# Monthly Traffic Results
# Frankfurt Airport

### with Semi-annual Report

# June 2024

| Traffic category | June absolute | Δ% | January to June absolute | Δ% |
|---|---|---|---|---|
| Passengers (arr.+dep.+transit) | 5,632,126 | 1.4% | 28,755,590 | 7.0% |
| Airfreight (metric tons) (arr.+dep.+tr.) | 175,408 | 11.9% | 989,852 | 9.2% |
| Airmail (metric tons) (arr.+dep.+tr.) | 2,915 | -10.0% | 17,993 | -14.1% |
| Aircraft Movements (arr.+dep.) | 39,475 | 1.5% | 212,196 | 5.7% |
| MTOWs (metric tons) (arr.) | 2,454,606 | 2.3% | 13,344,300 | 5.7% |
| Traffic Units (arr.+dep.+tr.)* | 7,415,363 | 3.6% | 38,834,039 | 7.4% |
| Traffic Units (arr.+dep.)** | 7,347,122 | 3.6% | 38,496,569 | 7.5% |
| Cargo (metric tons) (arr.+dep.+tr.) | 178,324 | 11.4% | 1,007,845 | 8.6% |

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 diffrences may appear.
* Fraport internal definition: arriving+departing+transit
** As per ADV-definition: arriving+departing.

*Prepared by UEN-MF, 12.07.2024*


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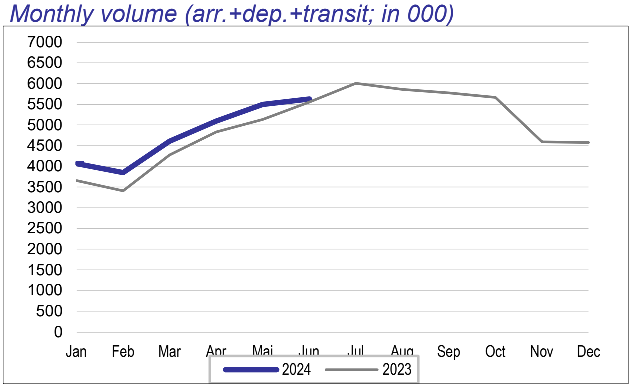
Document: Monatsbericht ab2004 - Vorlage_v5.xlsm

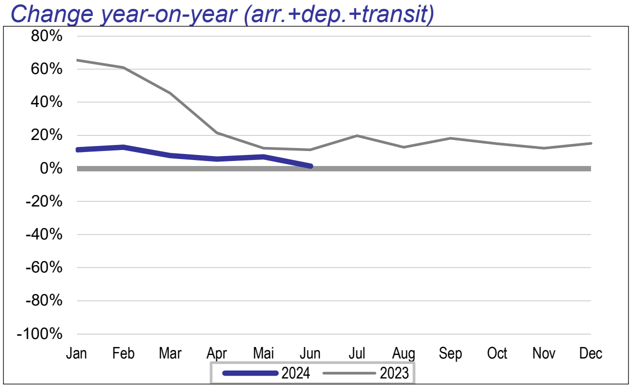
## Passengers

| | | |
|---|---|---|
| **June** | **5,632,126** | **1.4%** |
| **January to June** | **28,755,590** | **7.0%** |

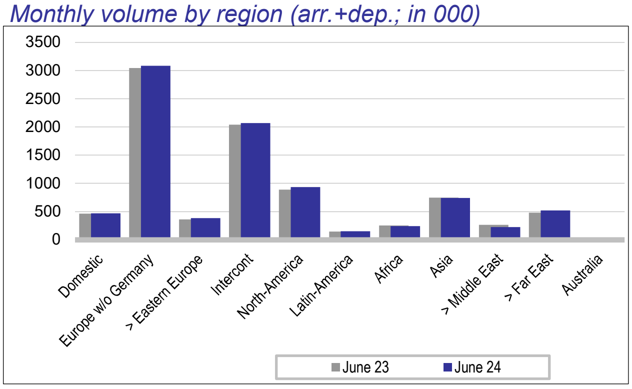
*Monthly volume (arr.+dep.+transit; in 000)*



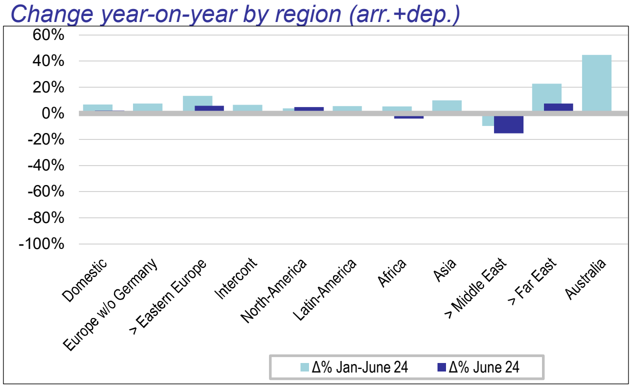

*Change year-on-year (arr.+dep.+transit)*




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




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




Regional evaluation by destination; source: BIAF-MAFO

The passenger count at Frankfurt Airport was 5.63 million in June 2024 and 1.4 % above the count in June 2023. Despite some weather-related limitations in June 2024 for the first time this year the passenger count was above 200,000 on two Sundays.

Traffic to and from other airports in Germany was up by 2.1 % and to and from other European airports up by 1.2 %. Tourism destinations continue to be a major factor. For example, the high vacation travel demand connected to the Balearic Islands effected a growth rate of 16.3 % and regarding the Canary Islands the growth rate was up by 9.3 %. In addition to further destinations in southern Europe (e.g. Portugal + 11.2 %), there were high growth rates connected to eastern Europe as well (Lithuania +44.1 %, Bulgaria +19.5 %, Poland +6.4 %).

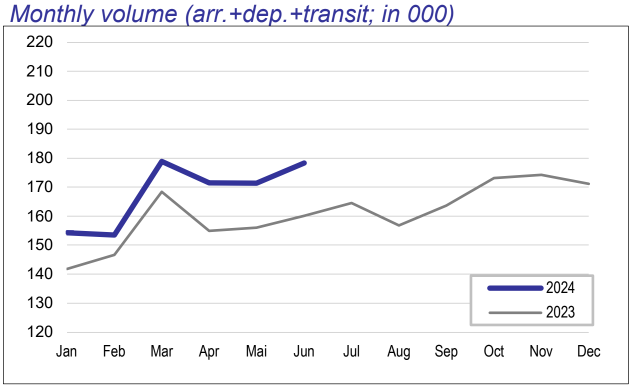
In contrast, western European destinations were marked by a 3.0 % decline compared to June 2023. This was also the result of the slow recovery of business travel. Intercontinental traffic recorded a plus of 1.5 %. The main growth generators were the Far East and high-volume North America traffic. Regarding the Far East region the known picture was seen during the past months: the China and India passenger counts pushed developments.

The demand for travel to and from South Africa destinations remained high, specifically to and from Namibia (+20.0 %). In contrast, in regard to North Africa there was lower demand for travel to and from Egypt. This could not be offset by increased demand for travel to and from Tunisia. Traffic connected to the Middle East declined by 15.3 %. There were increases for Saudi-Arabia and Kuwait. For all other countries in that region there were declines.

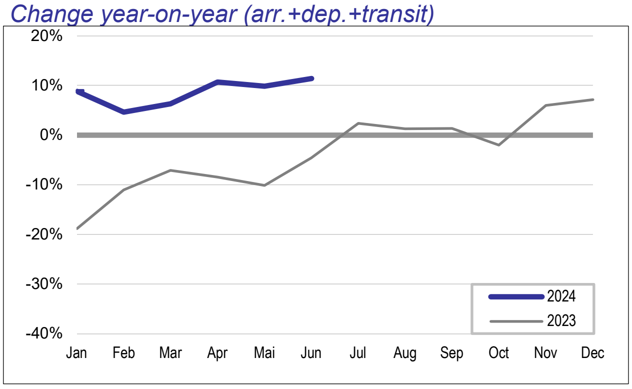
## Cargo (t)

| | | |
|---|---|---|
| **June** | **178,324** | **11.4%** |
| **January to June** | **1,007,845** | **8.6%** |

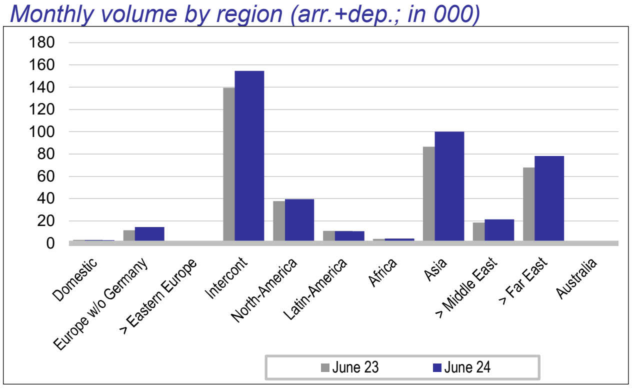
*Monthly volume (arr.+dep.+transit; in 000)*



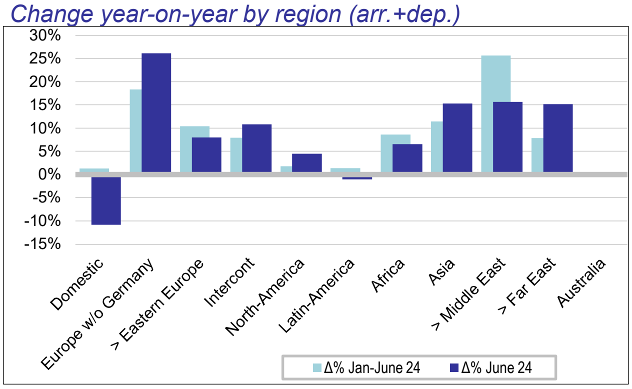

*Change year-on-year (arr.+dep.+transit)*




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




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




Regional evaluation by destination; source: BIAF-MAFO

The growth trend in cargo traffic continued in June 2024. This resulted in a huge growth rate of 11.4 % compared to June 2023. In June 2024 the cargo count was at 178,300 mt. This good result was positively influenced by a shift of weekdays to one additional weekend compared to June 2023. For the first time since February 2022 there was a noticeable growth rate of 2.3 % compared to the year 2019 before the start of the crisis due to the COVID-19 pandemic.

The tonnage loaded off aircraft at Frankfurt Airport continued to increase above average by 13.0 %. The increase of tonnage leaving Frankfurt Airport was also quite dynamic at 10.1 %. As has been the case in previous months, tonnage on passenger aircraft was up over-proportionately by 16.8 % compared to that on freighter aircraft (+8.0 %) and very noticeably compared to 2019 (+8.3 %). This means that there was more cargo this year both on passenger aircraft and freighter aircraft. A passenger aircraft had an average 2.0 mt on board and a freighter aircraft 49.4 mt cargo on board.

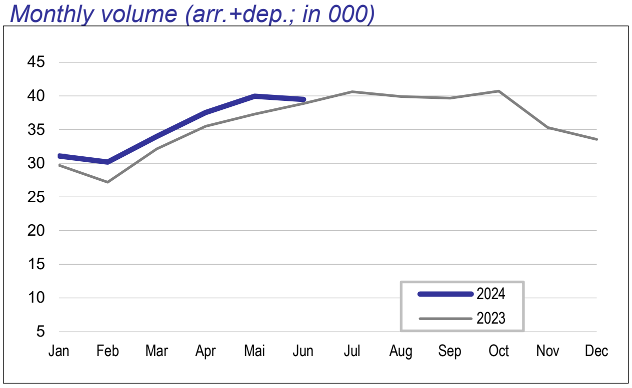
Regarding the processing industry there were positive influences coming from India where the corresponding procurement manager index increased considerably. As a result, cargo traffic between Frankfurt Airport and India recorded the largest absolute increases (approx. +3,200 mt and +52.9 %, respectively). Furthermore, cargo traffic between Hong Kong (+32.0 %) and Taiwan (+66.2 %) contributed to the growth rate for the Far East (+15.2 %). The North America market, the second largest one after Northeast Asia, was also up by 4.5 %.

There were high growth rates for the Middle East traffic (+15.6 %). There were dynamic increases connected to the United Arab Emirates (+18.6 %), Qatar (+10.7 %) and Israel (+53.6 %). Regarding Latin America (-1.0 %) there was only a noticeable growth rate for Brazil (+36.5 %). As a low absolute level, there was a growth rate of 6.6 % connected to Africa.

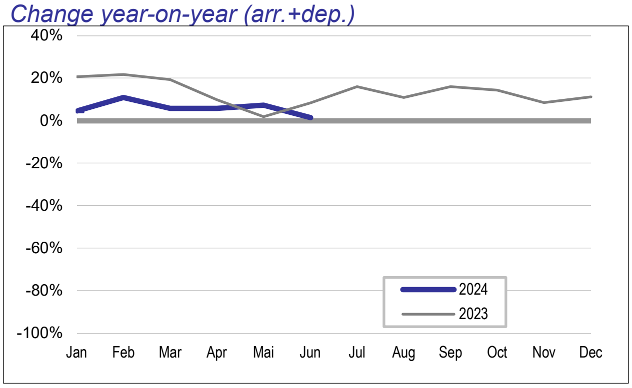
## Aircraft Movements

| | | |
|---|---|---|
| **June** | **39,475** | **1.5%** |
| **January to June** | **212,196** | **5.7%** |

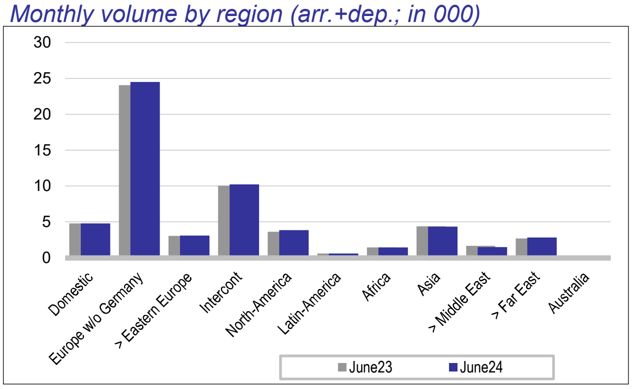
*Monthly volume (arr.+dep.; in 000)*



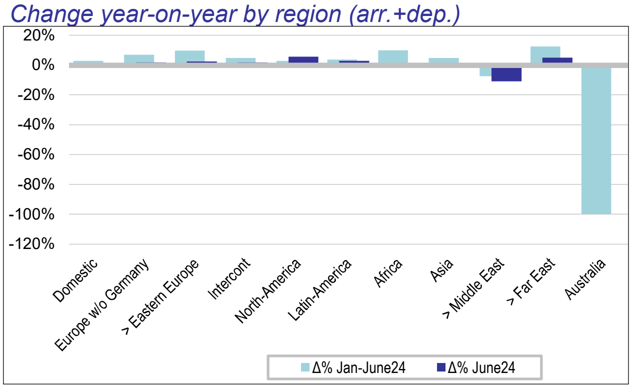

*Change year-on-year (arr.+dep.)*




*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 June 2024 there were 39,475 aircraft movements (takeoffs and landings) at Frankfurt Airport. Compared to June 2023 there was a growth rate of 1.5 % or 600 aircraft movements, respectively. The count in June 2024 is at about 86 % of the 2019 level before the start of the crisis due to the COVID-19 pandemic.

Compared to June 2023, in the month of June 2024 there fewer passenger flights to and from other airports in Germany due to the discontinuation of the connection to Friedrichshafen (4,227 aircraft movements, minus 1.8 %). The aircraft movements connected to other airports in Europe were up moderately by 1.2 % to 23,099. Thereby the number of movements connected to western Europe was slightly down due to fewer passenger flights to and from Innsbruck and Linz in Austria. There were, however, more flights to and from southern Europe, specifically to and from Italy, Spain and Portugal.

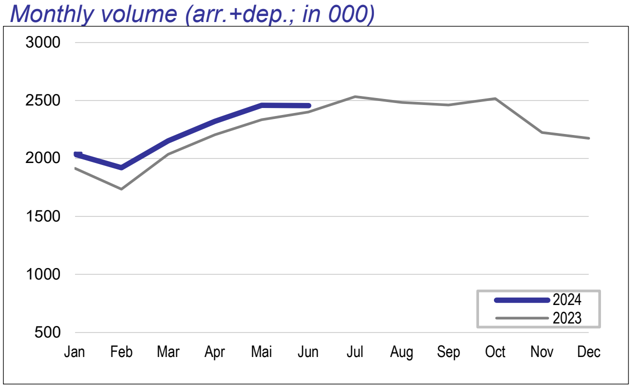
Intercontinental passenger aircraft flights were up by 1.6 % to 8,776 movements. The lead was taken by North America with a plus of 7.9 % compared to June 2023 and +9.2 % compared to 2019 before the start of the crisis due to the COVID-19 pandemic. The Far East region was likewise up over against June 2023 with a recovery rate of 98 % compared to the year 2019. Traffic to and from North and South Africa was also above the June 2023 count. There were fewer passenger aircraft flights to and from Central Africa and the Middle East.

Freighter aircraft flights were up by 6.7 % (2,149 movements) compared to the same time a year ago. Offered services (flights) were slightly up to and from intercontinental destinations. There were far more services being offered to and from continental destinations compared to the same month in 2023. The largest increase of movements was connected to Türkiye, Belgium, the United Arab Emirates and Senegal.

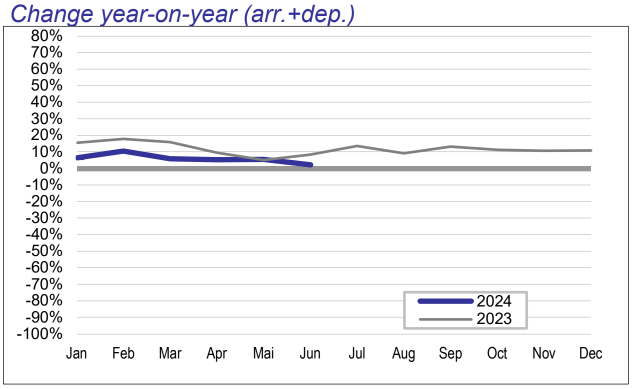
## *Maximum Take Off Weights / MTOW (t)*

| | | |
|---|---|---|
| **June** | **2,454,606** | **2.3%** |
| **January to June** | **13,344,300** | **5.7%** |

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




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



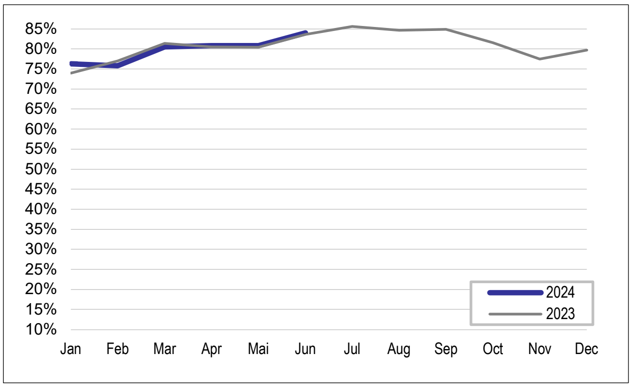

Compared to June 2023 the MTOWs were up by 2.3 % to 2.5 million tons. This is a recovery rate of 87 % compared to the 2019 level before the start of the crisis due to the COVID-19 pandemic. The MTOW per aircraft landing at 124.4 tons was slightly above the level in June 2023.

There were new records in June 2024 in regard to utilization rates. The quotient passengers per passenger aircraft movement was 155.9 and above the previous record in the year 2023 (155.2) The seat load factor at 84.1 % was 0.5 percentage points above the rate in June 2023. However, it was approximately 0.3 percentage points below the highest rate for a single month (June 2022).

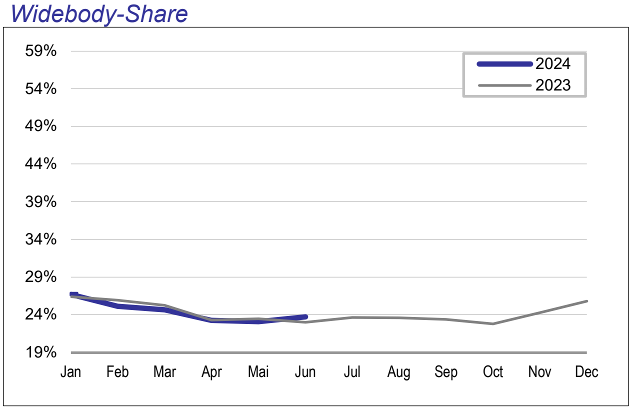
## *Special Information*

The seat load factor in June 2024 was at 84.1% versus 83.6% in the same month last year.
The share of widebody aircraft was at 23.7% (June 23: 23.0%).
The ratio 'passengers per passengerflight (sheduled & charter)' was at 155.9 vs. 155.2 in the same month last year.
Compared to the same month last year the flight punctuality rate decreased by 1.4%-points and was at 57.1%.

*Seat Load Factor*




*Widebody-Share*



## Passengers **January to June 28,755,590 7.0%**

During the first six months of the year 2024 the passenger count at Frankfurt Airport was approximately 28.8 million and plus 7.0 % compared to the same period last year. The count for the first six months in 2024 is at 85.5 % of the level during the first six months of 2019 before the start of the crisis as result of the COVID-19 pandemic.

The start of the year was marked by numerous strike activities. The train strikes in January effected additional booking of flights to and from other airports in Germany. Thus, this more than made up for weather-related cancellations. In February there were strikes by airport personnel leading to a decline of the passenger count. However, the additional leap day in February could almost make up for that. The strikes in March reached their peak resulting in a loss (strikes and weather-related) of approximately 600,000 passengers during the first quarter of the year 2024.

The month of April profited from the vacation period in the State of Hesse. Two of the three week long Easter school vacation period happened to be in April. Consequently, there was high demand for booking flights to and from vacation destinations. In May the passenger count benefited from the Pentecost school vacation period in the states Rhineland-Palatinate and Bavaria. June was marked by weather-related cancellations and the complete shift of the holidays to the month of May. Nonetheless, the month of June already had two days with a passenger count above the 200,000 mark.

In addition to the sustained or dominating vacation traffic, the demand for business travel has increased. This increase was, however, with subdued momentum. During some months in 2024 the amount of private travel was already above the levels in 2019. In contrast, the recovery rate regarding business travel is slower and only at about 63 % of the 2019 level. It is specifically notable that business travel by Germans is still not near what it was in 2019 before the start of the crisis due to the COVID-19 pandemic.

The weakness of business travel is also reflected by the development of traffic to and from other airports in Germany. This traffic was up by 6.7 % in 2024 compared to the first six months of 2023. However, the count is still significantly behind the levels in 2019 (-30.0 %). European traffic was up by 7.5 % compared to the same period in 2023. The most growth was seen for travel to and from southern European warm weather destinations and the demand for visits to major cities.

Destinations in the southeast region of Europe also benefited from the desire of Germans to take nice vacations. Destinations in Greece were in high demand and there was a plus of 17.0 % compared to the same period last year. The high-volume destinations in Türkiye were up 4.6 % and significantly above the level in 2019 before the start of the crisis (+22.6 %). The passenger count connected to eastern European destinations continued on the recovery path (+13.4 % compared to the same period in 2023).

Intercontinental traffic recorded an increase of 6.7 %. Traffic connected to the Far East was the growth generator. It increased by 22.6 %. The main contributor was the recovery of traffic involving China. It had the highest absolute growth rates in the statistics. The good result was also based on a higher passenger count for travel to and from destinations in India (+29.1 %). Travel to and from the Middle East was negatively impacted by the ongoing war in that region.

The high-volume traffic connected to North America recorded a plus of 3.9 % and is now just slightly below the level in 2019 before the start of the crisis due to the COVID-19 pandemic. There was more growth related to the United States than to Canada. Destinations in South Africa experienced tremendous growth (+19.6 %). Tourism destinations in North Africa (+2.1 %) suffered somewhat by less demand for travel to and from Egypt despite some double-digit increases being recorded for Morocco and Tunisia.

## Cargo

| | | |
|---|---|---|
| **January to June** | **1,007,845** | **8.6%** |

During the first six months of the year 2024 the cargo tonnage count passed the mark of one million mt and increased by 8.6 % compared to the same period last year. Compared to the pre-crisis year 2019 only 60,000 mt (approximately 5 %) are missing. Compared to the same period in 2023 the airmail count at about 18,000 mt (only 40 % of the 2019 level) was down by 14.1 %. Regarding airfreight there was a significant boost by 9.2 % to approximately 990,000 mt.

Whereas the cargo tonnage increased by 6.5 % during the first quarter of 2024, it even went up more during the second quarter of the year (+10.7 %). Consequently, the air cargo development was in line with the procurement manager indices. During the first six months of the year 2024 these indices were up worldwide compared to 2023 (+ 1.1 %) whereby the plus intensified during the second quarter. Capacity problems in sea traffic, as result of the security crisis in the Red Sea, effected longer transport distances and a huge increase of sea freight rates in general.

Air cargo traffic profited from both of the above-mentioned reasons. Based on the high e-commerce demand, the worldwide yields in air traffic stayed at the 2023 level during the second quarter of 2024. During the first quarter of 2024 they still declined significantly behind. During the first six months of 2024 the yields were only slightly below those in 2023 but still clearly above the 2019 level.

Due to capacity expansions in passenger traffic, the cargo tonnage on passenger aircraft flights recorded a dynamic plus of approximately 400,000 mt (+19.6 %) compared to last year. Even the pre-crisis year 2019 was surpassed by 1.3 %. The cargo count on freighter aircraft grew moderately by 2.3 % to a volume of about 600,000 mt. Compared to the pre-crisis year 2019, the bellyhold count increased its share of the overall tonnage by 2 percentage points to about 40 %.

During the first six months of 2024 the air cargo streams worldwide from the Asia/Pacific region to Europe intensified greatly. Consequently, Frankfurt Airport benefited from this. The main growth generator was the cargo volume on routes from Asia to Europe. Looking at specific countries mention is made of India with the highest absolute growth rates (approximately 18,200 mt or +53.1 %, respectively). Further positive results were due to traffic connected to the Middle East (+25.6 %) as part of the overall boost of air cargo trade between Asia and Europe.

Furthermore, the air cargo streams between Europe and Africa developed positively. For this reason Frankfurt Airport was able to increase the tonnage count on routes connected to Africa by 8.6 % on a low absolute level. Regarding North America, the second largest market behind Northeast Asia, Frankfurt Airport was able to achieve a moderate growth of 1.8 %. There was likewise a very moderate growth rate connected to Latin America (+1.3 %). Whereas the count for Brazil was up by 17.3 %, the result for Mexico declined by 13.3 %. Regarding continental traffic (+15.1 %) the cargo traffic connected to Istanbul was the main growth generator.

| | | | |
|---|---|---|---|
| **Aircraft Movements** | **January to June** | **212,196** | **5.7%** |
| **Maximum Take Off Weights / MTOW (t)** | **January to June** | **13,344,300** | **5.7%** |

During the first six months of 2024 the count of aircraft movements continued to rise. With 212,196 aircraft movements there was a significant growth rate of 5.7 % over against last year. This means there were about 11,500 more takeoffs and landings despite the first quarter of 2024 being negatively impacted by about 5,000 cancelations. Without the strikes and weather-related cancelations the growth rate would have even been at 8.2 %. The aircraft movement count is now back to about 84 % of the pre-crisis 2019 level. The record day so far in 2024 was the 23rd of June with 1,368 aircraft movements.

During the first six months of 2024 the MTOWs were up by 5.7 % compared to 2023 to a count of 13.3 million tons. This is back to 86 % of the level in the pre-crisis year 2019. The average MTOW per aircraft landing remained precisely at the same level as in 2023 at 125.8 t and, consequently, clearly above the count in pre-crisis year 2019.

During the first six months of 2024 the count of passenger aircraft movements was at 194,249 and at about 82 % of the level in the pre-crisis year 2019. Utilization reached a new record high. The seat laod factor at 80.0 % was slightly above that in 2023. The quotient passengers per passenger aircraft movement recorded new monthly highs in four of the six months. Compared to 2023, the quotient was up by about 1 % to 148.0.

Passenger aircraft movements connected to other airports in Germany during the first six months of 2024 were back to 71 % of the level in the pre-crisis year 2019. Compared to last year, the recovery regarding Germany was only very moderate due to the discontinuation of flights to and from Friedrichshafen at the beginning of April. Overall, there were 3.1 % more aircraft movements connected to Germany during the first six months of 2024 compared to the same time period in 2023. There were more scheduled passenger services (flights) connected to Berlin, Hamburg and Düsseldorf.

Regarding Europe offered scheduled passenger services (flights) were up by 6.8 % and now at 81 % of the 2019 level. All regions experienced a positive development compared to last year. Southeast Europe was the lead region with significant growth compared to 2023 and even 2019. This good result was mainly based on more scheduled passenger services (flights) to and from Türkiye and Greece. Furthermore, there were higher frequencies on routes connected to Italy, Poland, the United Kingdom, Spain, France and the Netherlands.

The passenger aircraft movements connected to intercontinental destinations already recovered very well in 2023. Consequently, the growth rate in 2024 was rather moderate. After the first six months of 2024 the recovery rate was at 96 % of the pre-crisis 2019 level. The growth compared to 2023 was 5.6 %. The movements connected to North America were 900 above the pre-crisis level in 2019 and significantly above the count in 2023. There were good growth rates for both the United States and Canada. There were more connections to Latin America and the recovery rate here is at 93 % of the pre-crisis year 2019.

The Far East region is almost at the same level as in the pre-crisis year 2019 and recorded a growth rate of 19.4 %. The growth generators were more scheduled passenger services (flights) to and from China and India. There was also dynamic growth connected to North and South Africa compared to 2023. North Africa has even surpassed the 2019 level. The last place is awarded to the Middle East. The war in that region has caused fewer scheduled passenger services (flights) to and from Israel, Lebanon and Iran.

Freighter aircraft traffic also developed positively during the first six months of 2024 and at 12,191 freighter aircraft movements a growth rate of 4.5 % was accomplished over against 2023. With this result the count was even substantially above the 2019 level. This growth was solely based on the setup of new connections to and from continental destinations (among others Türkiye and Belgium). Intercontinental freighter aircraft movements were approximately at the same level as in 2023.

# Tables

## Month

| Type of traffic | | Aircraft Movements abs. | Δ% | Passengers abs. | Δ% | Air Freight (t) abs. | Δ% | Air Mail (t) abs. | Δ% |
|---|---|---|---|---|---|---|---|---|---|
| Total (civil aviation traffic) | arr.+dep.+tr. | 39,475 | 1.5% | 5,632,126 | 1.4% | 175,408 | 11.9% | 2,915 | -10.0% |
| | arriving | 19,738 | 1.6% | 2,867,790 | 2.1% | 83,917 | 13.5% | 1,426 | -7.9% |
| | departing | 19,737 | 1.5% | 2,757,684 | 0.6% | 85,333 | 10.6% | 1,489 | -11.8% |
| | arr.+dep. | 39,475 | 1.5% | 5,625,474 | 1.4% | 169,250 | 12.0% | 2,915 | -9.9% |
| | transit | | | 6,652 | 11.6% | 6,158 | 8.1% | 1 | -86.9% |
| Commercial traffic | arr.+dep. | 38,778 | 1.4% | 5,624,990 | 1.4% | 169,212 | 12.0% | | |
| Scheduled/Charter | arr.+dep. | 38,251 | 1.2% | 5,623,204 | 1.4% | 169,212 | 12.0% | | |
| | transit | | | 6,652 | 11.6% | 6,158 | 8.1% | | |
| Passenger flights | arr.+dep. | 36,102 | 0.9% | 5,623,204 | 1.4% | 69,132 | 17.9% | | |
| Freighter flights | arr.+dep. | 2,149 | 6.7% | | | 100,080 | 8.2% | | |
| Mail flights | arr.+dep. | 0 | n.def. | | | | | 0 | n.def. |
| Other traffic | arr.+dep. | 527 | 16.1% | 1,786 | 34.6% | | | | |
| Non-comercial traffic | arr.+dep. | 697 | 8.4% | 484 | -1.2% | 38 | 1024.4% | | |
| Ferry flights | arr.+dep. | 558 | 10.7% | | | | | | |

for information only:

| | Air Cargo (t) abs. | Δ% |
|---|---|---|
| arr.+dep.+tr. | 178,324 | 11.4% |
| arr.+dep. (acc. to ACI-definition) | 172,165 | 11.5% |

## Year-to-date

| Type of traffic | | Aircraft Movements abs. | Δ% | Passengers abs. | Δ% | Air Freight (t) abs. | Δ% | Air Mail (t) abs. | Δ% |
|---|---|---|---|---|---|---|---|---|---|
| Total (civil aviation traffic) | arr.+dep.+tr. | 212,196 | 5.7% | 28,755,590 | 7.0% | 989,852 | 9.2% | 17,993 | -14.1% |
| | arriving | 106,066 | 5.7% | 14,555,939 | 7.6% | 475,312 | 13.5% | 9,102 | -9.1% |
| | departing | 106,130 | 5.7% | 14,175,634 | 6.5% | 483,208 | 5.2% | 8,878 | -18.6% |
| | arr.+dep. | 212,196 | 5.7% | 28,731,573 | 7.1% | 958,520 | 9.1% | 17,979 | -14.1% |
| | transit | | | 24,017 | -40.7% | 31,332 | 9.6% | 14 | -52.5% |
| Commercial traffic | arr.+dep. | 208,806 | 5.9% | 28,729,826 | 7.1% | 958,406 | 9.1% | | |
| Scheduled/Charter | arr.+dep. | 206,440 | 5.9% | 28,723,000 | 7.1% | 958,406 | 9.1% | | |
| | transit | | | 23,992 | -40.8% | 31,332 | 9.6% | | |
| Passenger flights | arr.+dep. | 194,249 | 6.0% | 28,723,000 | 7.1% | 389,096 | 20.4% | | |
| Freighter flights | arr.+dep. | 12,191 | 4.5% | | | 569,310 | 2.6% | | |
| Mail flights | arr.+dep. | 0 | n.def. | | | | | 0 | n.def. |
| Other traffic | arr.+dep. | 2,366 | 3.0% | 6,826 | 12.5% | | | | |
| Non-comercial traffic | arr.+dep. | 3,390 | -1.9% | 1,747 | -25.4% | 114 | >100% | | |
| Ferry flights | arr.+dep. | 2,817 | 2.1% | | | | | | |

for information only:

| | Air Cargo (t) abs. | Δ% |
|---|---|---|
| arr.+dep.+tr. | 1,007,845 | 8.6% |
| arr.+dep. (acc. to ACI-definition) | 976,500 | 8.6% |