

Monthly Traffic Results Frankfurt Airport

November 2021

| Traffic category | November | | January to November | |
|--|-----------|--------|---------------------|--------|
| | absolute | Δ% | absolute | Δ% |
| Passengers (arr.+dep.+transit) | 2,898,175 | 341.5% | 22,097,951 | 23.6% |
| Airfreight (metric tons) (arr.+dep.+tr.) | 188,197 | -0.8% | 2,079,353 | 21.3% |
| Airmail (metric tons) (arr.+dep.+tr.) | 4,101 | -15.0% | 41,417 | -20.9% |
| Aircraft Movements (arr.+dep.) | 28,882 | 125.6% | 233,976 | 17.8% |
| MTOWs (metric tons) (arr.) | 1,802,981 | 72.9% | 15,865,808 | 15.2% |
| Traffic Units (arr.+dep.+tr.)* | 4,821,154 | 85.2% | 43,305,647 | 21.8% |
| Traffic Units (arr.+dep.)** | 4,778,032 | 86.1% | 42,880,026 | 21.9% |
| Cargo (metric tons) (arr.+dep.+tr.) | 192,298 | -1.2% | 2,120,770 | 20.0% |

Traffic Units (TU) are the combined annual values of passengers, cargo, and mail expressed in metric tons.

1 TU = 1 Pax (assessed at 100 kg), or 100 kg of freight or 100 kg of mail.

Cargo refers to the sum of airfreight and airmail volumes, all in metric tons.

However, due to measuring airfreight and airmail in kilograms, rounding differences may appear.

* Fraport internal definition: arriving+departing+transit

** As per ADV-definition: arriving+departing.

Prepared by UEW-MF, 13.12.2021

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Fraport AG, Market & Trend Research (UEW-MF), D-60547 Frankfurt; Contact: Roger Heil, Tel. +49-69-690-71047.

Document: Monatsbericht ab2004 - Vorlage_v5.xlsm

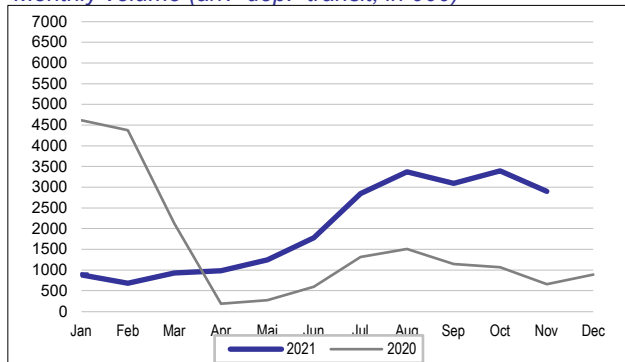
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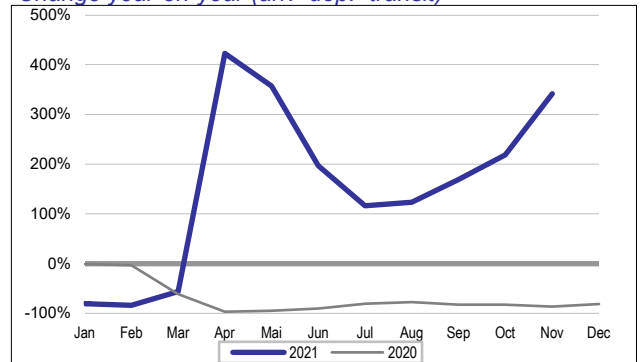
Passengers

| | | |
|----------------------------|-------------------|---------------|
| November | 2,898,175 | 341.5% |
| January to November | 22,097,951 | 23.6% |

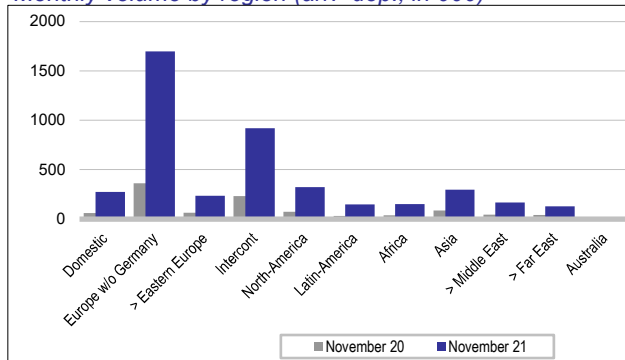
Monthly volume (arr.+dep.+transit; in 000)



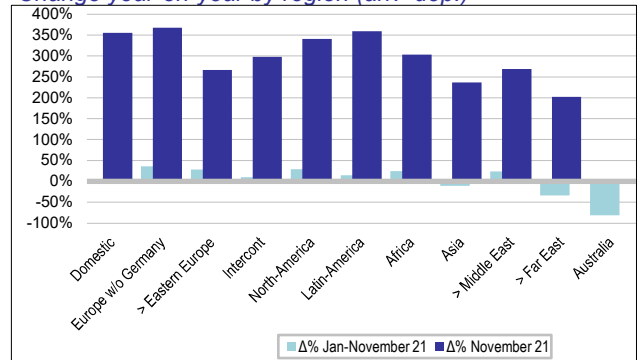
Change year-on-year (arr.+dep.+transit)



Monthly volume by region (arr.+dep.; in 000)



Change year-on-year by region (arr.+dep.)



Regional evaluation by destination; source: BIAF-MAFO

In November 2021 the recovery of demand for air travel continued with increased dynamics. For the second month in a row since the start of the COVID-19 pandemic the passenger count was above half of the count in 2019 at 57.2 %. With the corresponding decline of 42.8 % compared to 2019 the slightest drop in demand was seen since February 2020. With a passenger count of about 2.9 million there were more passengers than in the July vacation month.

Thus, the current recovery phase continued and even overlapped the usual seasonality. This upward trend was boosted by more business travel in November. Before the start of the crisis there was usually less private travel during the month of November. However, at the end of the month there were more travel restrictions again as result of the new virus variant (Omikron) which, unfortunately, could slow down the dynamics seen so far.

The return of more private travel had significant effects as to be seen once looking at specific traffic regions. The locations such as South and Southeast Europe (-17.3 % and -21.5 %, respectively) with heavy travel by people to visit family, friends or spend vacation time were not far from the levels back in 2019. As result of lacking alternatives, the regions Balearic and Canary Islands (+2.5 % and +33.9 %, respectively) were even at levels above the counts in 2019.

With the opening of the North America market there was a noticeable recovery of intercontinental traffic (-52.6 % compared to 2019, for comparison: October -61.9 %). Both traffic to and from Canada and the United States was more than 50 % above the levels before the start of the crisis. Most all other traffic regions likewise profited from the recovery of demand for air travel. The only traffic region outside Europe remaining at a low level was the Far East. Due to continued travel restrictions the count is still at -77.1 % below what was seen in 2019.

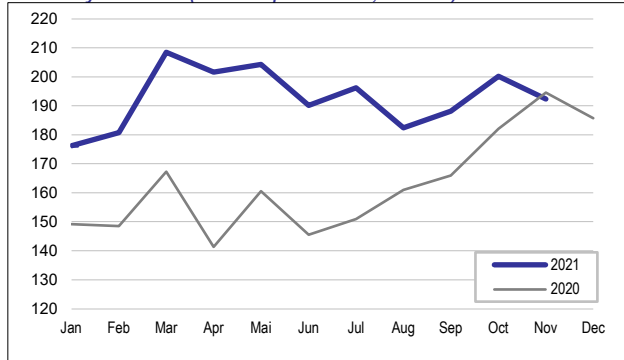
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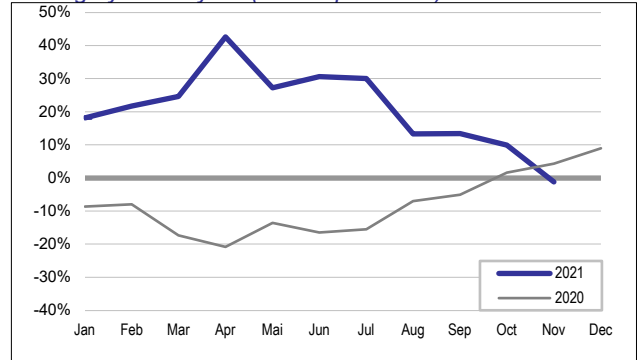
Cargo (t)

| | | |
|----------------------------|------------------|--------------|
| November | 192,298 | -1.2% |
| January to November | 2,120,770 | 20.0% |

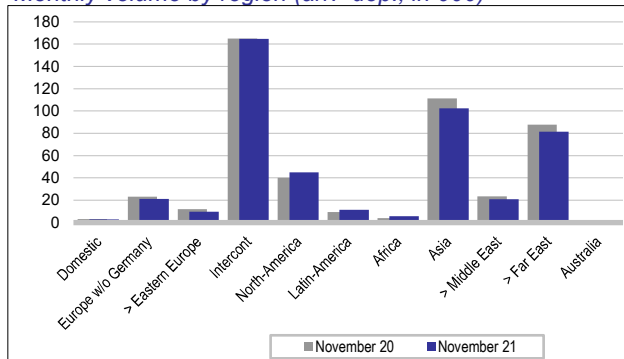
Monthly volume (arr.+dep.+transit; in 000)



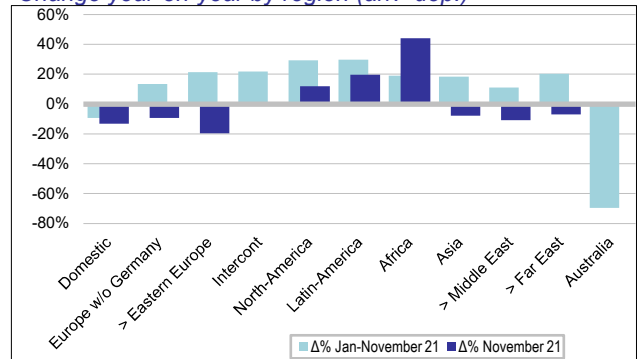
Change year-on-year (arr.+dep.+transit)



Monthly volume by region (arr.+dep.; in 000)



Change year-on-year by region (arr.+dep.)



Regional evaluation by destination; source: BIAF-MAFO

Regarding cargo traffic the level in November 2020 was not quite achieved. The count (192,300 mt) was 1.2 % below that a year ago. This tonnage was still about 3 % above the level in 2019 before the start of the crisis. However, the level was somewhat below that seen on the average of a November month for many years. The growth trend at record levels seen in recent months stalled.

The procurement manager indices of most industrial sectors showed growth. However, the growth was weaker than the high growth rates seen last year. The main reason for this was the disturbance connected to supply chains which slowed down manufacturing. The developments in the airfreight market were similar where a strong demand was faced with capacity problems. In order to maintain logistics chains some airfreight operators (e.g. forwarders) guided cargo past Frankfurt Airport to other airports.

In November 2021 the availability of freighter aircraft was significantly down. Consequently, the amount of freight tonnage transported on freighter aircraft was down by 11 %. The amount of freight in the bellies of passenger aircraft was above levels in 2020 and in November 2021 it was already at about 75 % of pre-crisis levels. The freighter aircraft share at about 74 % still remained high. Outbound freight was 1.8 % above the November 2020 level and inbound freight was 4.1 % below November 2020.

Consequently, there were declines connected to regions with a high freighter aircraft share such as the Far East (-7.0 %) and Europe (-9.3 %). Other regions with a high belly share profited from the increase of passenger aircraft flights compared to 2020. Growth rates were seen for North America (+11.9 %), Latin America (+19.5 %) and Africa (+44.1 %).

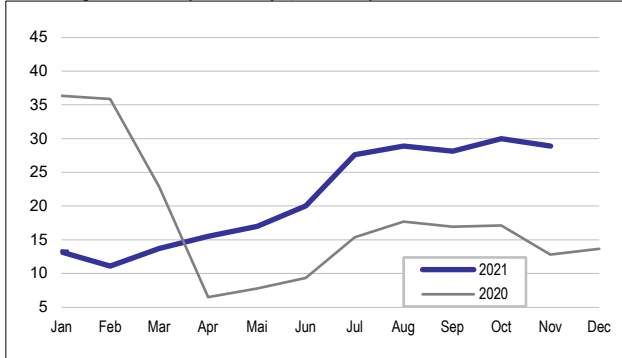
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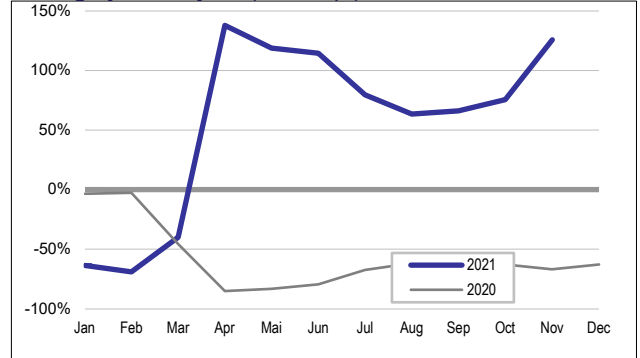
Aircraft Movements

| | | |
|----------------------------|----------------|---------------|
| November | 28,882 | 125.6% |
| January to November | 233,976 | 17.8% |

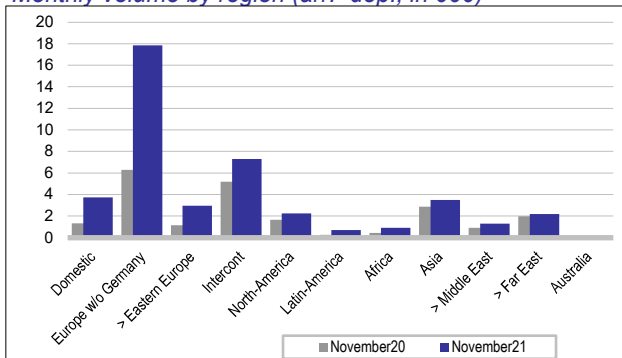
Monthly volume (arr.+dep.; in 000)



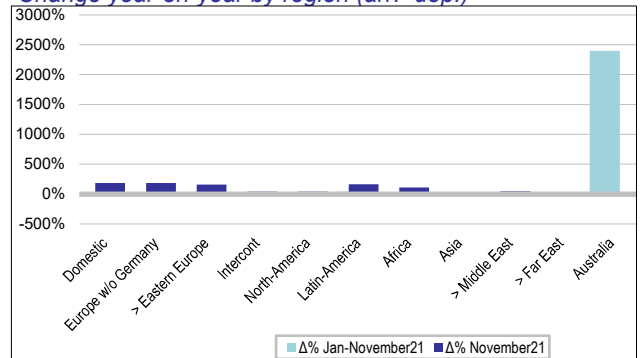
Change year-on-year (arr.+dep.)



Monthly volume by region (arr.+dep.; in 000)



Change year-on-year by region (arr.+dep.)



Regional evaluation by previous/next en-route stop; source: BIAF-MAFO

In November 2021 there were 28,882 aircraft movements (takeoffs and landings) at Frankfurt Airport. There were about 1,300 more movements than in the vacation month July. This is a growth rate of 125.6 % compared to November 2020 and about 74 % the level in November 2019. Compared to October there was a decline of passenger aircraft movements of an average of 35 flights per day. Freighter aircraft flights were at the same level as in October.

Regarding aircraft movements connected to other airports in Germany the count was 3,259 (+223.3 % compared to November 2020) and over 370 movements more than in October. Regarding European traffic passenger flights were up by 206.3 % to 16,654 movements (75 % of 2019 level). A high amount of offered passenger services (flights) were connected to traditional European vacation spots (Spain and Italy). France and Great Britain came next. The Balearic and Canary Islands, Cyprus and Albania had counts above the levels in 2019.

Intercontinental passenger aircraft movements in November 2021 were up by 96.4 % to 5,187 movements. This is 64 % of the level seen in 2019. The best development was connected to America which has reached 75 % of the 2019 level. Middle America was at 84 % of the 2019 level. Due to North America having opened its borders the level was back to 75 % of that seen in 2019. Asia is still at only 56 % of the 2019 level. The count connected to China is still quite low. Africa was at 58 % of the 2019 level.

Compared to November 2020 the count of freighter flights was down by 13.2 % to 2,717 movements. Nonetheless, this count is still significantly above the pre-crisis level (approx. 44 %). 784 of the freighter flights were conducted with passenger aircraft. Due to the lack of belly capacities the freighter movements connected to Asia were 77 % above the 2019 level and those connected to America 64 % above the 2019 level.

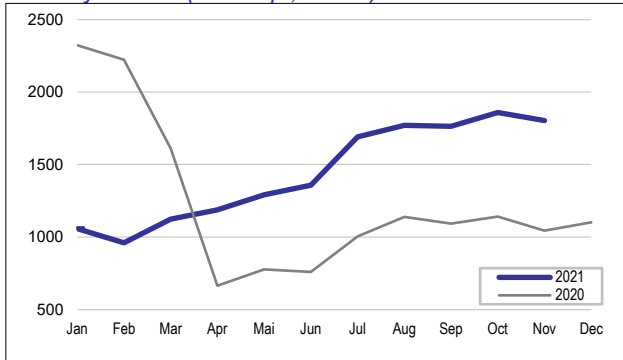
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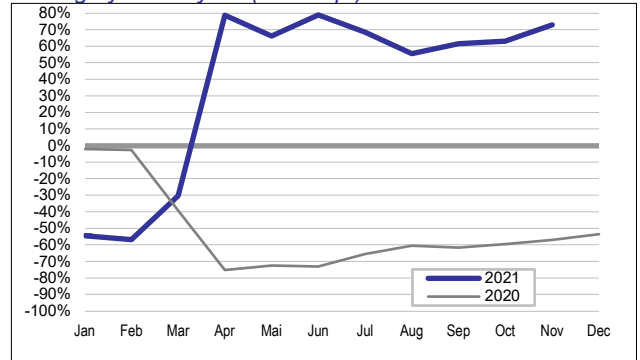
Maximum Take Off Weights / MTOW (t)

| | | |
|----------------------------|-------------------|--------------|
| November | 1,802,981 | 72.9% |
| January to November | 15,865,808 | 15.2% |

Monthly volume (arr.+dep.; in 000)



Change year-on-year (arr.+dep.)



In November 2021 MTOWs were at approximately 1.8 million tons and 72.9 % above the November 2020 count. MTOWs in November 2021 are at 74 % of the 2019 level. In November 2021 the MTOWs developed proportional to aircraft movements.

Due to less passenger services (flights) being offered in November (compared to October) the average MTOW per aircraft landing fell slightly to 124.8. Compared to October 2021 the utilization rate was significantly down and only achieved 65.8 %. The quotient passengers per passenger aircraft movement dropped from about 130 to 115.4.

Special Information

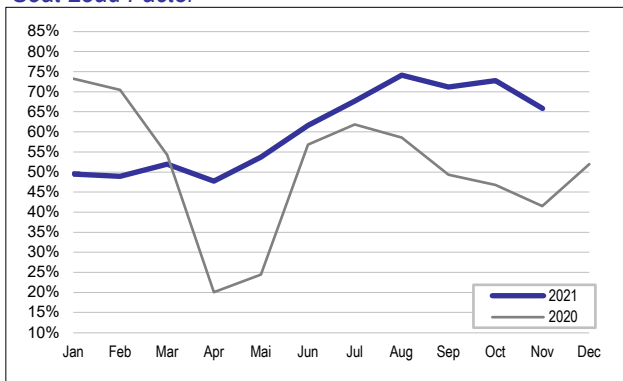
The seat load factor in November 2021 was at 65.8% versus 41.5% in the same month last year.

The share of widebody aircraft was at 24.4% (November 20: 42.9%).

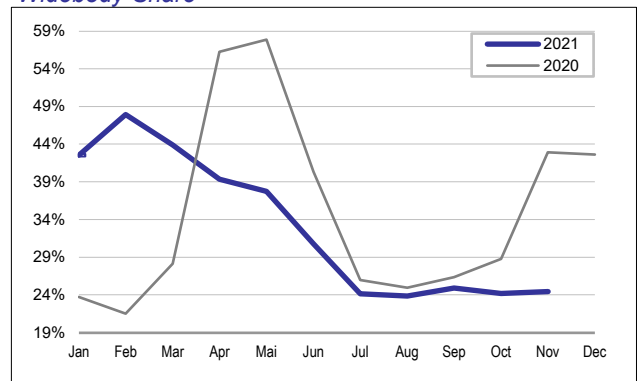
The ratio 'passengers per passengerflight (scheduled & charter)' was at 115.4 vs. 72.2 in the same month last year.

Compared to the same month last year the flight punctuality rate decreased by 7.9%-points and was at 76.0%.

Seat Load Factor



Widebody-Share



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Tables

| Month | | Aircraft Movements | | Passengers | | Air Freight (t) | | Air Mail (t) | |
|--------------------------------|---------------|--------------------|--------|------------|--------|-----------------|---------|--------------|--------|
| | | abs. | Δ% | abs. | Δ% | abs. | Δ% | abs. | Δ% |
| Type of traffic | | | | | | | | | |
| Total (civil aviation traffic) | arr.+dep.+tr. | 28,882 | 125.6% | 2,898,175 | 341.5% | 188,197 | -0.8% | 4,101 | -15.0% |
| | arriving | 14,442 | 125.7% | 1,470,287 | 345.8% | 88,510 | -4.1% | 1,937 | -38.9% |
| | departing | 14,440 | 125.4% | 1,422,996 | 338.3% | 95,868 | 1.8% | 2,159 | 31.4% |
| | arr.+dep. | 28,882 | 125.6% | 2,893,283 | 342.1% | 184,378 | -1.1% | 4,096 | -14.9% |
| | transit | | | 4,892 | 155.2% | 3,819 | 15.8% | 4 | -45.9% |
| Commercial traffic | arr.+dep. | 28,279 | 127.5% | 2,893,038 | 342.1% | 184,371 | -1.1% | | |
| Scheduled/Charter | arr.+dep. | 27,817 | 127.7% | 2,892,003 | 342.3% | 184,371 | -1.1% | | |
| | transit | | | 4,890 | 155.2% | 3,819 | 15.8% | | |
| Passenger flights | arr.+dep. | 25,100 | 176.2% | 2,892,003 | 342.3% | 48,357 | 43.3% | | |
| Freighter flights | arr.+dep. | 2,717 | -13.2% | | | 136,013 | -11.0% | | |
| Mail flights | arr.+dep. | 0 | n.def. | | | | | 0 | n.def. |
| Other traffic | arr.+dep. | 462 | 116.9% | 1,035 | 97.9% | | | | |
| Non-comercial traffic | arr.+dep. | 603 | 61.2% | 245 | 87.0% | 8 | #DIV/0! | | |
| Ferry flights | arr.+dep. | 479 | 47.8% | | | | | | |

| for information only: | | Air Cargo (t) | |
|------------------------------------|--|---------------|-------|
| | | abs. | Δ% |
| arr.+dep.+tr. | | 192,298 | -1.2% |
| arr.+dep. (acc. to ACI-definition) | | 188,475 | -1.5% |

| Year-to-date | | Aircraft Movements | | Passengers | | Air Freight (t) | | Air Mail (t) | |
|--------------------------------|---------------|--------------------|--------|------------|--------|-----------------|-------|--------------|--------|
| | | abs. | Δ% | abs. | Δ% | abs. | Δ% | abs. | Δ% |
| Type of traffic | | | | | | | | | |
| Total (civil aviation traffic) | arr.+dep.+tr. | 233,976 | 17.8% | 22,097,951 | 23.6% | 2,079,353 | 21.3% | 41,417 | -20.9% |
| | arriving | 116,978 | 17.9% | 11,098,011 | 21.1% | 995,492 | 19.1% | 23,606 | -21.4% |
| | departing | 116,998 | 17.8% | 10,969,142 | 26.2% | 1,044,535 | 23.8% | 17,655 | -20.1% |
| | arr.+dep. | 233,976 | 17.8% | 22,067,153 | 23.6% | 2,040,026 | 21.5% | 41,261 | -20.9% |
| | transit | | | 30,798 | 34.1% | 39,327 | 12.4% | 156 | -31.3% |
| Commercial traffic | arr.+dep. | 228,764 | 18.0% | 22,065,155 | 23.6% | 2,039,947 | 21.5% | | |
| Scheduled/Charter | arr.+dep. | 224,789 | 17.7% | 22,055,201 | 23.6% | 2,039,947 | 21.5% | | |
| | transit | | | 27,080 | 18.0% | 39,326 | 12.4% | | |
| Passenger flights | arr.+dep. | 193,167 | 18.5% | 22,055,201 | 23.6% | 472,176 | 42.1% | | |
| Freighter flights | arr.+dep. | 31,622 | 12.7% | | | 1,567,769 | 16.4% | | |
| Mail flights | arr.+dep. | 0 | n.def. | | | | | 0 | n.def. |
| Other traffic | arr.+dep. | 3,975 | 44.1% | 9,954 | 43.5% | | | | |
| Non-comercial traffic | arr.+dep. | 5,212 | 8.9% | 1,998 | -11.0% | 79 | >100% | | |
| Ferry flights | arr.+dep. | 4,341 | 14.4% | | | | | | |

| for information only: | | Air Cargo (t) | |
|------------------------------------|--|---------------|-------|
| | | abs. | Δ% |
| arr.+dep.+tr. | | 2,120,770 | 20.0% |
| arr.+dep. (acc. to ACI-definition) | | 2,081,287 | 20.2% |