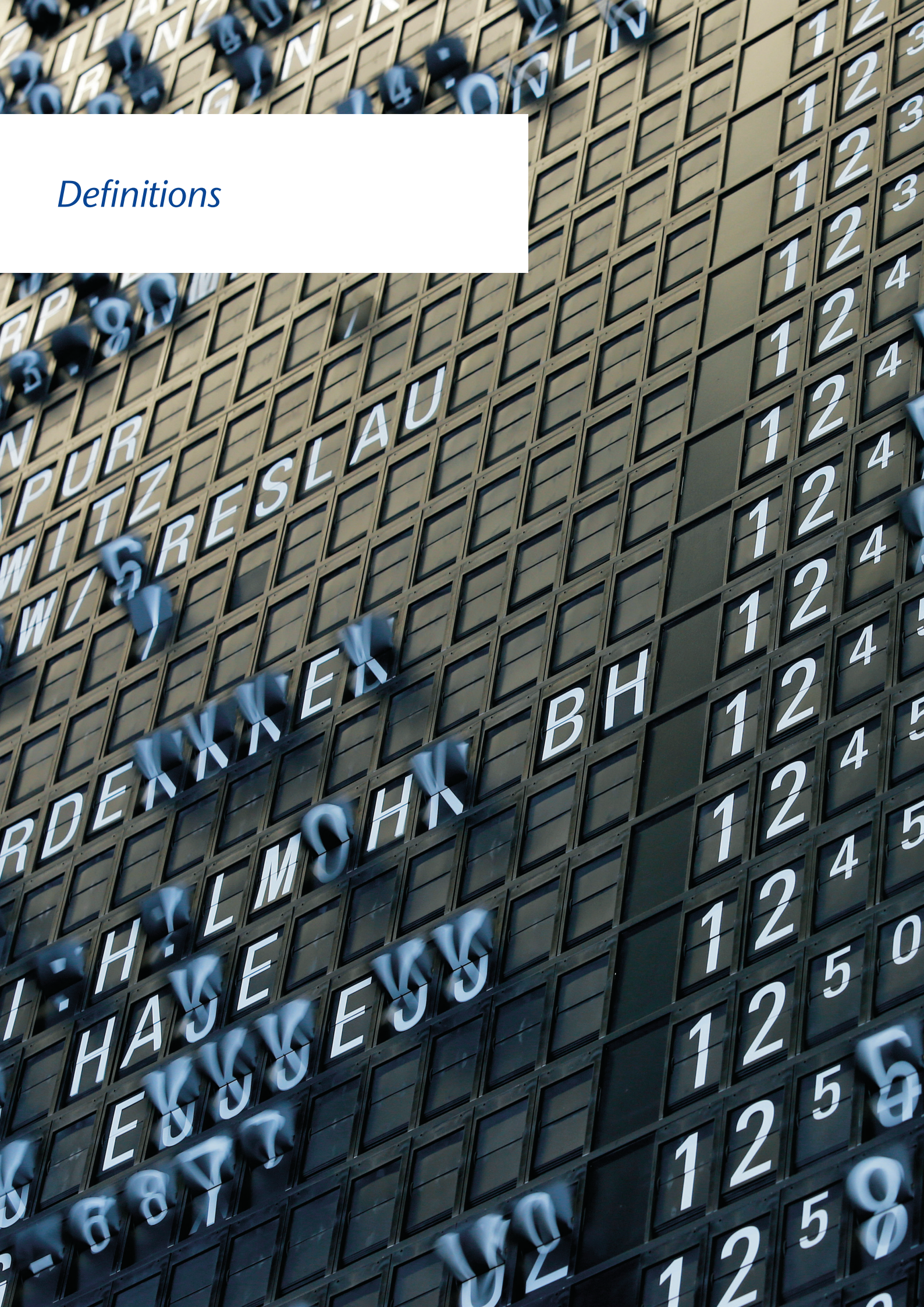


Definitions



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, 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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