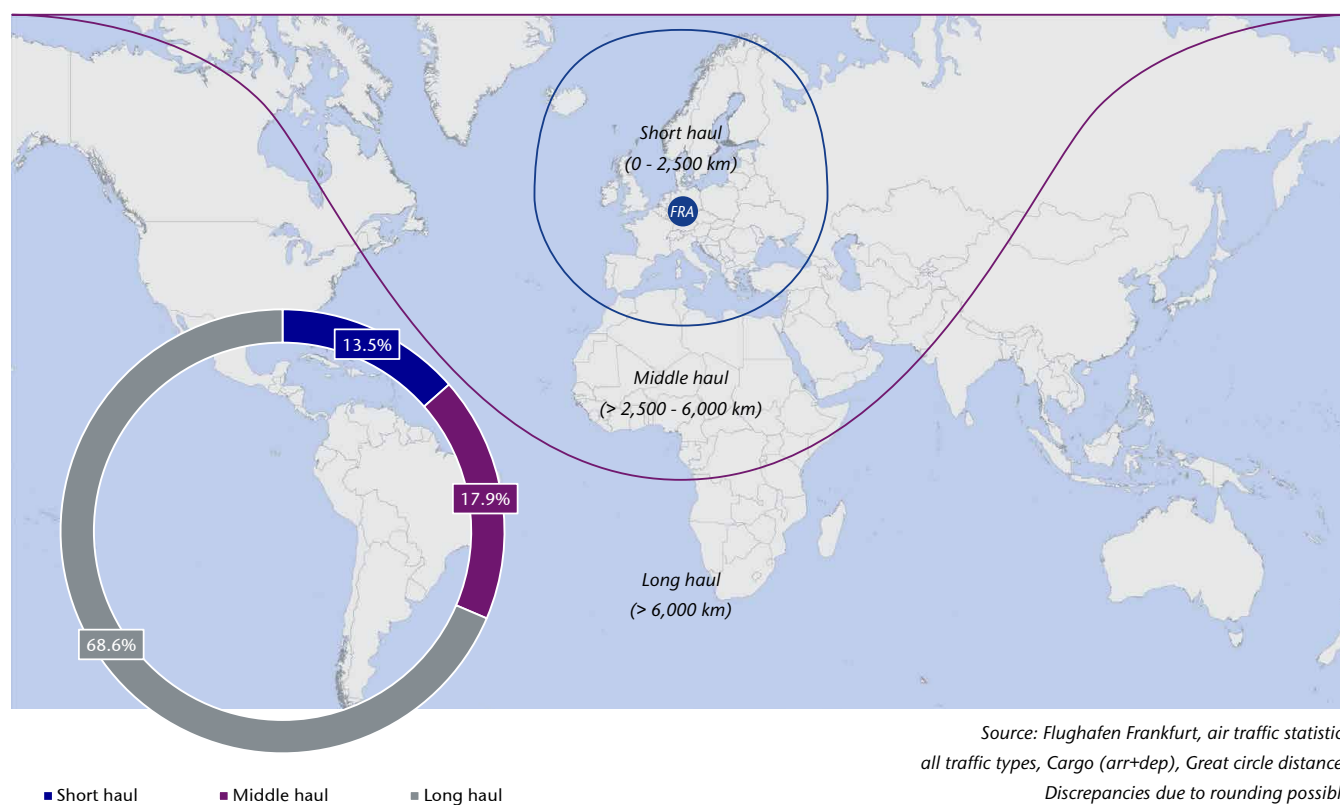
## Shares of top 20 destinations in traffic of local origin



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

*Aircraft movements/  
MTOWs 2020*



## Aircraft movements/MTOWs 2020

After three years of very steady increase the count of aircraft movements at Frankfurt Airport declined drastically as result of the COVID-19 pandemic. After a record number in 2019 there were only 212,235 aircraft movements at this airport in 2020. The decline rate is 58.7 % compared to the year 2019. Passenger aircraft flights were down by 64.1 % to 172,721 aircraft movements. Freightier aircraft traffic increased by 42.6 % to 31,302 aircraft movements.

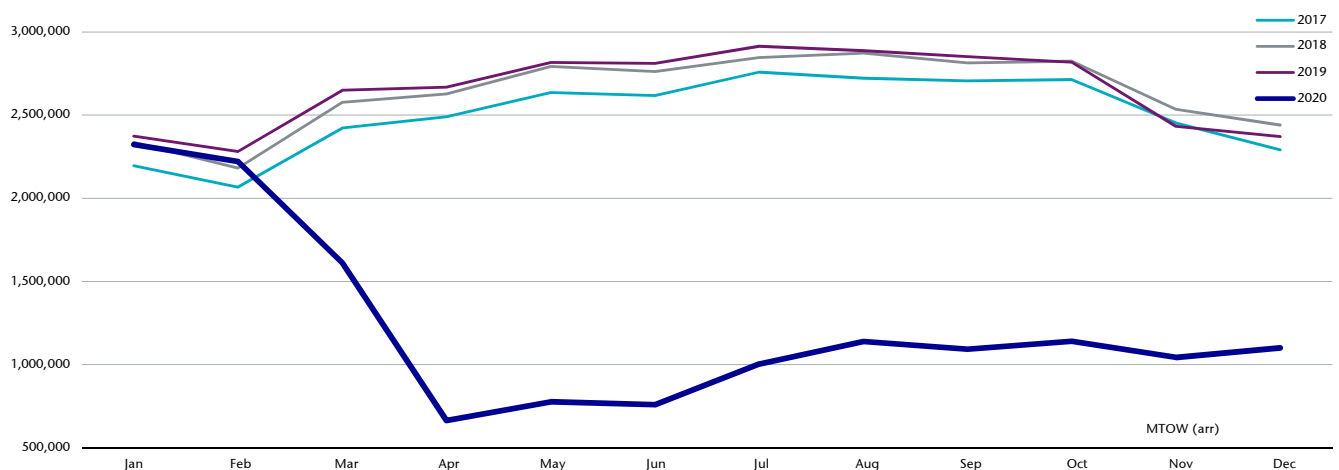
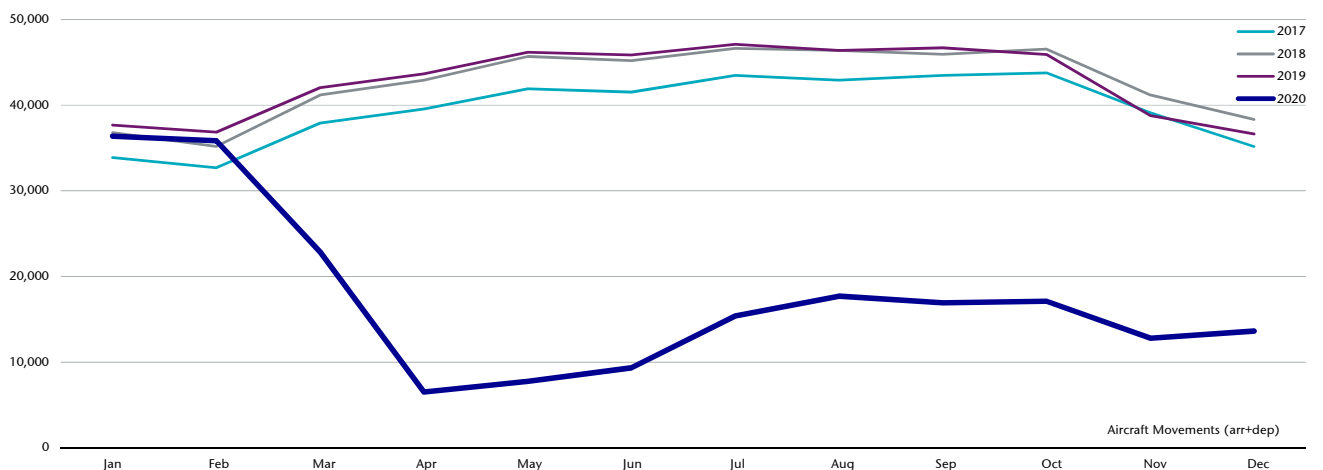
At the beginning of the year air traffic was hardly affected by the COVID-19 crisis. However, in February/March it soon came to an almost complete standstill as result of the travel warnings. Summer travel effected a very slight recovery. Nonetheless, aircraft movements were 40 % below the count recorded in 2019. In the fall of 2019

the COVID-19 infection rates increased once again and this resulted in fewer passenger services (flights) being offered. December was somewhat better due to the Christmas holidays. All in all, the aircraft movement count in 2020 was comparable to the count back in 1976.

MTOWs were down by 53.3 % to about 14.9 million tons. This corresponds to the count in 1987. Due to the increased share of freighter aircraft flights in 2020 (approx. 15 %) the MTOWs were significantly affected by the pandemic at a below proportional rate. In May 2020 the share of freighter aircraft flights even reached a share of almost 50 %. For the first time there were more freighter than passenger aircraft flights. In April the average MTOW per aircraft landing reached a new historic

peak of 204.4 t. Overall in 2020 the count in 2020 climbed by 13 % to 140.2 t.

During the COVID-19 pandemic the utilization of seats on passenger aircraft declined greatly. In January and February the seat load factors were still above 70 %. In April and May this was down to just slightly above 20 %. In June, July and August the seat load factor was around 60 %. In September it dropped below the 50 % level again. Overall, in 2020 the seat load factor was 58.4 % and 20 percentage points below the count in 2019. The same applies for the quotient passengers per passenger aircraft movement. The count was 108.6 in 2020 and 38.2 % below the level in the year 2019.



## Aircraft movements and MTOW

Starting mid-February the number of flights to and from other German airports declined drastically (-67.0 %) due to the COVID-19 pandemic. There was more or less only traffic with Berlin, Hamburg and Munich. There was less decline connected to Munich over against other airports. European traffic was down by 63.4 %. All countries were affected by heavy declines. The highest declines of offered passenger services were connected to Italy and Spain. The destinations Canary Islands, Greece, Croatia and Portugal still fared best of all.

In 2020 there were 63.9 % fewer intercontinental passenger flights. Due to the COVID-19 pandemic the number of offered passenger services (flights) was reduced and then mostly completely discontinued. There were a few additional aircraft mo-

vements in March and April as the German government booked charter flights to pick up Germans stranded in faraway countries. Most all airlines started operations again in the summer of 2020. Intercontinental traffic stabilized at a very low level and increased slightly from month to month. The main reason for this was the concentration of intercontinental flights in Frankfurt.

Since many flight frequencies to and from China were already discontinued at the end of January it is obvious that China recorded the highest decline (-82 %). Things were far better for Qatar and the United Arab Emirates. The offer connected to Asia was down by 64.6 %. The count of offered services (flights) to and from North America fell by 62.3 %. Latin America dropped by 59.8 %. In 2020 the offered services

(flights) to and from Africa were reduced by 67.1 %. Most flights were connected to Egypt and the fewest number of flights were connected to Ethiopia.

Cargo traffic was far less affected by the COVID-19 pandemic over against passenger traffic. In order to make up for the missing belly-load capacities and to serve demand, there were about 8,600 "preighter" (passenger aircraft used for freight only) flights in 2020. The freighter flight offer was 42.6 % higher than in 2019. The freighter aircraft movements connected to Europe were up by 8.6 % compared to 2019 whereas the cargo offer connected to other continents increased by a significant 60.5 %.

Types of traffic	2020	Share in %	Δ absolute	Δ % <sup>1</sup>	2019	Share in %
<b>Total traffic (arr+dep)</b>	<b>212,235</b>	<b>100.0</b>	<b>-301,677</b>	<b>-58.7</b>	<b>513,912</b>	<b>100.0</b>
Of which, in						
Commercial traffic (arr+dep)	207,003	97.5	-300,517	-59.2	507,520	98.8
Non-commercial traffic	5,232	2.5	-1,160	-18.1	6,392	1.2
Of which, in						
International traffic (arr+dep)	185,103	87.2	-254,082	-57.9	439,185	85.5
Domestic traffic (arr+dep)	27,132	12.8	-47,595	-63.7	74,727	14.5

<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	36,391	-3.4	35,938	-3.4	453	-6.8
February	35,857	-2.7	35,319	-2.9	538	11.9
March	22,838	-45.7	22,085	-46.8	753	45.1
<b>1st quarter</b>	<b>95,086</b>	<b>-18.4</b>	<b>93,342</b>	<b>-18.9</b>	<b>1,744</b>	<b>17.4</b>
April	6,512	-85.1	6,148	-85.8	364	-27.6
May	7,764	-83.2	7,375	-83.8	389	-35.7
June	9,331	-79.7	8,958	-80.2	373	-31.6
<b>2nd quarter</b>	<b>23,607</b>	<b>-82.6</b>	<b>22,481</b>	<b>-83.2</b>	<b>1,126</b>	<b>-31.9</b>
July	15,372	-67.4	14,947	-67.9	425	-19.4
August	17,695	-61.9	17,384	-62.1	311	-34.5
September	16,940	-63.7	16,544	-64.1	396	-35.7
<b>3rd quarter</b>	<b>50,007</b>	<b>-64.3</b>	<b>48,875</b>	<b>-64.7</b>	<b>1,132</b>	<b>-30.0</b>
October	17,105	-62.8	16,695	-63.2	410	-32.5
November	12,803	-67.0	12,429	-67.5	374	-34.4
December	13,627	-62.8	13,181	-63.6	446	-2.6
<b>4th quarter</b>	<b>43,535</b>	<b>-64.1</b>	<b>42,305</b>	<b>-64.7</b>	<b>1,230</b>	<b>-24.8</b>
<b>Year</b>	<b>212,235</b>	<b>-58.7</b>	<b>207,003</b>	<b>-59.2</b>	<b>5,232</b>	<b>-18.1</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	36,391	-3.4	18,146	-3.4	18,245	-3.4
February	35,857	-2.7	17,930	-2.6	17,927	-2.7
March	22,838	-45.7	11,443	-45.6	11,395	-45.8
<b>1st quarter</b>	<b>95,086</b>	<b>-18.4</b>	<b>47,519</b>	<b>-18.4</b>	<b>47,567</b>	<b>-18.5</b>
April	6,512	-85.1	3,248	-85.1	3,264	-85.0
May	7,764	-83.2	3,888	-83.2	3,876	-83.2
June	9,331	-79.7	4,664	-79.7	4,667	-79.7
<b>2nd quarter</b>	<b>23,607</b>	<b>-82.6</b>	<b>11,800</b>	<b>-82.6</b>	<b>11,807</b>	<b>-82.6</b>
July	15,372	-67.4	7,671	-67.4	7,701	-67.3
August	17,695	-61.9	8,849	-61.9	8,846	-61.9
September	16,940	-63.7	8,466	-63.8	8,474	-63.7
<b>3rd quarter</b>	<b>50,007</b>	<b>-64.3</b>	<b>24,986</b>	<b>-64.4</b>	<b>25,021</b>	<b>-64.3</b>
October	17,105	-62.8	8,549	-62.8	8,556	-62.7
November	12,803	-67.0	6,398	-67.0	6,405	-67.0
December	13,627	-62.8	6,832	-62.8	6,795	-62.8
<b>4th quarter</b>	<b>43,535</b>	<b>-64.1</b>	<b>21,779</b>	<b>-64.1</b>	<b>21,756</b>	<b>-64.1</b>
<b>Year</b>	<b>212,235</b>	<b>-58.7</b>	<b>106,084</b>	<b>-58.7</b>	<b>106,151</b>	<b>-58.7</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	36,391	100.0	-3.4	15.1	0.8	84.9	-4.1	59.3	-6.0	25.6	0.7
February	35,857	100.0	-2.7	15.8	-2.9	84.2	-2.6	60.6	-3.4	23.6	-0.7
March	22,838	100.0	-45.7	14.5	-49.4	85.5	-45.0	56.7	-49.2	28.7	-34.4
<b>1st quarter</b>	<b>95,086</b>	<b>100.0</b>	<b>-18.4</b>	<b>15.2</b>	<b>-18.9</b>	<b>84.8</b>	<b>-18.4</b>	<b>59.2</b>	<b>-20.7</b>	<b>25.6</b>	<b>-12.4</b>
April	6,512	100.0	-85.1	12.3	-87.3	87.7	-84.7	39.7	-90.6	48.0	-68.3
May	7,764	100.0	-83.2	10.0	-88.4	90.0	-82.3	39.7	-89.4	50.3	-61.9
June	9,331	100.0	-79.7	11.9	-82.3	88.1	-79.2	52.6	-83.2	35.5	-68.3
<b>2nd quarter</b>	<b>23,607</b>	<b>100.0</b>	<b>-82.6</b>	<b>11.4</b>	<b>-86.1</b>	<b>88.6</b>	<b>-82.0</b>	<b>44.8</b>	<b>-87.7</b>	<b>43.8</b>	<b>-66.2</b>
July	15,372	100.0	-67.4	10.7	-74.2	89.3	-66.3	65.2	-66.4	24.1	-66.2
August	17,695	100.0	-61.9	9.8	-72.3	90.2	-60.2	66.5	-59.8	23.7	-61.5
September	16,940	100.0	-63.7	10.8	-72.7	89.2	-62.2	63.8	-63.4	25.4	-59.1
<b>3rd quarter</b>	<b>50,007</b>	<b>100.0</b>	<b>-64.3</b>	<b>10.4</b>	<b>-73.1</b>	<b>89.6</b>	<b>-62.9</b>	<b>65.2</b>	<b>-63.2</b>	<b>24.4</b>	<b>-62.3</b>
October	17,105	100.0	-62.8	11.6	-70.1	88.4	-61.5	61.1	-63.9	27.2	-54.9
November	12,803	100.0	-67.0	10.4	-77.7	89.6	-65.1	49.1	-73.1	40.6	-45.3
December	13,627	100.0	-62.8	10.5	-74.5	89.5	-60.7	48.9	-69.1	40.7	-41.4
<b>4th quarter</b>	<b>43,535</b>	<b>100.0</b>	<b>-64.1</b>	<b>10.9</b>	<b>-73.9</b>	<b>89.1</b>	<b>-62.4</b>	<b>53.7</b>	<b>-68.3</b>	<b>35.4</b>	<b>-47.5</b>
<b>Year</b>	<b>212,235</b>	<b>100.0</b>	<b>-58.7</b>	<b>12.8</b>	<b>-63.7</b>	<b>87.2</b>	<b>-57.9</b>	<b>57.9</b>	<b>-61.5</b>	<b>29.3</b>	<b>-48.1</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

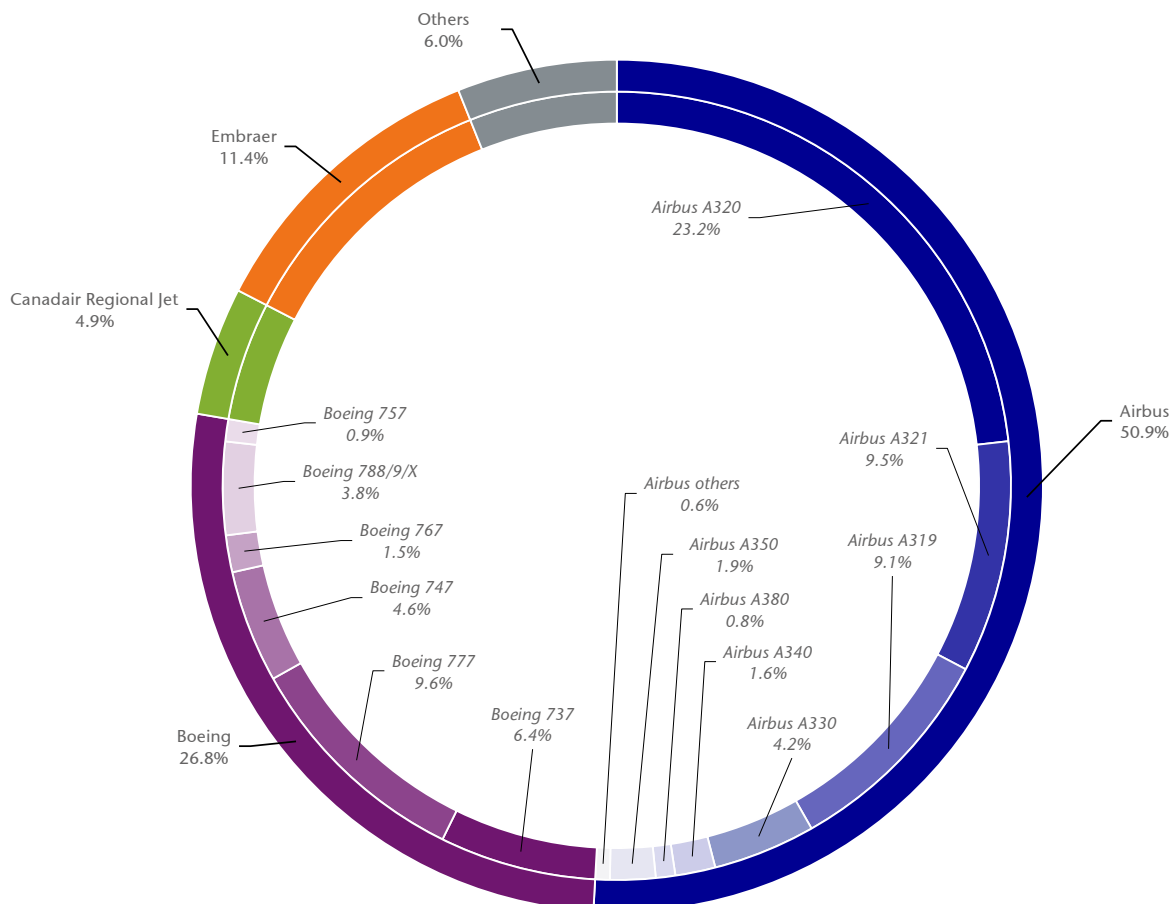
Motor types	2020	2019	Change 2020/19		Shares of total (%)	
	(arr+dep)	(arr+dep)	absolute	Δ % <sup>1</sup>	2020	2019
Aircraft	212,177	513,844	-301,667	-58.7	100.0	100.0
Of which						
Turbo-jet (TL)	208,717	508,066	-299,349	-58.9	98.3	98.9
Turboprop. (PTL)	3,342	5,652	-2,310	-40.9	1.6	1.1
Piston engine	118	126	-8	-6.3	0.1	0.0
Helicopters	58	68	-10	-14.7	0.0	0.0
<b>Total</b>	<b>212,235</b>	<b>513,912</b>	<b>-301,677</b>	<b>-58.7</b>	<b>100.0</b>	<b>100.0</b>

## Aircraft types (Ratings 1 – 15)

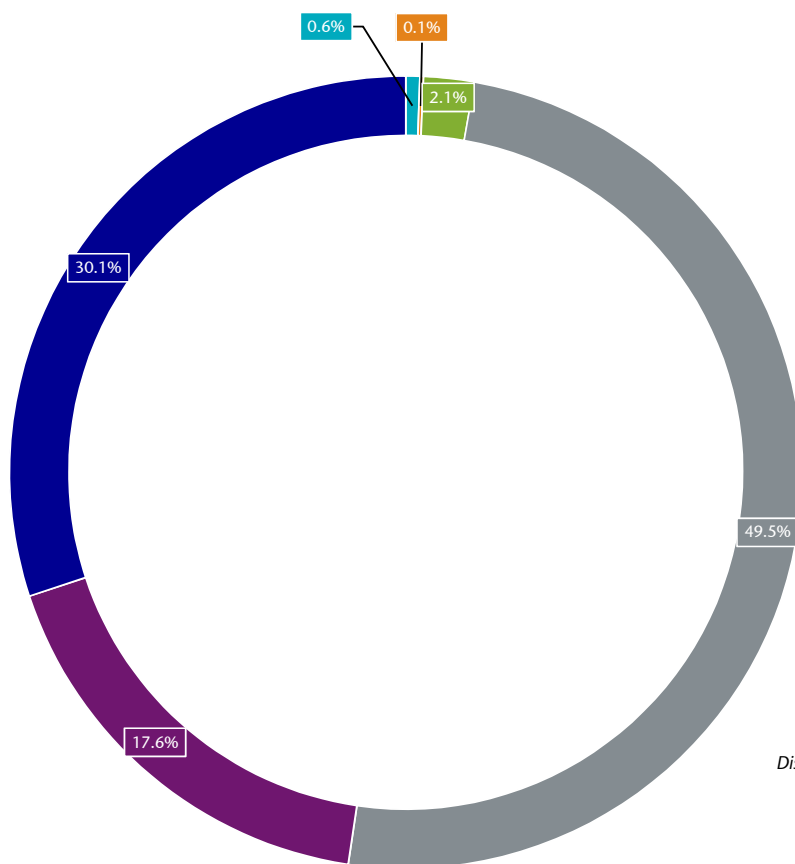
Position (Prev. Year)	Aircraft type	Number of aircraft movements		Change 2020/2019		Shares of Total in %	
		2020	2019	Absolut	Δ % <sup>1</sup>	2020	2019
→ 1. (1.)	Airbus A320	49,225	132,977	-83,752	-63.0	23.2	25.9
↑ 2. (6.)	Embraer E190	20,852	38,764	-17,912	-46.2	9.8	7.5
↑ 3. (7.)	Boeing 777	20,311	25,028	-4,717	-18.8	9.6	4.9
↓ 4. (2.)	Airbus A321	20,184	79,356	-59,172	-74.6	9.5	15.4
↓ 5. (3.)	Airbus A319	19,254	42,543	-23,289	-54.7	9.1	8.3
↓ 6. (4.)	Boeing 737	13,618	40,248	-26,630	-66.2	6.4	7.8
↓ 7. (5.)	Canadair Regionaljet (CL60, CRJ1-9))	10,334	39,173	-28,839	-73.6	4.9	7.6
→ 8. (8.)	Boeing 747	9,797	22,847	-13,050	-57.1	4.6	4.4
→ 9. (9.)	Airbus A330	8,924	15,647	-6,723	-43.0	4.2	3.0
↑ 10. (13.)	Boeing 788/9/X	8,082	8,420	-338	-4.0	3.8	1.6
↑ 11. (19.)	Airbus A350	3,945	2,666	1,279	48.0	1.9	0.5
↓ 12. (10.)	Airbus A340	3,489	11,223	-7,734	-68.9	1.6	2.2
↓ 13. (11.)	Boeing 767	3,212	10,585	-7,373	-69.7	1.5	2.1
↑ 14. (16.)	MD 11	3,044	4,209	-1,165	-27.7	1.4	0.8
→ 15. (15.)	Embraer E170/175	2,289	5,740	-3,451	-60.1	1.1	1.1
	Others	15,675	34,486	-18,811	-54.5	7.4	6.7
	<b>Total</b>	<b>212,235</b>	<b>513,912</b>	<b>-301,677</b>	<b>-58.7</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



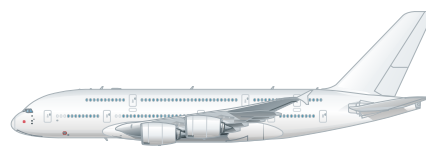
Weight class III: 7.01 to 24.99 t  
e.g.: ATR 72



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



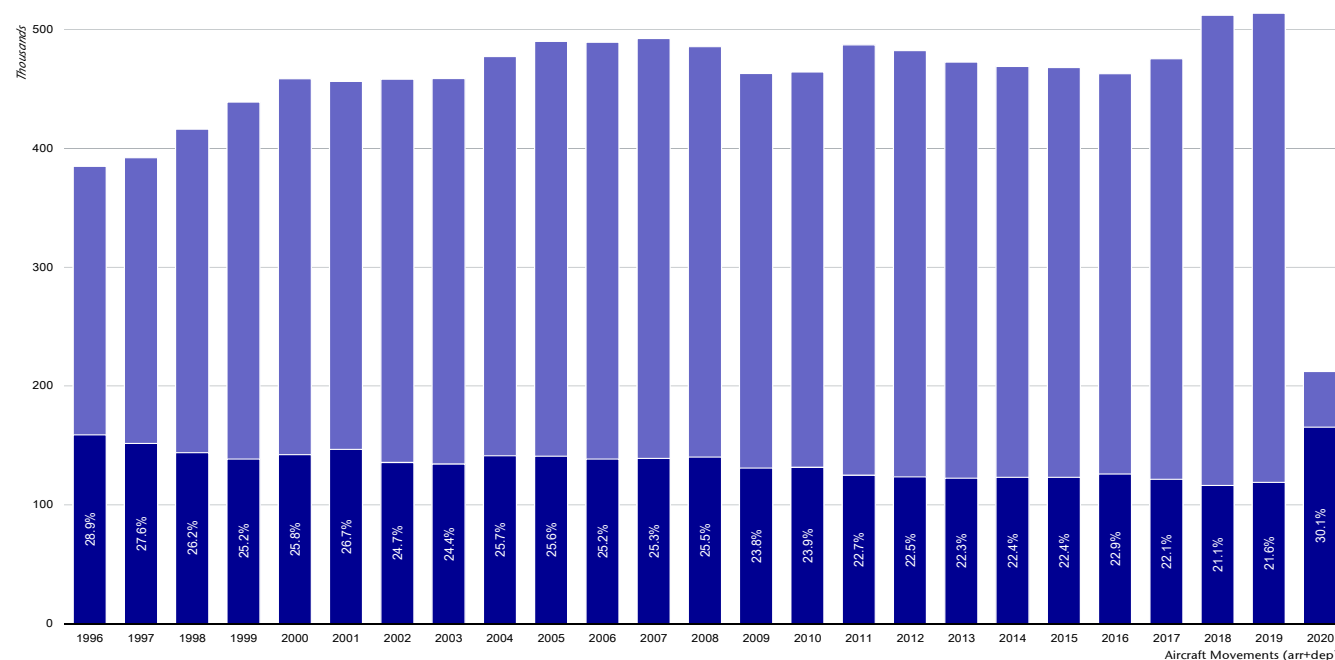
Weight class VI: from 136 t  
e.g.: Airbus A380

# Aircraft movements 2020

## Wide-body aircraft 1996 – 2020

Number of aircraft movements																Shares of Total	
Year	B747	B767	B777	B787	DC10	MD11	A300	A310	A330	A340	A350	A380	IL 86/96	L 101	Other	Total	in %
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
1996	31,673	16,807	1,272	---	5,216	3,929	19,546	19,118	1,268	7,356	---	---	572	4,449	0	111,206	28.9

## Wide-body aircraft 1996 – 2020 – share of total movements in %



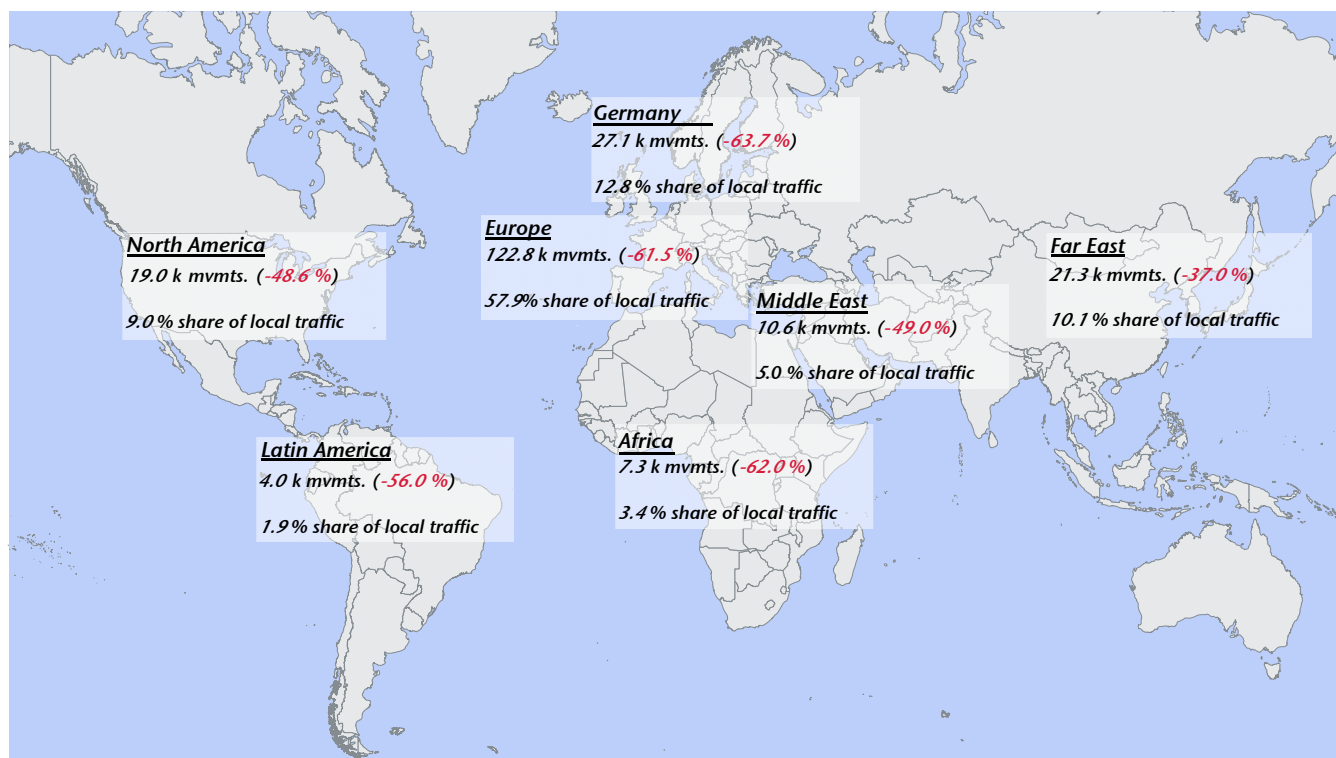
# MTOWs 2020

## by month and quarter – MTOW (t)

	2020			2019		
Month	(arr)	Δ abs.	Δ % <sup>1</sup>	(arr)	Δ abs.	Δ % <sup>1</sup>
January	2,323,141	-49,684	-2.1	2,372,825	36,086	1.5
February	2,221,905	-59,555	-2.6	2,281,460	99,698	4.6
March	1,611,719	-1,037,883	-39.2	2,649,601	72,559	2.8
<b>1st quarter</b>	<b>6,156,764</b>	<b>-1,147,122</b>	<b>-15.7</b>	<b>7,303,886</b>	<b>208,344</b>	<b>2.9</b>
April	664,022	-2,004,571	-75.1	2,668,593	40,747	1.6
May	776,676	-2,040,032	-72.4	2,816,707	23,383	0.8
June	758,935	-2,051,278	-73.0	2,810,214	48,251	1.7
<b>2nd quarter</b>	<b>2,199,633</b>	<b>-6,095,881</b>	<b>-73.5</b>	<b>8,295,514</b>	<b>112,380</b>	<b>1.4</b>
July	1,003,698	-1,910,344	-65.6	2,914,042	67,662	2.4
August	1,139,167	-1,748,298	-60.5	2,887,465	15,136	0.5
September	1,091,752	-1,760,207	-61.7	2,851,958	37,994	1.4
<b>3rd quarter</b>	<b>3,234,617</b>	<b>-5,418,848</b>	<b>-62.6</b>	<b>8,653,465</b>	<b>120,791</b>	<b>1.4</b>
October	1,139,993	-1,677,269	-59.5	2,817,262	-7,678	-0.3
November	1,042,779	-1,388,946	-57.1	2,431,725	-102,558	-4.0
December	1,100,860	-1,269,539	-53.6	2,370,398	-70,318	-2.9
<b>4th quarter</b>	<b>3,283,632</b>	<b>-4,335,753</b>	<b>-56.9</b>	<b>7,619,385</b>	<b>-180,554</b>	<b>-2.3</b>
<b>Year</b>	<b>14,874,646</b>	<b>-16,997,604</b>	<b>-53.3</b>	<b>31,872,250</b>	<b>260,961</b>	<b>0.8</b>

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

# Aircraft movements by region 2020



Other regions	2020 abs.*	Δ % <sup>1</sup>
Intercontinental	62,000	-48.1
Asia	32,000	-41.6

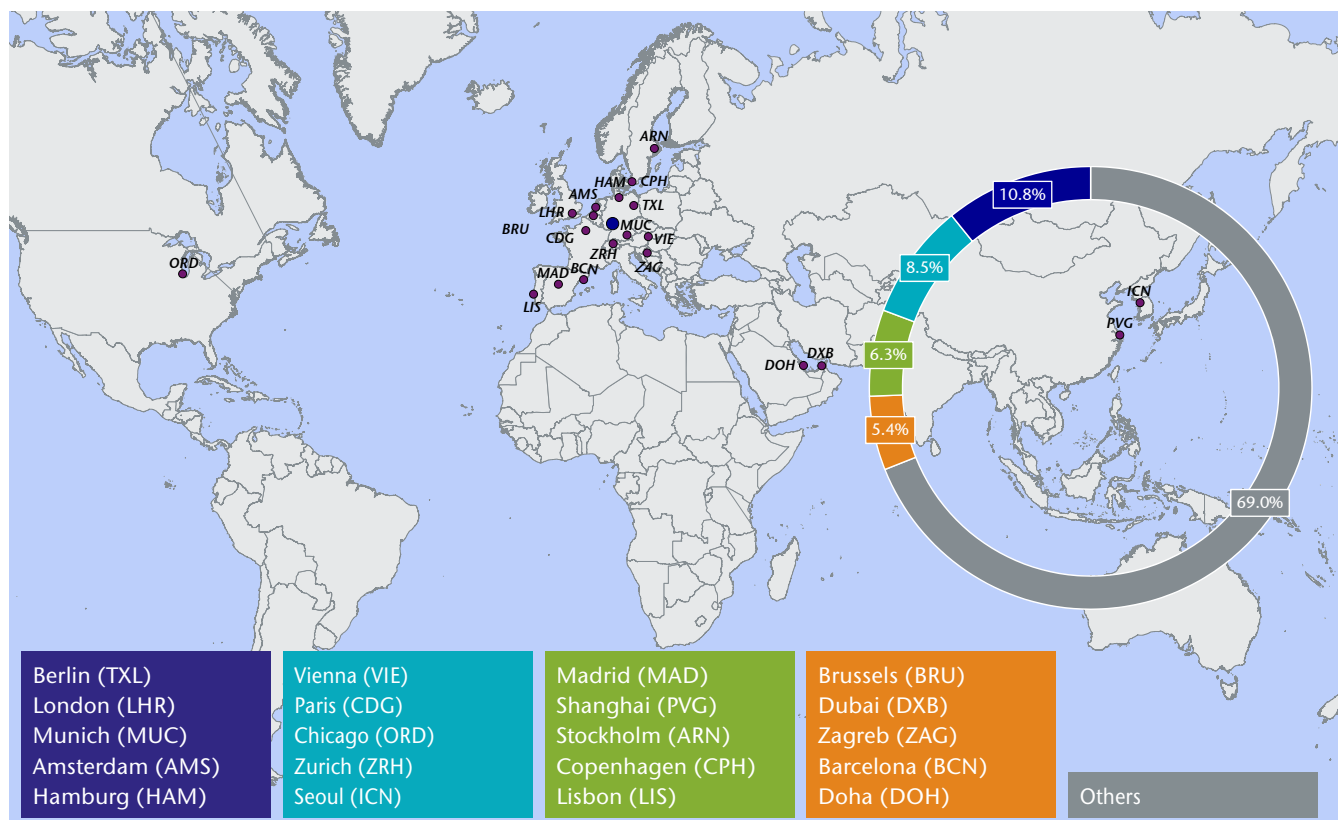
Europe excl. domestic

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

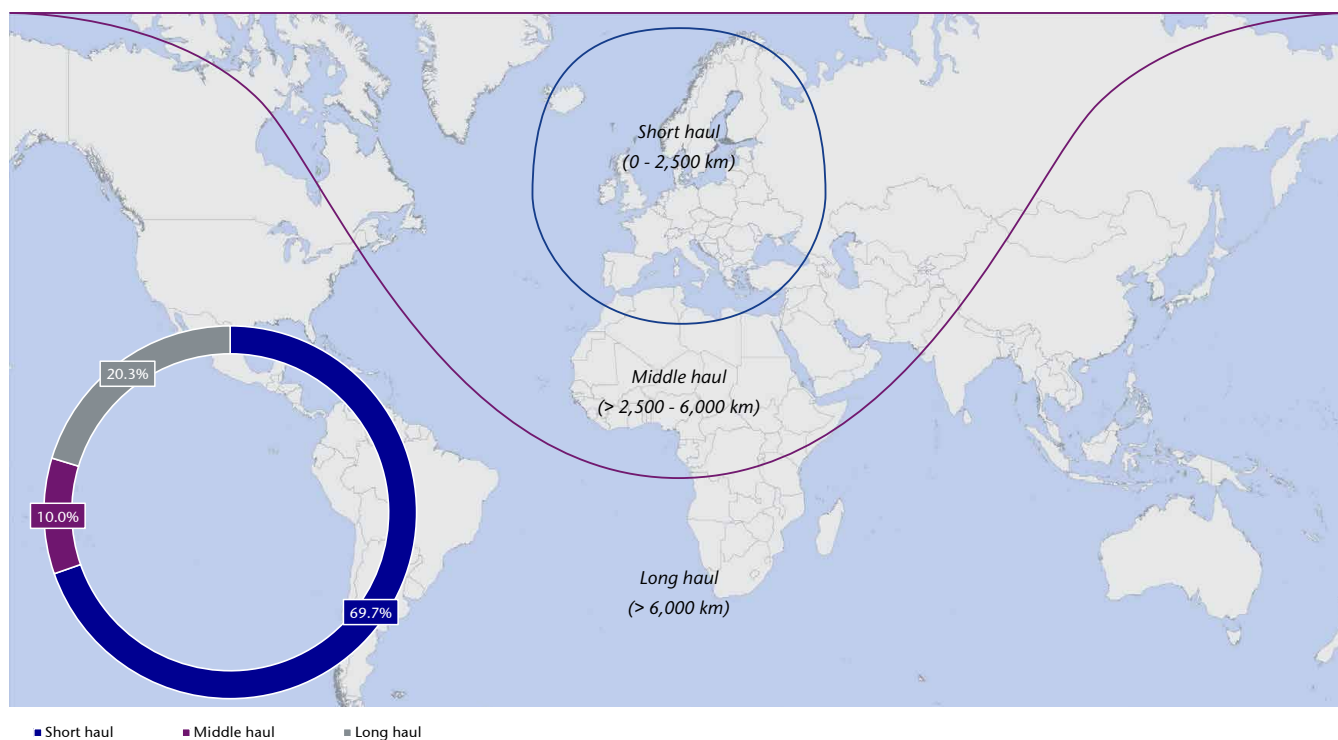
\*to full ,000s

## 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

*Peak figures 2020*



## General overview

### Passengers

Peak-	Date/time		Passengers (arr+dep+transit)	Change 2020/19	
		(local time)		absolute	Δ% <sup>1</sup>
-month		January	4,620,966	-2,299,970	-33.2
-week	absolute	08. week (17.02.-23.02.)	1,102,416	-512,989	-31.8
-week	typical	05. week (27.01.-02.02.)	1,021,924	-554,917	-35.2
-day	absolute	04.01.20	177,389	-63,839	-26.5
-day	typical	13.02.20	149,641	-80,554	-35.0
-hour	absolute	03.01. (11:00-11:59h)	16,773	-2,353	-12.3
-hour	typical	12.01. (11:00-11:59h)	13,647	-4,154	-23.3

### Airfreight

Peak-	Date/time		Airfreight (arr+dep+transit)	Change 2020/19	
		(local time)		absolute	Δ% <sup>1</sup>
-month		November	189,795	-4,851	-2.5
-week	absolute	50. week (7.12.-13.12.)	45,578	1,359	3.1
-week	typical	45. week (02.11.-08.11.)	44,599	1,845	4.3
-day	absolute	13.12.20	8,347	866	11.6
-day	typical	17.10.20	6,649	-293	-4.2
-hour	absolute	14.11. (17:00-17:59h)	1,074	126	13.3
-hour	typical	21.11. (16:00-16:59h)	813	59	7.8

### Airmail

Peak-	Date/time		Airmail (arr+dep+transit)	Change 2020/19	
		(local time)		absolute	Δ% <sup>1</sup>
-month		January	7,151	-1,760	-19.7
-week	absolute	02. week (6.01.-12.01.)	1,789	-413	-18.7
-week	typical	06. week (03.02.-09.02.)	1,406	-445	-24.0
-day	absolute	08.04.20	44	-318	-87.7
-day	typical	26.12.20	100	-188	-65.2
-hour	absolute	21.09. (10:00-10:59h)	69	-8	-10.3
-hour	typical	04.02. (11:00-11:59h)	37	-1	-3.6

### Aircraft movements

Peak-	Date/time		Aircraft movements (arr+dep)	Change 2020/19	
		(local time)		absolute	Δ% <sup>1</sup>
-month		January	36,391	-10,734	-22.8
-week	absolute	09. week 4.02.-01.03.)	9,029	-2,014	-18.2
-week	typical	05. week 7.01.-02.02.)	8,382	-2,468	-22.7
-day	absolute	28.02.20	1,334	-291	-17.9
-day	typical	18.02.20	1,224	-336	-21.5
-hour	absolute	20.01. (11:00-11:59h)	109	-7	-6.0
-hour	typical	02.01. (12:00-12:59h)	96	-14	-12.7

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

## *Airlines/Alliances 2020*



# Airlines 2020

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

AEE	Aegean Airlines	FI	Icelandair
EI	Aer Lingus	IR	Iran Air
SU	Aeroflot Russian Airlines	IA	Iraqi Airways
ABN	Air Albania	ISR	Israir
AH	Air Algerie	JL	Japan Airlines
KC	Air Astana	JNL	Jet Netherlands
BT	Air Baltic	KL	KLM - Royal Dutch Airlines
MSC	Air Cairo	KE	Korean Air Lines
AC	Air Canada	KU	Kuwait Airways
CA	Air China	LA	LATAM Airlines
EN	Air Dolomiti	LO	LOT - Polish Airlines
UX	Air Europa	OM	Miat - Mongolian Airlines
AF	Air France	ME	Middle East Airlines
AI	Air India	YM	Montenegro Airlines
KM	Air Malta	NOS	Neos Spa
MLD	Air Moldova	AXY	New Axis Airways
SW	Air Namibia	BJ	Nouvelair Tunisia
NZ	Air New Zealand	OMA	Oman Air
JU	Air Serbia	PK	Pakistan International Airlines
AWT	Albawings	PGT	Pegasus Airlines
AZ	Alitalia	PVG	Privilege Style S.A.
AA	American Airlines	QR	Qatar Airways
NH	ANA - All Nippon Airways	AT	Royal Air Maroc
OZ	Asiana Airlines	RJ	Royal Jordanian
OS	Austrian Airlines	FR	Ryanair
BRU	Belavia Airlines	RZO	Sata International
BA	British Airways	SV	Saudia
FB	Bulgaria Air	SK	Scandinavian Airlines System (SAS)
BUC	Bulgarian Air Charter	SQ	Singapore Airlines
CX	Cathay Pacific Airways	SQP	Skyup Airlines
CI	China Airlines	QS	Smartwings
MU	China Eastern Airlines	SZ	Somon Air
CZ	China Southern Airlines	SA	South African Airways
DE	Condor Flugdienst	SDR	Sundair
CAI	Corendon Airlines	XQ	Sunexpress
CXI	Corendon Airlines Europe	XG	Sunexpress Germany
OU	Croatia Airlines	LX	Swiss
OK	CSA - Czech Airlines	TP	TAP Air Portugal
CY	Cyprus Airways	RO	Tarom
DNU	Danu Oro Transportas	TG	Thai Airways International
DL	Delta Air Lines	AWC	Titan Airways
LH	Deutsche Lufthansa	TDR	Trade Air
EJU	Easyjet Europe	TUI	Tuifly
MS	Egypt Air	TU	Tunisair
LY	El Al Israel Airlines	TK	Turkish Airlines
EK	Emirates	TUA	Turkmenistan Airlines
ENT	Enter Air	PS	Ukraine International Airlines
ET	Ethiopian Airlines	UA	United Airlines
EY	Etihad Airways	SVR	Ural Airlines
EW	Eurowings	HY	Uzbekistan Airways
AY	Finnair	VN	Vietnam Airline
FHY	Freebird Airlines	PLM	Wamos Air
FHM	Freebird Airlines Europe	WZZ	Wizz Air
GF	Gulf Air		
HES	Holiday Europe		
IB	Iberia		

## with cargo flights

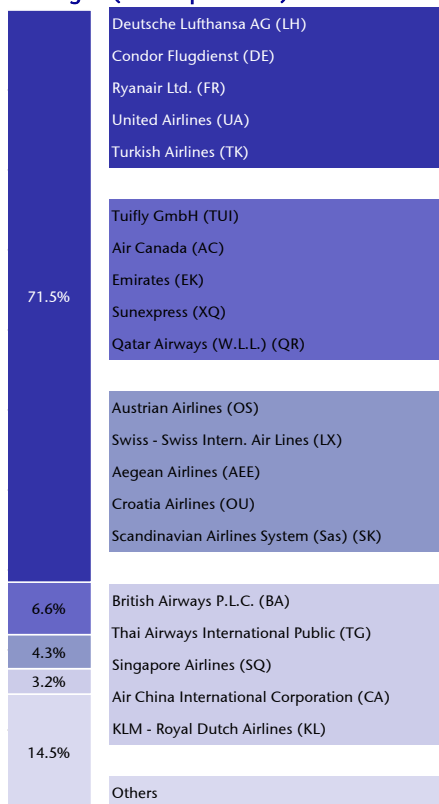
BOX	Aerologic
ATG	Aerotrans Cargo
CC	Air Atlanta Icelandic
ABW	Air Bridge Cargo
CA	Air China International
NH	ANA - All Nippon Airways
OZ	Asiana Airlines
ABR	ASL Airlines
GTI	Atlas Air, Inc.
VAS	Atran - Aviatrans Cargo Airlines
CLU	Cargologicair
CX	Cathay Pacific Airways
CI	China Airlines
CK	China Cargo Airlines
CZ	China Southern Airlines
LH	Deutsche Lufthansa
BCS	EAT - European Air Transport
VVA	Eleron Aviation
EK	Emirates
ERF	Erofev E-Cargo Airlines
ET	Ethiopian Airlines Enterprise
EY	Etihad Airways
FX	Fedex Express
GEL	Geo-Sky
HWA	Hillwood Airways
KE	Korean Air Lines
UC	LATAM Cargo
QR	Qatar Airways
AT	Royal Air Maroc
SV	Saudia
CSS	Sf Airlines
TK	Turkish Airlines
HY	Uzbekistan Airways
WGN	Western Global Airlines
IMX	Zimex Aviation

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

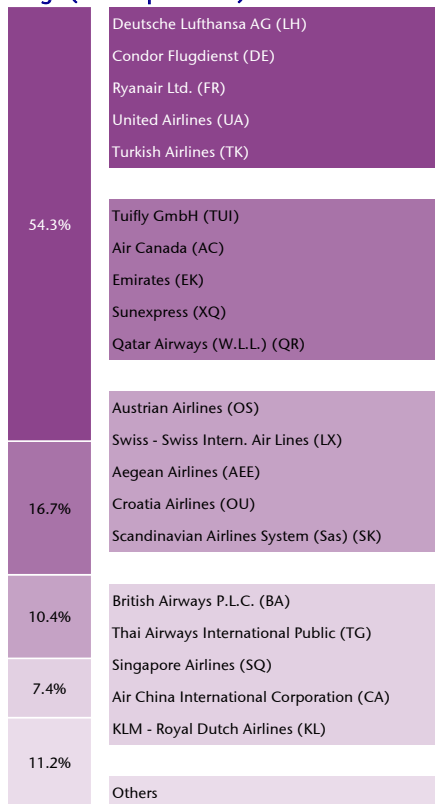
AJT	Amerijet Intl
J2	Azerbaijan Airlines
QH	Bamboo Airways
HU	Hainan Airlines
HFM	Hi Fly Malta
RSY	I-Fly
DKH	Juneyao Air
NWS	Nord Wind
SBI	Sibir Airlines
UL	Srilankan Airlines

## Traffic shares

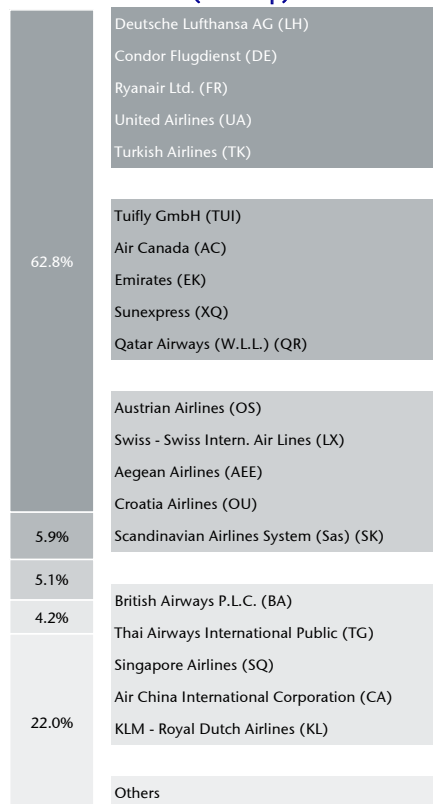
### Passengers (arr + dep + transit)



### Cargo (arr + dep + transit)



### Aircraft movements (arr + dep)

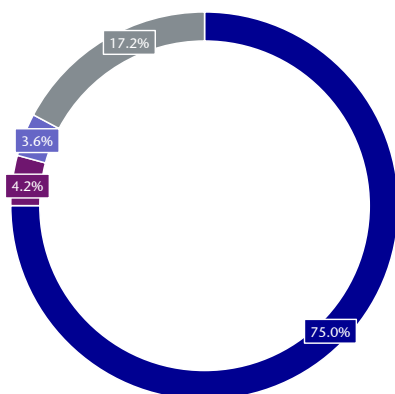


Discrepancies due to rounding possible

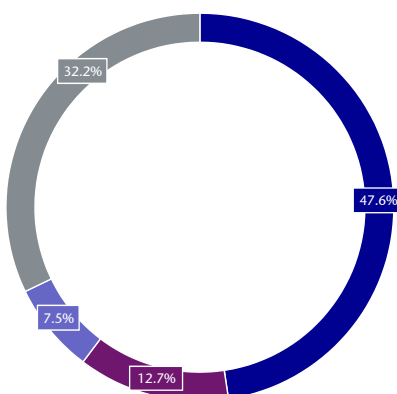
## Alliances 2020

### Traffic shares

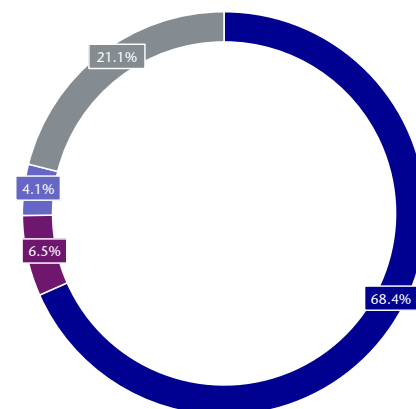
#### Passengers



#### Cargo



#### Movements



Discrepancies due to rounding possible

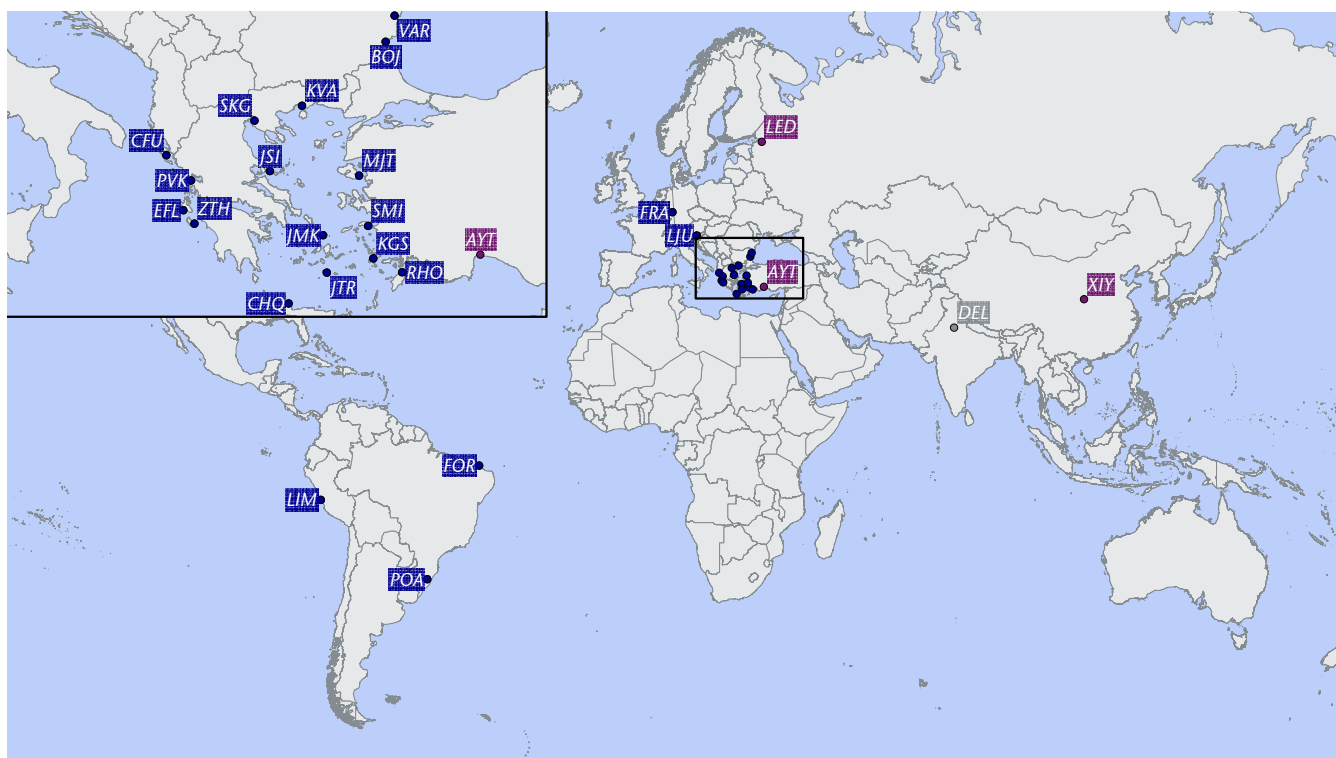
■ Star Alliance ■ SkyTeam ■ Oneworld ■ Übrige

*Traffic results for  
Fraport Group and  
other airports*



## Airports with FRA majority/minority holdings and management agreements

### Fully-consolidated airports



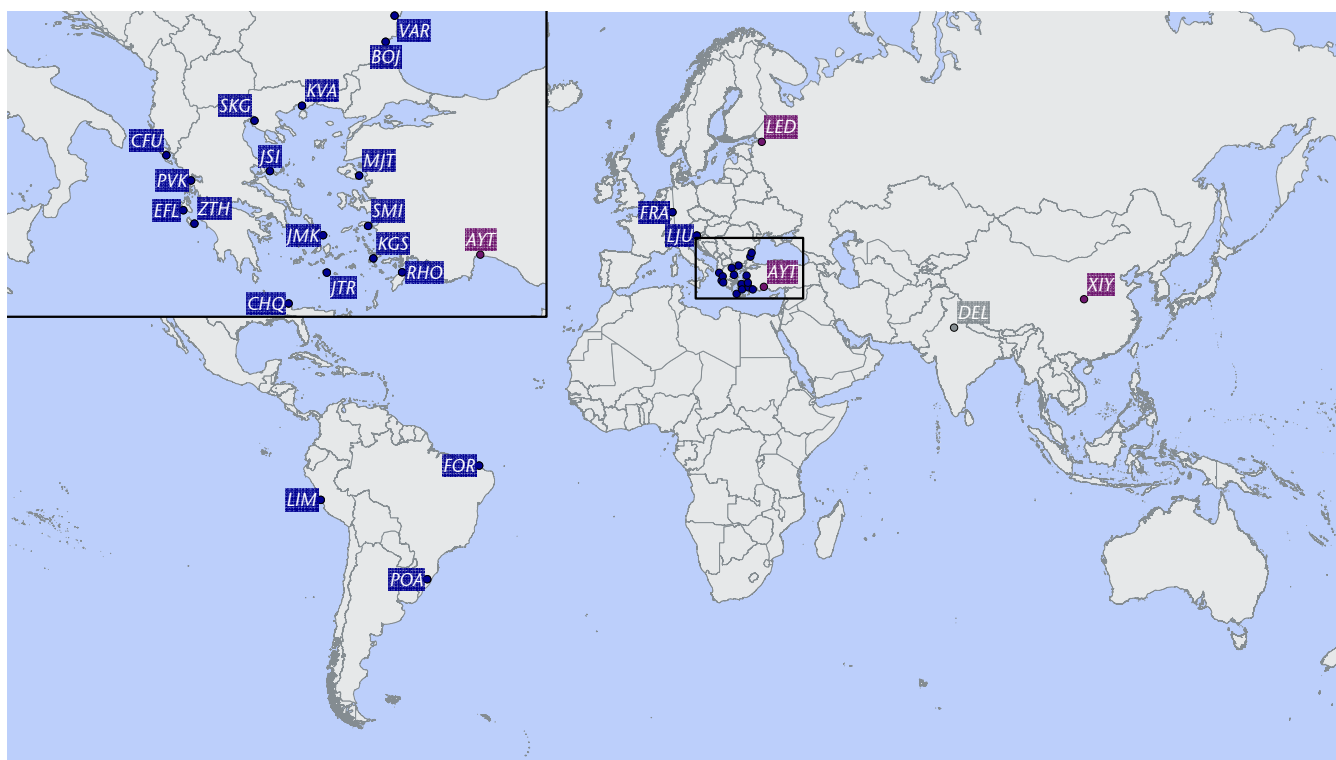
Airports		Passengers <sup>2</sup>		Cargo <sup>3</sup>		Movements <sup>4</sup>	
		YTD	Δ % <sup>1</sup>	YTD	Δ % <sup>1</sup>	YTD	Δ % <sup>1</sup>
FRA	Frankfurt	18,768,601	-73.4	1,914,285	-8.5	212,235	-58.7
LJU	Ljubljana	288,235	-83.3	10,559	-7.1	12,980	-58.8
LIM	Lima	7,043,602	-70.2	190,365	-29.8	73,255	-63.0
<b>Fraport Brasil</b>							
FOR	Fortaleza	3,156,418	-56.3	29,356	-39.3	32,897	-44.9
POA	Porto Alegre	3,561,630	-57.1	22,172	-40.4	37,912	-51.2
<b>Fraport Twin Star</b>							
BOJ	Burgas	424,252	-85.3	3,889	-18.1	4,079	-79.6
VAR	Varna	622,215	-70.1	44	-64.1	6,881	-55.5
<b>Fraport Greece</b>							
CFU	Kerkyra (Corfu)	961,037	-70.7	72	-59.7	10,889	-57.0
CHQ	Chania (Crete)	703,482	-76.4	180	-52.7	7,392	-63.9
EFL	Kefalonia	192,477	-75.1	2	> 100,0	3,184	-56.7
KVA	Kavala	72,674	-77.5	38	-61.8	1,142	-67.0
PVK	Aktion/Preveza	161,408	-74.2	0	-100,0	2,342	-58.1
SKG	Thessaloniki	2,317,336	-66.4	3,974	-22.8	24,966	-55.2
ZTH	Zakynthos	430,255	-76.2	0	-98.4	4,852	-63.2
JMK	Mykonos	409,060	-73.1	47	-46.9	7,556	-59.8
JSI	Skiathos	88,916	-80.1	0	n.a.	1,600	-61.7
JTR	Santorin (Thira)	572,963	-75.1	66	-61.2	7,286	-65.8
KGS	Kos	800,655	-70.1	162	-50.2	7,994	-59.6
MJT	Mytilene (Lesvos)	206,095	-58.5	228	-34.6	3,729	-43.2
RHO	Rhodes	1,551,123	-72.0	377	-39.8	14,801	-60.5
SMI	Samos	144,299	-69.9	184	-20.5	3,274	-47.8

<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

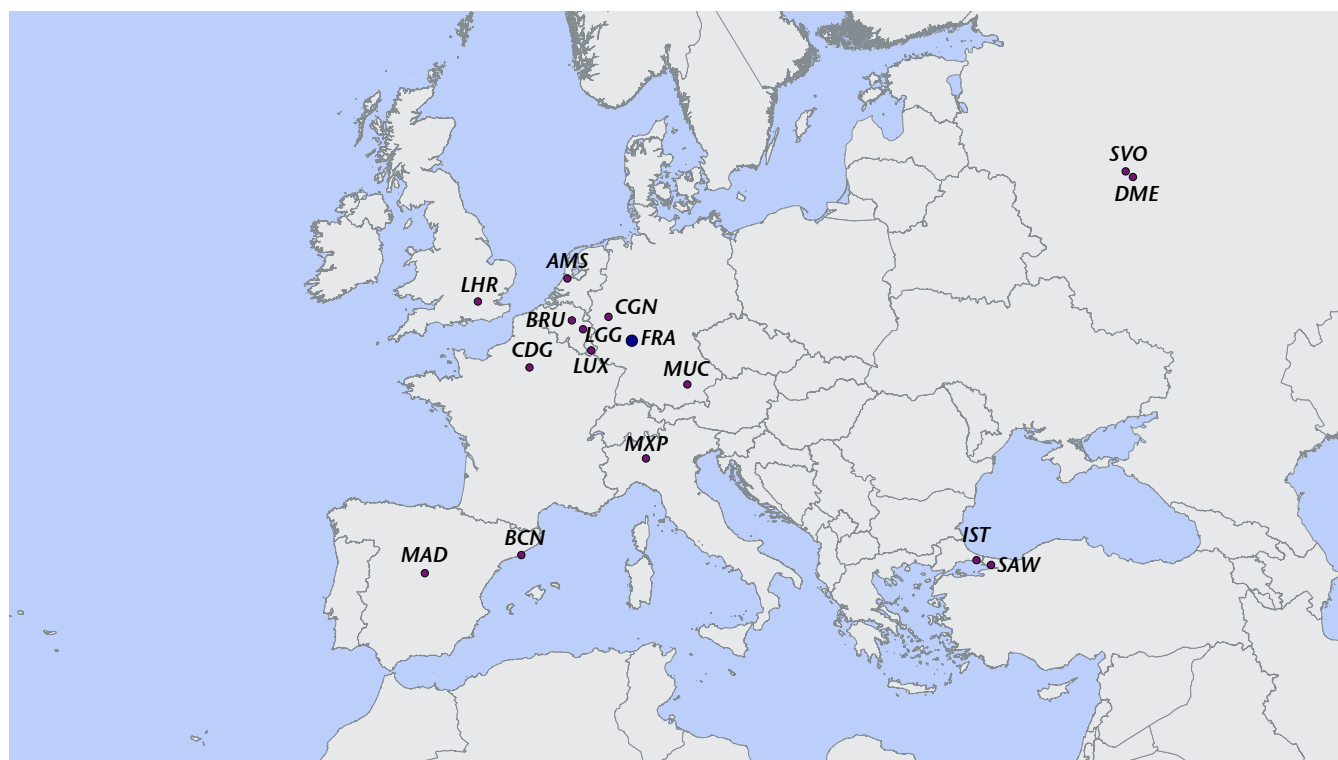


Airports		Passengers <sup>2</sup>		Cargo <sup>3</sup>		Movements <sup>4</sup>	
		YTD	Δ % <sup>1</sup>	YTD	Δ % <sup>1</sup>	YTD	Δ % <sup>1</sup>
AYT	Antalya	9,713,650	-72.6	n.a.	n.a.	65,223	-68.4
LED	St. Petersburg	10,944,421	-44.1	n.a.	n.a.	105,042	-37.7
XIY	Xi'an	31,083,681	-34.2	376.320	-1.5	254,607	-26.2

<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	Δ % <sup>1</sup>
↑ 1. (5.)	IST - Istanbul	23,308,071	-66.0
→ 2. (2.)	CDG - Paris	22,260,920	-70.8
↓ 3. (1.)	LHR - London	22,111,265	-72.7
↓ 4. (3.)	AMS - Amsterdam	20,887,144	-70.9
↑ 5. (8.)	SVO - Moscow	19,783,957	-60.4
↓ 6. (4.)	FRA - Frankfurt	18,768,601	-73.4
↓ 7. (6.)	MAD - Madrid	17,092,693	-72.3
↑ 8. (13.)	SAW - Istanbul	16,982,457	-52.1
↑ 9. (24.)	DME - Moscow	16,389,427	-42.0
↓ 10. (7.)	BCN - Barcelona	12,724,607	-75.8

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

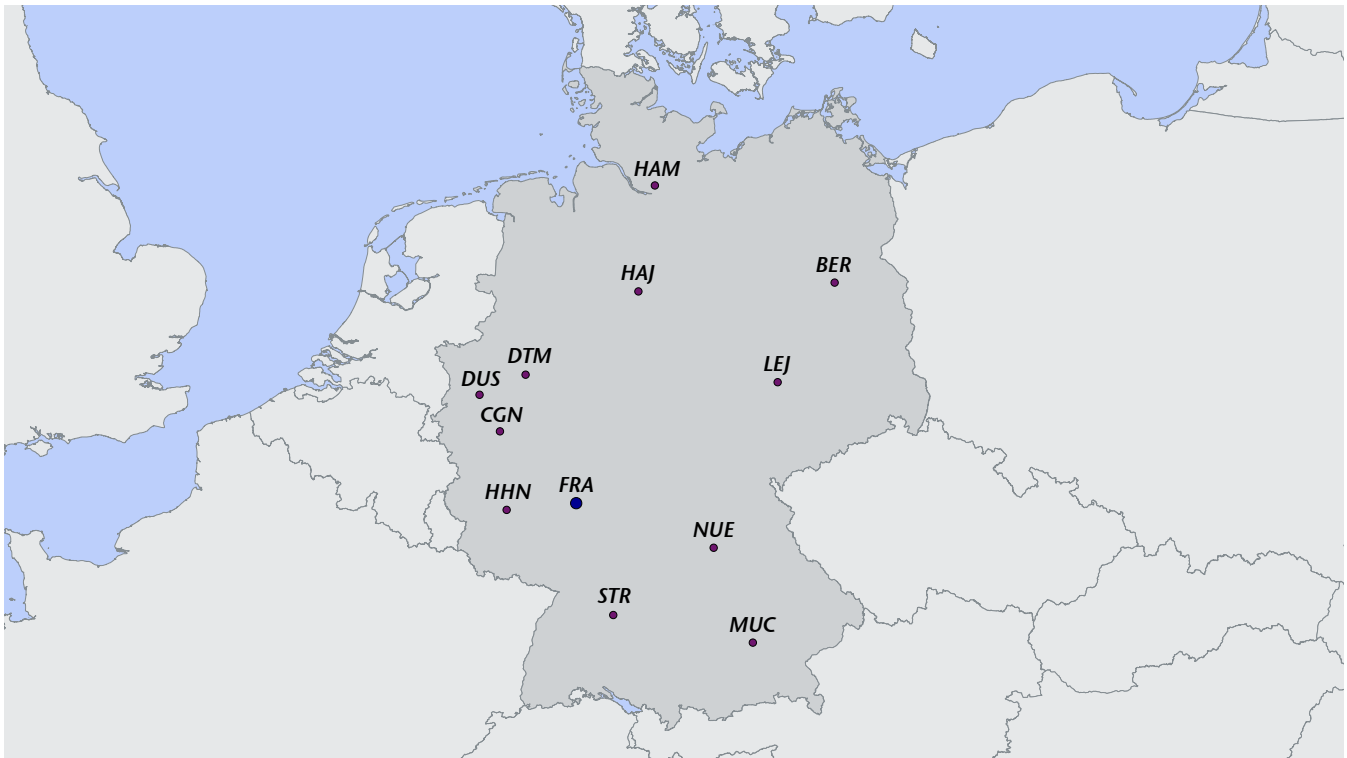
Europe		Airfreight in t	
Position (Prev. year)	Airport	absolute	Δ % <sup>1</sup>
→ 1. (1.)	FRA - Frankfurt	1,856,965	-7.4
→ 2. (2.)	CDG - Paris	1,636,428	-14.0
↑ 3. (4.)	AMS - Amsterdam	1,441,598	-8.2
↑ 4. (5.)	IST - Istanbul	1,396,596	-1.4
↓ 5. (3.)	LHR - London	1,141,258	-28.1
→ 6. (6.)	LGG - Liège	1,113,990	23.5
→ 7. (7.)	LUX - Luxembourg	905,854	6.2
→ 8. (8.)	CGN - Cologne	841,906	5.3
↑ 9. (10.)	MXP - Milan	511,292	-6.2
↑ 10. (11.)	BRU - Brussels	506,201	3.5

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

Europe		Movements	
Position (Prev. year)	Airport	absolute	Δ % <sup>1</sup>
↑ 1. (3.)	AMS - Amsterdam	227,317	-54.2
→ 2. (2.)	CDG - Paris	212,282	-57.4
↓ 3. (1.)	FRA - Frankfurt	204,023	-59.4
→ 4. (4.)	LHR - London	200,784	-57.8
↑ 5. (9.)	IST - Istanbul	182,913	-49.8
↑ 6. (7.)	SVO - Moscow	181,110	-52.2
↓ 7. (5.)	MAD - Madrid	153,692	-62.5
↑ 8. (25.)	DME - Moscow	137,525	-33.6
↓ 9. (6.)	MUC - Munich	130,622	-67.0
↑ 10. (16.)	SAW - Istanbul	122,793	-46.7

<sup>1</sup> Δ % = 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	18,768,601	-73.4
→ 2. (2.)	MUC - Munich	11,112,773	-76.8
→ 3. (3.)	BER - Berlin total	9,097,788	-74.5
→ 4. (4.)	DUS - Dusseldorf	6,577,392	-74.2
→ 5. (5.)	HAM - Hamburg	4,562,014	-73.6
→ 6. (6.)	STR - Stuttgart	3,207,440	-74.8
→ 7. (7.)	CGN - Cologne	3,081,159	-75.1
→ 8. (8.)	HAN - Hanover	1,452,361	-77.0
↑ 9. (10.)	DTM - Dortmund	1,220,624	-55.1
↓ 10. (9.)	NUE - Nuremberg	916,963	-77.7

<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	1,952,627	-8.3
→ 2. (2.)	LEJ - Leipzig	1,383,485	11.7
→ 3. (3.)	CGN - Cologne	863,410	6.0
↑ 4. (5.)	HHN - Hahn	232,998	36.1
↓ 5. (4.)	MUC - Munich	158,456	-55.6
↑ 6. (10.)	HAN - Hanover	27,701	41.5
↑ 7. (8.)	STR - Stuttgart	27,050	-18.7
↓ 8. (7.)	BER - Berlin total	25,571	-33.2
↓ 9. (6.)	DUS - Dusseldorf	20,993	-68.2
↓ 10. (9.)	HAM - Hamburg	9,993	-64.0

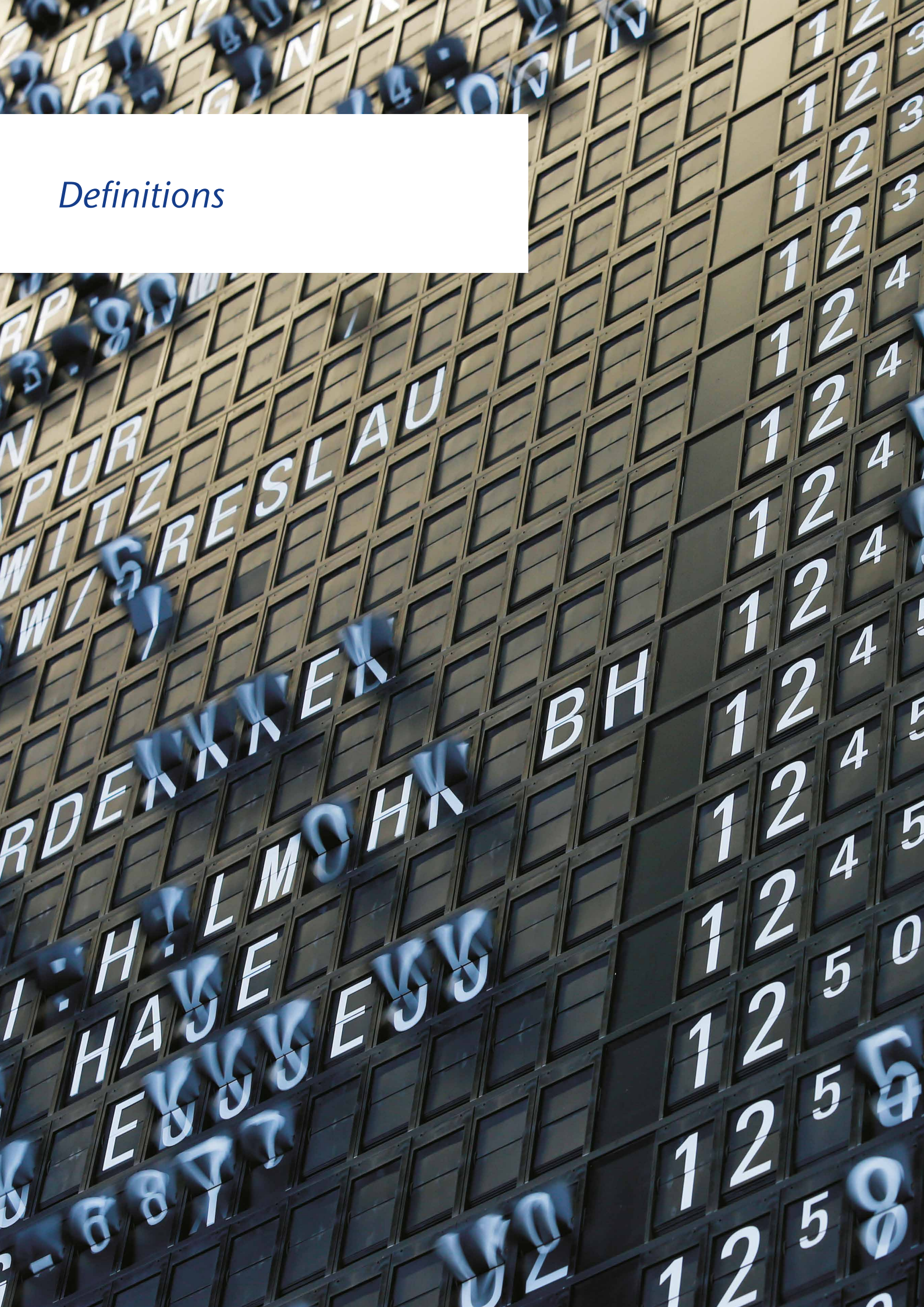
<sup>1</sup> Δ % = Rate of change against previous year, discrepancies due to rounding possible

\* Cargo = airfreight and airmail

Germany		Movements	
Position (Prev. year)	Airport	absolute	Δ % <sup>1</sup>
→ 1. (1.)	FRA - Frankfurt	212,235	-58.7
→ 2. (2.)	MUC - München	146,833	-64.8
→ 3. (3.)	BER - Berlin total	105,309	-63.6
↑ 4. (6.)	CGN - Cologne	78,867	-44.6
↓ 5. (4.)	DUS - Dusseldorf	78,804	-65.1
↓ 6. (5.)	HAM - Hamburg	66,337	-57.3
↑ 7. (8.)	LEJ - Leipzig	64,483	-18.4
↓ 8. (7.)	STR - Stuttgart	58,803	-58.7
→ 9. (9.)	HAN - Hanover	43,613	-43.2
↑ 10. (14.)	FKB - Karlsruhe/Baden Baden	30,441	-15.6

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

## Definitions



## 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, tramp 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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