

Monthly Traffic Results Frankfurt Airport

October 2021

Traffic category	October		January to October	
	absolute	Δ%	absolute	Δ%
Passengers (arr.+dep.+transit)	3,398,437	218.5%	19,199,776	11.5%
Airfreight (metric tons) (arr.+dep.+tr.)	196,378	10.7%	1,891,156	24.0%
Airmail (metric tons) (arr.+dep.+tr.)	3,809	-17.6%	37,316	-21.5%
Aircraft Movements (arr.+dep.)	30,004	75.4%	205,094	10.4%
MTOWs (metric tons) (arr.)	1,859,320	63.1%	14,062,827	10.5%
Traffic Units (arr.+dep.+tr.)*	5,400,310	87.0%	38,484,494	16.8%
Traffic Units (arr.+dep.)**	5,354,781	87.7%	38,101,994	16.9%
Cargo (metric tons) (arr.+dep.+tr.)	200,187	10.0%	1,928,472	22.7%

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, 11.11.2021

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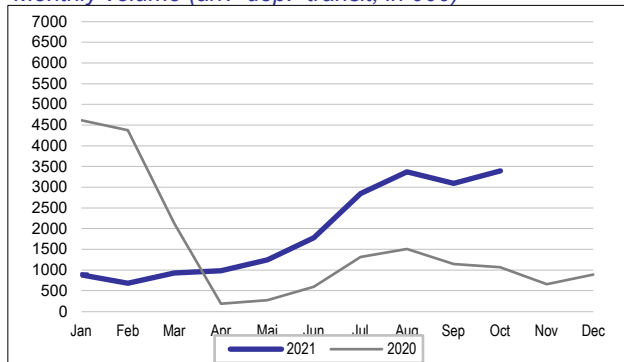
Monthly Traffic Results
Frankfurt Airport
October 2021

Page 2

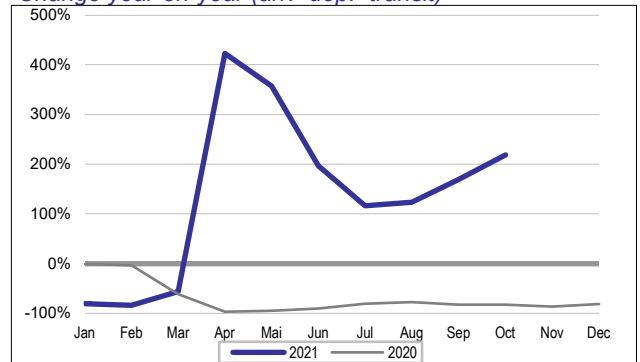
Passengers

October **3,398,437** **218.5%**
January to October **19,199,776** **11.5%**

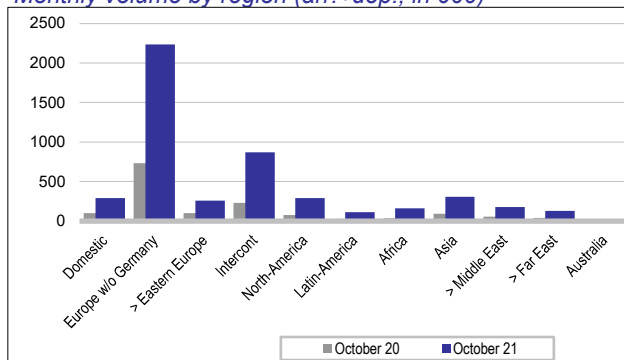
Monthly volume (arr.+dep.+transit; in 000)



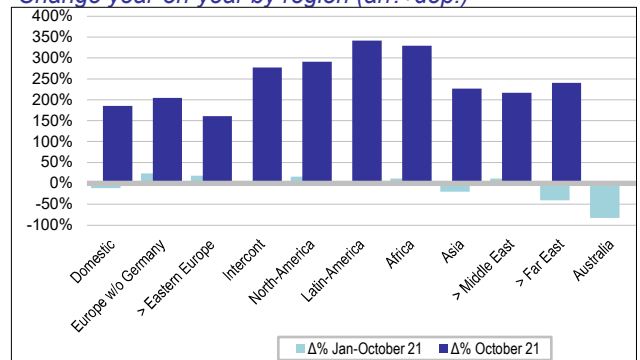
Change year-on-year (arr.+dep.+transit)



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



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



Regional evaluation by destination; source: BIAF-MAFO

With a passenger count of almost 3.4 million a new highest count was reached since the start of the COVID-19 pandemic. Consequently, demand for air travel continues to recover. Usually the demand for air travel is lower during the fall season. However, this is not the case this year. The fall school vacation period also helped to raise the passenger count. Thus, Frankfurt Airport was for the first time able to climb over 50 % of the passenger count recorded in October 2019 (-47.2 % compared to the same month in 2019).

There were five days with over 130,000 passengers at Frankfurt Airport. A new record of 134,920 passengers was set on October 9, 2021 since the beginning of the COVID-19 pandemic. There was noticeable recovery of demand for air travel to and from other airports in Germany and Western Europe. This is also a sign of business travel picking up once again.

The return of demand for air travel for personal reasons has picked up speed. The traffic regions South and South East Europe are already at 77.4 % and 90.2 %, respectively, of the 2019 level. Some traditional vacation spots have even surpassed the 2019 levels (Canary Islands +38.2 %, Greece +16.2 %, Cyprus +43.4 %). Outside Europe there was far above average growth connected to tourism spots in the Dominican Republic (+120.5 %) or the Maldives (+143.7 %).

Regarding intercontinental traffic (-61.4 % compared to October 2019) there is not yet any sign of an intensive recovery of demand for air travel. However, Canada (-48.6 % compared to October 2019) is a sign that there is a quick recovery of demand once a country opens its borders. The Middle East (-44.7 % compared to 2019) is a further example of faster recovery of demand once the travel restrictions were no longer that strict. Due to the still existing travel restrictions connected to the USA and the Far East the demand for air travel to these regions remained at a low level.

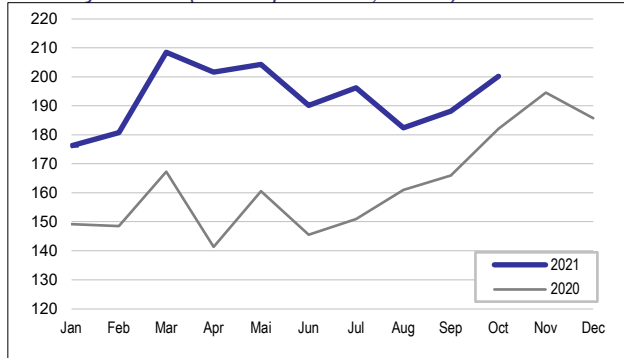
Monthly Traffic Results
Frankfurt Airport
October 2021

Page 3

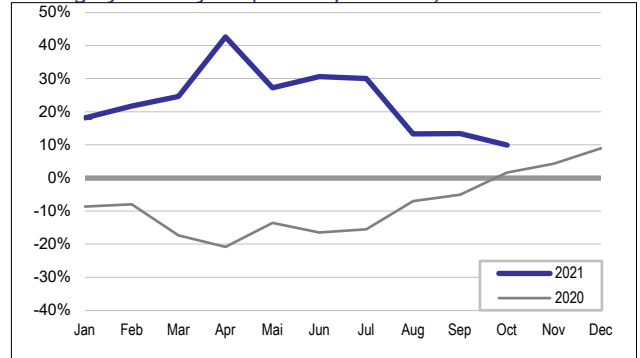
Cargo (t)

October **200,187** **10.0%**
January to October **1,928,472** **22.7%**

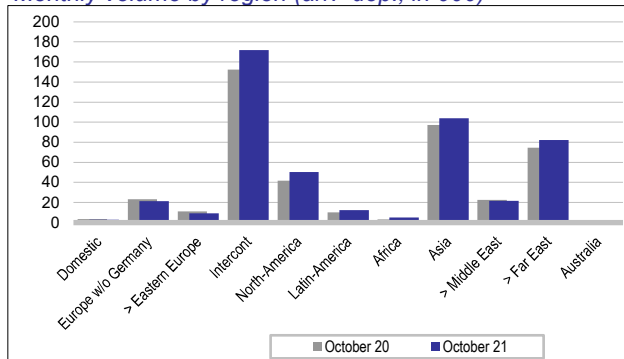
Monthly volume (arr.+dep.+transit; in 000)



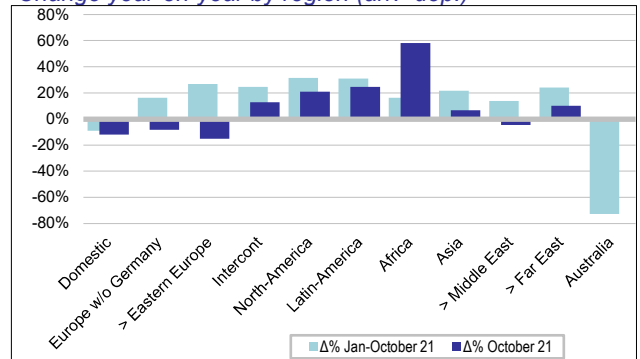
Change year-on-year (arr.+dep.+transit)



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



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



Regional evaluation by destination; source: BIAF-MAFO

In October 2021 cargo traffic at approximately 200,200 mt experienced a substantial growth rate of 10 % compared to October 2020 and 11.7 % compared to October 2019. October 2021 had the second highest tonnage of an October month in the history of Frankfurt Airport. Only October 2010 had a higher count of about 6 % or about 12,600 mt. The handled amount of cargo tonnage was at a record level and about 6 % above the average October volume in recent years.

Favorable framework conditions accompanied the high growth of air cargo traffic. The procurement manager indices of the industrial sectors showed further growth. The disruptions of supply chains relying on cargo being transported by ships (closed harbors, ships waiting to be unloaded, lack of containers etc.) has shifted the stream of goods to the air cargo sector. This situation and high growth rates have made the handling of cargo at Frankfurt Airport a big challenge. With a volume of about 17,000 mt there was approximately 30 % more cargo being transported on so-called "preighter" aircraft (passenger aircraft transporting solely cargo) than last year.

The cargo on freighter aircraft ("preighters and standard freighter aircraft) was at a similarly high level as in 2020 and about 37 % above the level before the start of the COVID-19 pandemic. Cargo in the belly of passenger aircraft is currently at 75 % of the level seen in 2019. Regarding traffic to and from the USA it is even 7.5 % above the 2019 level. Generally there are high dynamics connected to the USA (+22.8 %) and this is in line with the development of the US procurement manager indices. Direct traffic to and from China (+4.1 %) was also quite stable during the "Golden Week" and no major declines of handled tonnage were seen.

Due to quarantine measures at Shanghai Airport (PVG) there were handling bottlenecks at this airport. Consequently, there was a minus of 24.0 % connected to Shanghai. Cargo movement was shifted to other airports in China (Peking +76.2 %). Latin America (24.6 %) and Africa (+58.2 %) profited from more cargo being carried in the belly of passenger aircraft to and from these regions.

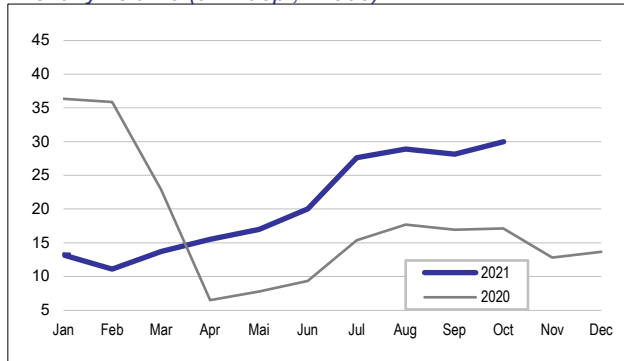
**Monthly Traffic Results
Frankfurt Airport
October 2021**

Page 4

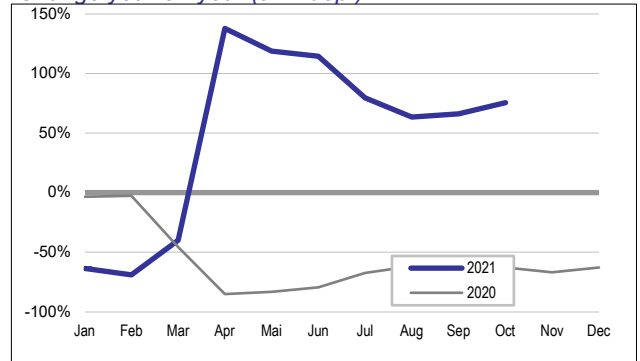
Aircraft Movements

October **30,004**
January to October **205,094** **75.4%**
10.4%

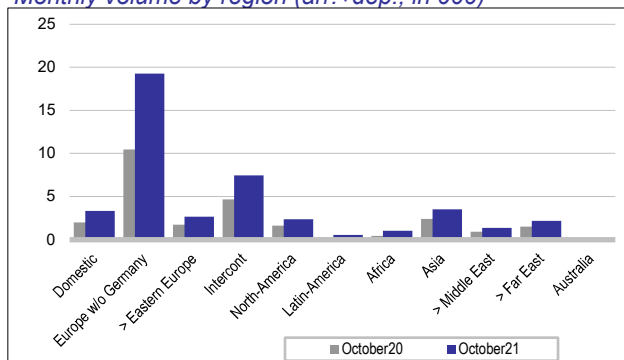
Monthly volume (arr.+dep.; in 000)



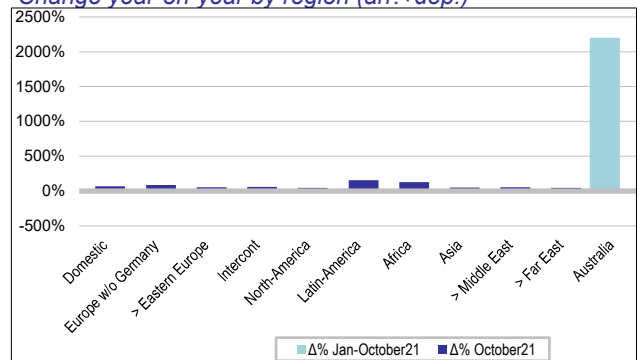
Change year-on-year (arr.+dep.)



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

With 30,004 aircraft movements (takeoffs and landings) a new record was set in October 2021 since the start of the COVID-19 pandemic. This was a growth of 75.4 % compared to October 2020 and about 65 % of the level in October 2019. Regarding passenger aircraft there were about an average 64 more movements each day than in September 2021. There was an average of 4 more freighter aircraft movements a day.

Regarding passenger aircraft flights to and from other airports in Germany the count was at 2,885. This is a plus of 78.2 % compared to October 2020 and at 47 % the level in October 2019. Most movements were connected to Berlin, Hamburg and Munich. Regarding Europe the growth rate was 90.2 % to 18,067 aircraft movements (about 65 % of the 2019 level for that month). Most flights were connected to the traditional vacation spots in Spain and Italy. Next came Greece, Great Britain, France and Turkey. Greece and the Canary Islands reported significant growth rates and the counts were even above those in October 2019.

The intercontinental passenger aircraft movements in October 2021 were up by 105.5 % to 5,246 (compared to October 2020). This was 58 % the level in October 2019. Middle America fared best of all by reaching 88 % of the October 2019 level. The count was even higher than the October 2019 level for the Dominican Republic, Costa Rica and Mexico. For America the count was 64 % the 2019 level. Next comes Africa with 57 % of the 2019 level. Asia was behind at 52 % the 2019 level. There were high declines for North and Southeast Asia. In contrast, the Gulf region developed quite dynamically.

In October 2021 the count of freighter aircraft flights was up by 1.4 % (2,772 movements) compared to October 2020. As stated above, there were many more flights (about 740) on so-called "freighters" (passenger aircraft transporting solely cargo). The daily average was also up compared to September 2021. Intercontinental cargo traffic to and from Asia was up by 10.7 % compared to October 2020. Freight aircraft movements connected to North America were down by 22.3 %.

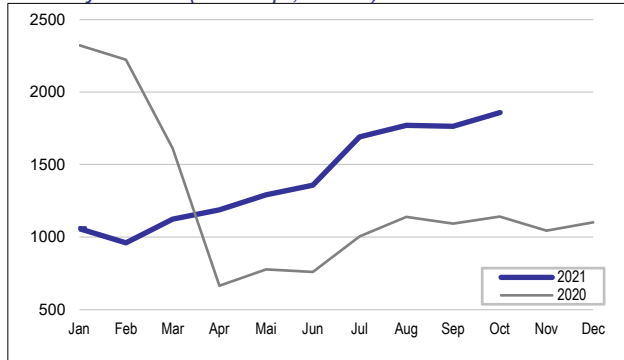
**Monthly Traffic Results
Frankfurt Airport
October 2021**

Page 5

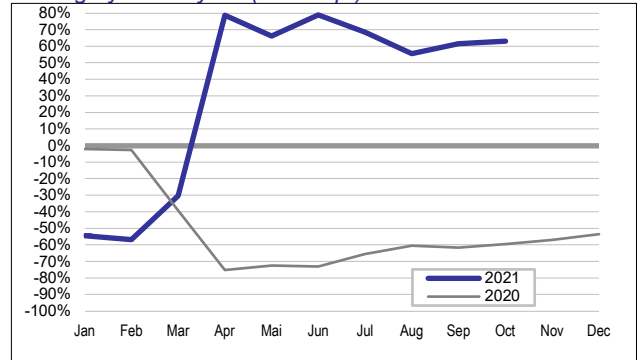
Maximum Take Off Weights / MTOW (t)

October	1,859,320	63.1%
January to October	14,062,827	10.5%

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



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



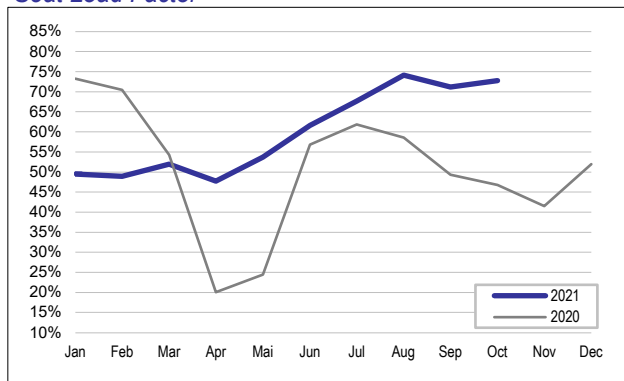
In October 2021 the MTOWs at about 1.9 million tons were 63.1 % above the count in October 2020 and at 66 % the October 2019 level. MTOWs developed slightly above average over against aircraft movements. This is due to the fact that both passenger and freighter aircraft movements were up compared to September 2021.

Due to more scheduled passenger services (flights) being offered in October 2021 (compared to September 2021) the average MTOW per aircraft landing dropped slightly to 124.0. In contrast, utilization in October 2021 was slightly up (compared to September 2021) and at 72.8 % it was the second highest seat load factor this year (after August). The quotient passengers per passenger aircraft movement was likewise up to 129.7.

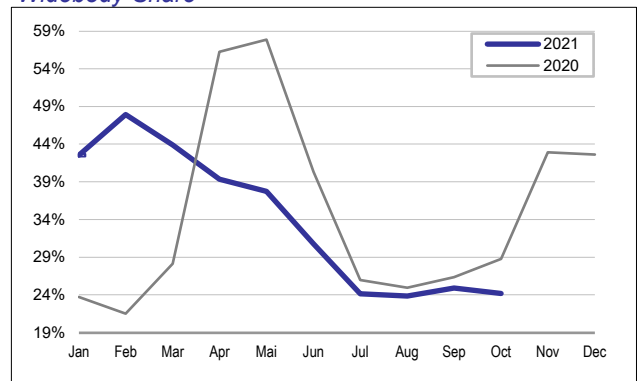
Special Information

The seat load factor in October 2021 was at 72.8% versus 46.8% in the same month last year. The share of widebody aircraft was at 24.2% (October 20: 28.8%). The ratio 'passengers per passengerflight (sheduled & charter)' was at 129.7 vs. 78.0 in the same month last year. Compared to the same month last year the flight punctuality rate decreased by 17.0%-points and was at 69.5%.

Seat Load Factor



Widebody-Share



Monthly Traffic Results
Frankfurt Airport
October 2021

Page 6

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.	30,004	75.4%	3,398,437	218.5%	196,378	10.7%	3,809	-17.6%
	arriving	14,998	75.4%	1,720,728	214.5%	93,209	10.6%	1,972	-27.8%
	departing	15,006	75.4%	1,673,683	222.8%	99,031	10.3%	1,825	-3.6%
	arr.+dep.	30,004	75.4%	3,394,411	218.6%	192,240	10.4%	3,797	-17.8%
	transit			4,026	174.1%	4,138	23.3%	12	>100%
Commercial traffic	arr.+dep.	29,373	75.9%	3,394,120	218.6%	192,214	10.4%		
Scheduled/Charter	arr.+dep.	28,970	76.6%	3,392,869	218.7%	192,214	10.4%		
	transit			4,021	174.9%	4,138	23.3%		
Passenger flights	arr.+dep.	26,198	91.6%	3,392,869	218.7%	51,951	57.6%		
Freighter flights	arr.+dep.	2,772	1.4%			140,263	-0.6%		
Mail flights	arr.+dep.	0	n.def.					0	n.def.
Other traffic	arr.+dep.	403	38.0%	1,251	84.8%				
Non-comercial traffic	arr.+dep.	631	53.9%	291	53.2%	26	>100%		
Ferry flights	arr.+dep.	509	62.6%						

for information only:		Air Cargo (t)	
		abs.	Δ%
arr.+dep.+tr.		200,187	10.0%
arr.+dep. (acc. to ACI-definition)		196,037	9.7%

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.	205,094	10.4%	19,199,776	11.5%	1,891,156	24.0%	37,316	-21.5%
	arriving	102,536	10.4%	9,627,724	9.0%	906,981	22.0%	21,669	-19.4%
	departing	102,558	10.3%	9,546,146	14.1%	948,667	26.5%	15,496	-24.3%
	arr.+dep.	205,094	10.4%	19,173,870	11.5%	1,855,648	24.3%	37,164	-21.5%
	transit			25,906	23.1%	35,508	12.0%	151	-30.7%
Commercial traffic	arr.+dep.	200,485	10.5%	19,172,117	11.5%	1,855,577	24.3%		
Scheduled/Charter	arr.+dep.	196,972	10.1%	19,163,198	11.5%	1,855,577	24.3%		
	transit			22,190	5.5%	35,507	12.0%		
Passenger flights	arr.+dep.	168,067	9.2%	19,163,198	11.5%	423,819	42.0%		
Freighter flights	arr.+dep.	28,905	16.0%			1,431,755	19.9%		
Mail flights	arr.+dep.	0	n.def.					0	n.def.
Other traffic	arr.+dep.	3,513	38.0%	8,919	39.1%				
Non-comercial traffic	arr.+dep.	4,609	4.5%	1,753	-17.1%	71	>100%		
Ferry flights	arr.+dep.	3,862	11.3%						

for information only:		Air Cargo (t)	
		abs.	Δ%
arr.+dep.+tr.		1,928,472	22.7%
arr.+dep. (acc. to ACI-definition)		1,892,812	22.9%