

Monthly Traffic Results Frankfurt Airport

November 2020

Traffic category	November		January to November	
	absolute	Δ%	absolute	Δ%
Passengers (arr.+dep.+transit)	656,420	-87.0%	17,879,073	-72.8%
Airfreight (metric tons) (arr.+dep.+tr.)	189,795	6.1%	1,714,558	-8.8%
Airmail (metric tons) (arr.+dep.+tr.)	4,824	-37.5%	52,383	-32.7%
Aircraft Movements (arr.+dep.)	12,803	-67.0%	198,608	-58.4%
MTOWs (metric tons) (arr.)	1,042,779	-57.1%	13,773,786	-53.3%
Traffic Units (arr.+dep.+tr.)*	2,602,614	-62.5%	35,548,483	-58.3%
Traffic Units (arr.+dep.)**	2,567,639	-62.8%	35,173,281	-58.5%
Cargo (metric tons) (arr.+dep.+tr.)	194,619	4.3%	1,766,941	-9.8%

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, 09.12.2020

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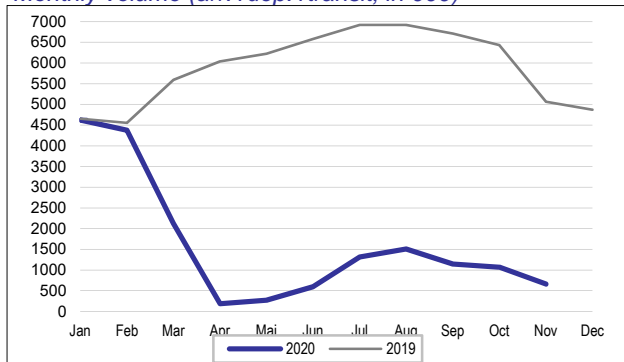
**Monthly Traffic Results
Frankfurt Airport
November 2020**

Page 2

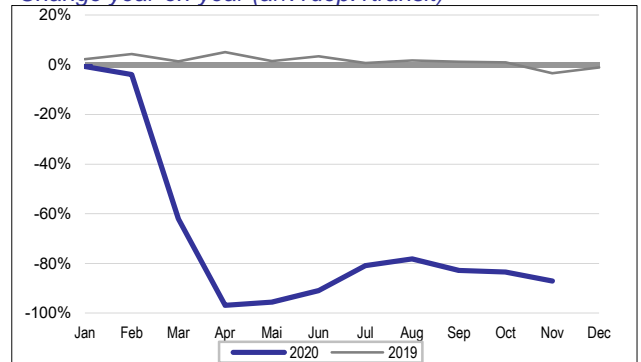
Passengers

November **656,420** **-87.0%**
January to November **17,879,073** **-72.8%**

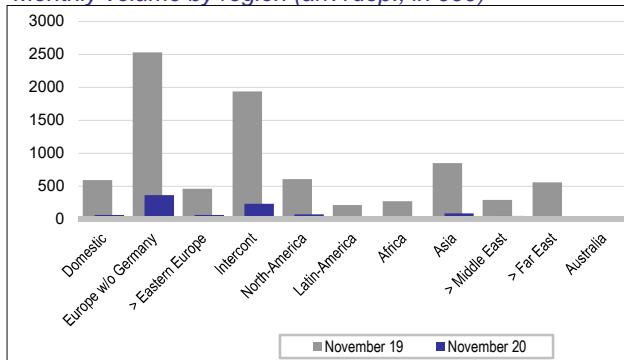
Monthly volume (arr.+dep.+transit; in 000)



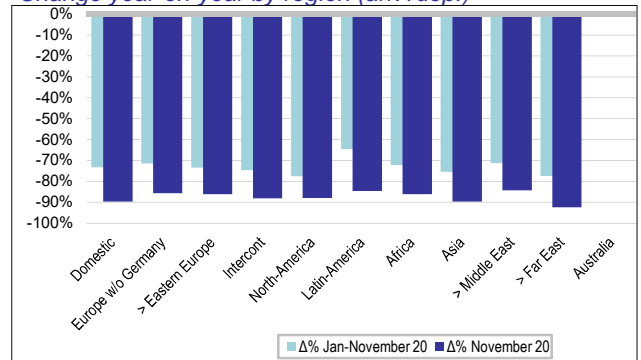
Change year-on-year (arr.+dep.+transit)



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



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



Regional evaluation by destination; source: BIAF-MAFO

The downward trend continued consistently in November. After renewed lockdown travel restrictions around the world there was no room left for any kind of undisturbed development of demand to fly. With approximately 650,000 passengers the count once again fell below the level of 1 million passengers. This is a decline of 87.0 % compared to the same month in 2019. Nonetheless, Frankfurt was even able to do somewhat better than the German average by concentrating traffic on the Frankfurt location.

With the second lockdown the slight easing of company travel restrictions during the summer months came to an end. Consequently, business travel on highly frequented routes to and from other airports in West Europe and Germany was noticeably down again. Only travel to and from Munich was an exception to this and fared remarkably well. Concentration of the few intercontinental flights in Frankfurt effected an increase of passengers on flights to and from Munich.

There was still a low volume of travel for tourism reasons in the month of November. By the end of October the Canary Islands were no longer classified as a COVID-19 high risk area and demand for travel to the islands was noticeably up. The passenger count changed by a lower amount than was the case for other destinations. Greece also did quite well until the second lockdown. The prime reason for private travel was to visit family and relatives. This is, for example, proven by a relative high demand for travel to and from Turkey since the start of the COVID-19 pandemic.

Contrary to the general trend, intercontinental traffic experienced a slightly positive development. Without the Far East region (with massive travel restrictions) intercontinental traffic would have even developed at the level of European traffic (- 85.7 %). Outside Europe the Middle East (Dubai) and Latin America (Brazil, Mexico and Cuba) recorded the best results.

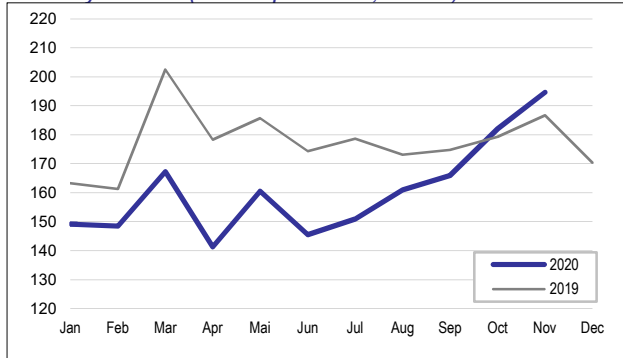
Monthly Traffic Results
Frankfurt Airport
November 2020

Page 3

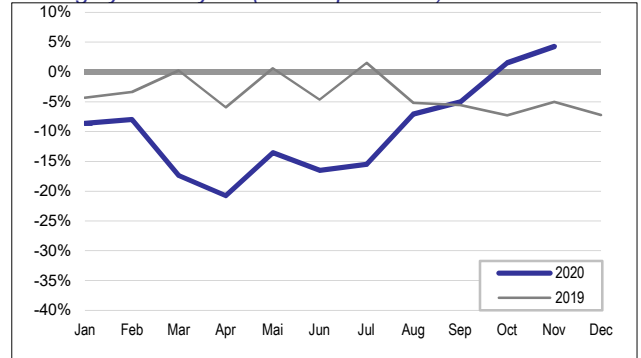
Cargo (t)

November **194,619** **4.3%**
January to November **1,766,941** **-9.8%**

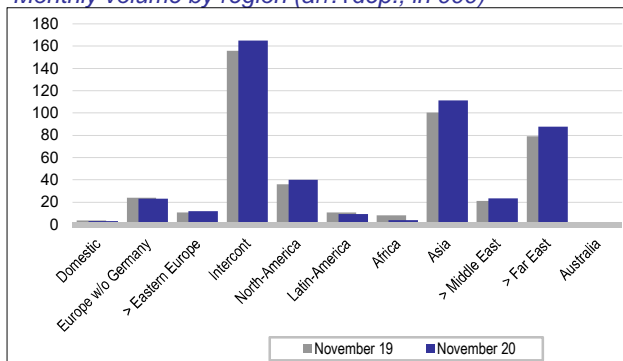
Monthly volume (arr.+dep.+transit; in 000)



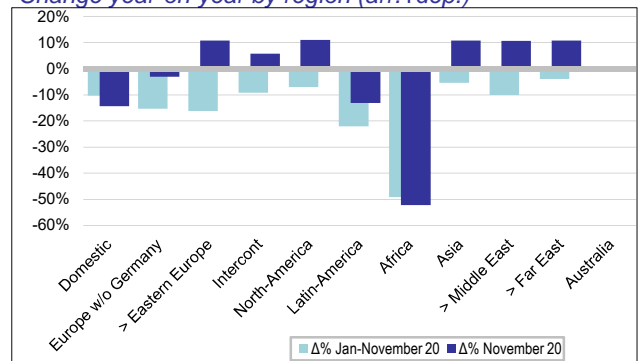
Change year-on-year (arr.+dep.+transit)



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 2020 air cargo traffic experienced strong growth (+4.3 %) and reported approximately 194,600 mt. Due to far fewer passenger aircraft flights the airmail count was down by 37.5 %. Airfreight was up significantly by 6.1 %. Sunday (15th of November) had a count of about 8,400 mt. This count for a single day was last seen about four years ago.

Worldwide trade continued to increase. The economic early indicators in November developed in different directions. The biggest airfreight markets USA and China boomed greatly. In contrast, due to further lockdowns, growth in the Euro zone slowed down. There was increased growth in the consumer goods segment which is most likely due to additional sales activities (e.g. Black Friday) as part as pre-Christmas shopping.

This and the continued high demand for personal protective equipment (PPE) effected a high inbound demand throughout the entire month of November mainly involving Asian countries. There was noticeably more tonnage being transported on routes from South Korea to Frankfurt. Consequently, there was remarkable increase regarding direct traffic with South Korea (+18.7 %) and China (+14.2 %). Further major increases were reported for Middle East traffic with transshipment from/to the Far East. Special mention is made of Qatar (+19.5 %) and the United Arab Emirates (+29.7 %).

Regarding traffic connected to the big North American airfreight market in November 2020 there was a significant plus of 11.1 %. This pertains both to inbound and outbound airfreight. In contrast, there were heavy declines connected to markets with a big share of perishables. Mention is made of Latin America (-13.1 %) and Africa (-52.2 %). The count of so-called preighter flights (passenger aircraft used for freight only) was over 1,000 and in line with more airfreight being transported in general. The utilization of freighter aircraft capacities was far higher than last year and even higher than in October 2020.

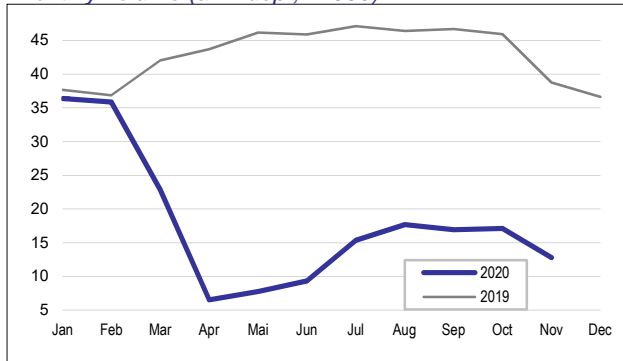
Monthly Traffic Results
Frankfurt Airport
November 2020

Page 4

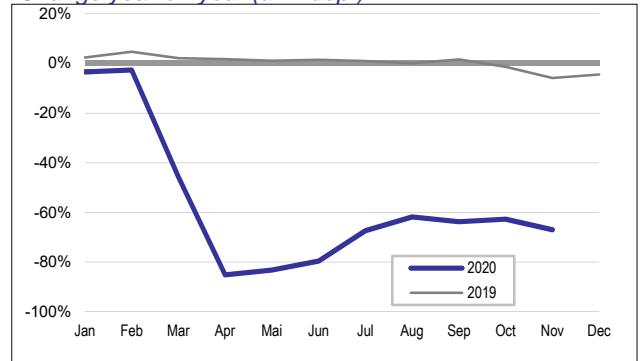
Aircraft Movements

November **12,803** **-67.0%**
January to November **198,608** **-58.4%**

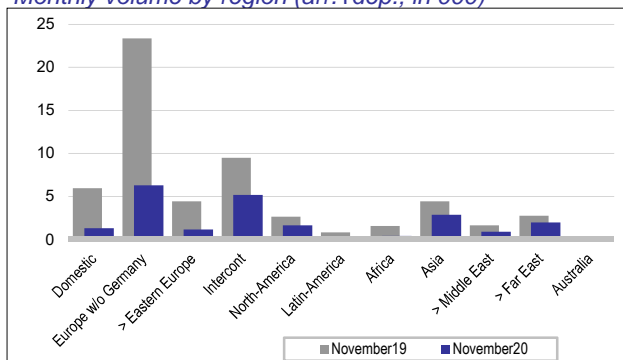
Monthly volume (arr.+dep.; in 000)



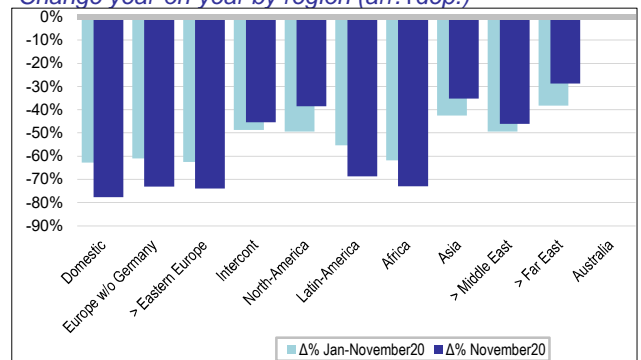
Change year-on-year (arr.+dep.)



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

There were 12,803 aircraft movements (takeoffs and landings) at Frankfurt Airport in November 2020. This adds up to a decline of 67.0 % compared to November 2019. There were 4,300 fewer aircraft movements compared to October 2020. This was solely due to fewer passenger flights to and from other airports in Europe because there were far more freighter aircraft flights this month. In addition to expected declines for seasonal reasons the renewed lockdowns all over Europe had a major negative impact.

Regarding passenger aircraft flights connected to other airports in Germany there was a total of 1,008 (-81.5 %) and about 600 fewer flights than in October of this year. Concerning Europe there was a decline of 75.6 % to a total of 5,437 passenger aircraft flights. This adds up to about 4,000 fewer flights than in October. After a slight recovery in summer this November was once again a major disappointment with steep declines. Only the Canary Islands, Greece, Malta and Serbia had a decline below 50 % in the month of November.

The count of intercontinental passenger aircraft movements in November 2020 was down by 67.6 % to 2,641. With about 90 more flights than in October intercontinental traffic is at a stable but low level. There were much more scheduled passenger services (flights) connected to Cuba and Argentina. There were fewer services (flights) connected to Canada. Overall, traffic to America remained at a constant low level. Regarding Asia there were more services (flights) connected to India and Thailand compared to October 2020. However, there were fewer services (flights) connected to North Africa as was the case in October.

Freighter aircraft flights in November 2020 were up significantly by 65.6 % to 3,130 movements. This adds up to about 400 more movements than in October. This is mainly due to an increase of the so-called preighter flights. Compared to November 2019 intercontinental cargo traffic was up by 94.2 %. Most of the additional cargo connections were to and from the USA, China and South Korea.

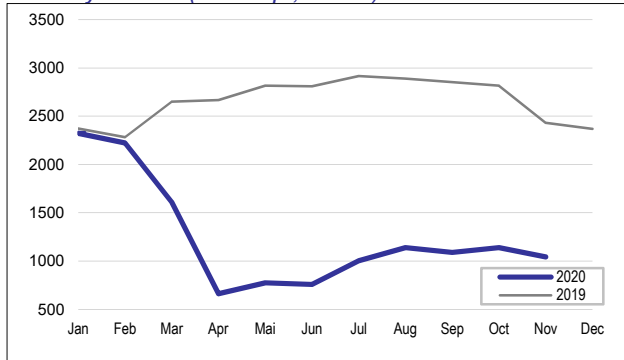
Monthly Traffic Results
Frankfurt Airport
November 2020

Page 5

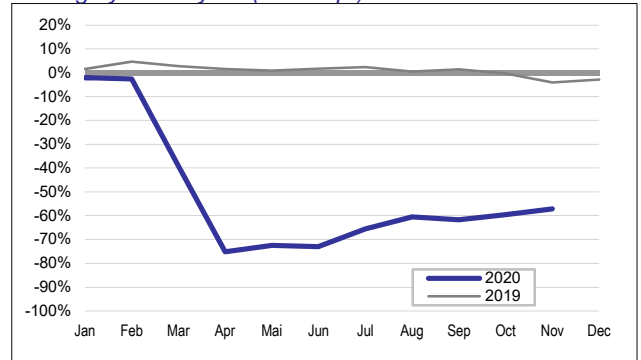
Maximum Take Off Weights / MTOW (t)

November	1,042,779	-57.1%
January to November	13,773,786	-53.3%

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



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



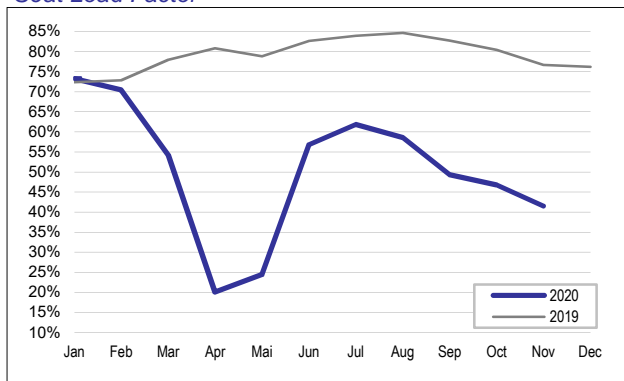
MTOWs in November 2020 were at about 1 million tons and 57.1 % below the count in November 2019. As result of the enormous growth of cargo flights compared to October the MTOW count this November was significantly above average over against the count of aircraft movements.

The count of cargo flights was way up compared to November 2019. Consequently, the average MTOW per aircraft landing was up by almost 30 % to 163.0 tons. Since July 2020 the utilization rate has declined to a seat load factor of only 41.5 % in November of this year. The quotient passengers per passenger aircraft movement was down to 72.2.

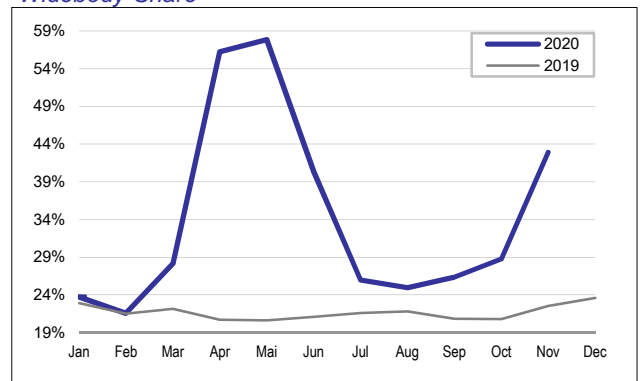
Special Information

The seat load factor in November 2020 was at 41.5% versus 76.7% in the same month last year.
 The share of widebody aircraft was at 42.9% (November 19: 22.5%).
 The ratio 'passengers per passengerflight (scheduled & charter)' was at 72.2 vs. 141.1 in the same month last year.
 Compared to the same month last year the flight punctuality rate increased by 1.3%-points and was at 83.9%.

Seat Load Factor



Widebody-Share



Monthly Traffic Results
Frankfurt Airport
November 2020

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.	12,803	-67.0%	656,420	-87.0%	189,795	6.1%	4,824	-37.5%
	arriving	6,398	-67.0%	329,821	-87.2%	92,285	7.5%	3,173	-21.5%
	departing	6,405	-67.0%	324,682	-86.9%	94,212	4.6%	1,644	-54.9%
	arr.+dep.	12,803	-67.0%	654,503	-87.1%	186,497	6.0%	4,816	-37.4%
	transit			1,917	-69.5%	3,298	7.2%	8	-74.0%
Commercial traffic	arr.+dep.	12,429	-67.5%	654,372	-87.1%	186,497	6.0%		
Scheduled/Charter	arr.+dep.	12,216	-67.7%	653,849	-87.1%	186,497	6.0%		
	transit			1,917	-69.6%	3,298	7.2%		
Passenger flights	arr.+dep.	9,086	-74.7%	653,849	-87.1%	33,738	-47.0%		
Freighter flights	arr.+dep.	3,130	65.6%			152,759	36.1%		
Mail flights	arr.+dep.	0	n.def.					0	n.def.
Other traffic	arr.+dep.	213	-52.7%	523	-58.0%				
Non-comercial traffic	arr.+dep.	374	-34.4%	131	-66.9%	0	>100%		
Ferry flights	arr.+dep.	324	-23.4%						

for information only:		Air Cargo (t)	
		abs.	Δ%
arr.+dep.+tr.		194,619	4.3%
arr.+dep. (acc. to ACI-definition)		191,314	4.2%

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.	198,608	-58.4%	17,879,073	-72.8%	1,714,558	-8.8%	52,383	-32.7%
	arriving	99,252	-58.4%	9,164,989	-72.3%	835,642	-7.5%	30,049	-25.1%
	departing	99,356	-58.4%	8,691,121	-73.3%	843,918	-10.4%	22,107	-40.9%
	arr.+dep.	198,608	-58.4%	17,856,110	-72.8%	1,679,560	-9.0%	52,157	-32.7%
	transit			22,963	-75.3%	34,997	1.8%	227	-5.8%
Commercial traffic	arr.+dep.	193,822	-58.9%	17,853,864	-72.8%	1,679,526	-9.0%		
Scheduled/Charter	arr.+dep.	191,064	-59.1%	17,846,928	-72.8%	1,679,526	-9.0%		
	transit			22,943	-75.1%	34,996	1.8%		
Passenger flights	arr.+dep.	163,006	-63.5%	17,846,928	-72.8%	332,266	-51.7%		
Freighter flights	arr.+dep.	28,058	38.6%			1,347,260	16.3%		
Mail flights	arr.+dep.	0	n.def.					0	n.def.
Other traffic	arr.+dep.	2,758	-40.1%	6,936	-44.9%				
Non-comercial traffic	arr.+dep.	4,786	-19.3%	2,246	-38.7%	34	>100%		
Ferry flights	arr.+dep.	3,793	-20.1%						

for information only:		Air Cargo (t)	
		abs.	Δ%
arr.+dep.+tr.		1,766,941	-9.8%
arr.+dep. (acc. to ACI-definition)		1,731,717	-10.0%