

Monthly Traffic Results Frankfurt Airport

with Annual Report

December 2018

Traffic category	December		January to December	
	absolute	Δ%	absolute	Δ%
Passengers (arr.+dep.+transit)	4,925,414	7.8%	69,514,414	7.8%
Airfreight (metric tons) (arr.+dep.+tr.)	174,233	2.1%	2,123,801	-0.9%
Airmail (metric tons) (arr.+dep.+tr.)	9,442	-0.3%	90,086	5.6%
Aircraft Movements (arr.+dep.)	38,324	9.0%	512,115	7.7%
MTOWs (metric tons) (arr.)	2,440,716	6.5%	31,611,290	5.1%
Traffic Units (arr.+dep.+tr.)*	6,762,155	6.1%	91,653,280	5.6%
Traffic Units (arr.+dep.)**	6,729,668	6.4%	91,179,071	5.6%
Cargo (metric tons) (arr.+dep.+tr.)	183,674	1.9%	2,213,887	-0.7%

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.

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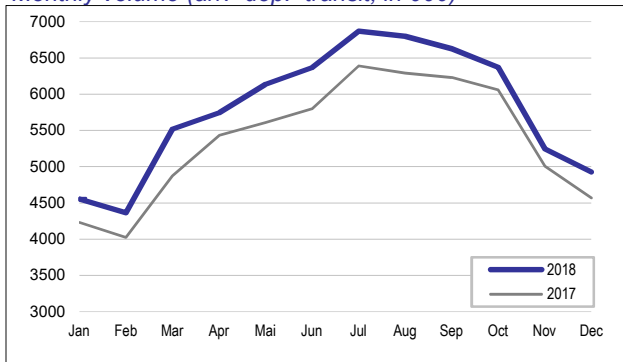
**Monthly Traffic Results
Frankfurt Airport
December 2018**

Page 2

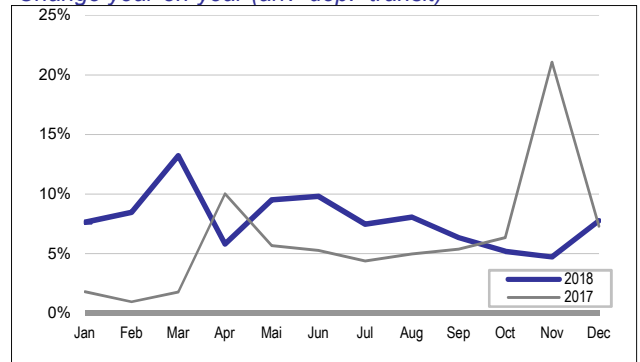
Passengers

December	4,925,414	7.8%
January to December	69,514,414	7.8%

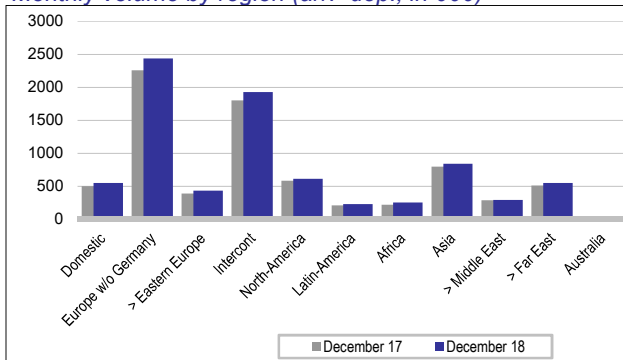
Monthly volume (arr.+dep.+transit; in 000)



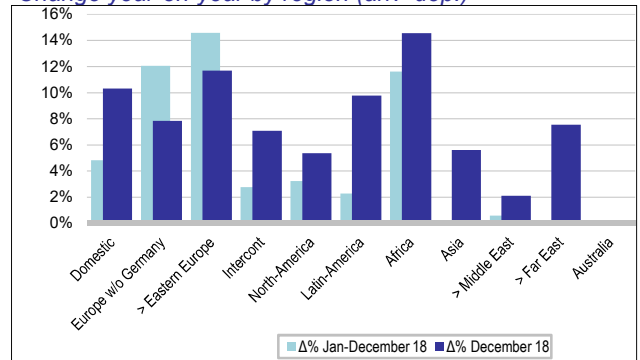
Change year-on-year (arr.+dep.+transit)



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



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



Regional evaluation by destination; source: BIAF-MAFO

At the end of the year an unusually high growth rate was once again achieved in December with a plus of 7.8 %. 4.925 million passengers meant a new record for a December month in the history of Frankfurt Airport. There were about 356,000 more passengers than in December 2017. A new record for a single day in a December month was also set on December 22 with about 194,000 passengers.

Domestic traffic was up most dynamic of all (+10.3 %). This was mainly based on traffic to and from Berlin (+33.8 %). This very unusual high growth rate was due to a surge of demand and special effects. A year ago there were bottlenecks concerning traffic to and from Berlin due to the Air Berlin shutdown and flight cancellations as a result of bad weather conditions.

European traffic was likewise up significantly at the end of the year 2018 (+7.8 %). There were more passenger services (flights) being offered to and from East Europe. Traffic to and from Turkey and Greece effected a double-digit growth rate connected to Southeast Europe. The continued double-digit growth rate connected to South Europe slowed down somewhat. Due to more passenger services (flights) being offered to and from Mallorca there was almost a 100 % increase of the passenger count.

Due to more passenger services (flights) being offered at the start of the winter season there was also unusual substantial growth of intercontinental traffic (+7.1%). First mention is made of traffic to and from Africa (+14.5 %). Travel to and from destinations in North Africa continued to recover. Furthermore, more passenger services (flights) were offered to and from Central Africa. There was also substantial growth connected to the Far East (+7.5 %). Consequently, by the end of the year one can speak of a stagnating result. There was very high demand for travel to and from destinations in Japan, India and Thailand.

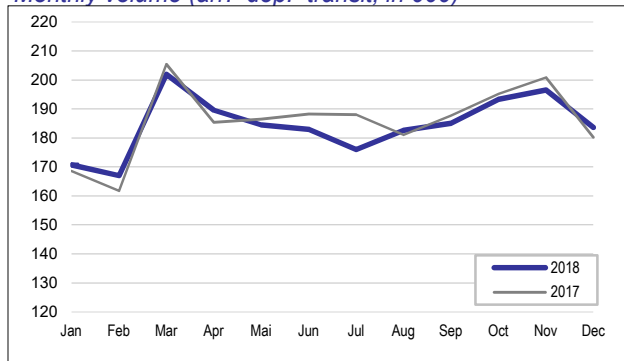
**Monthly Traffic Results
Frankfurt Airport
December 2018**

Page 3

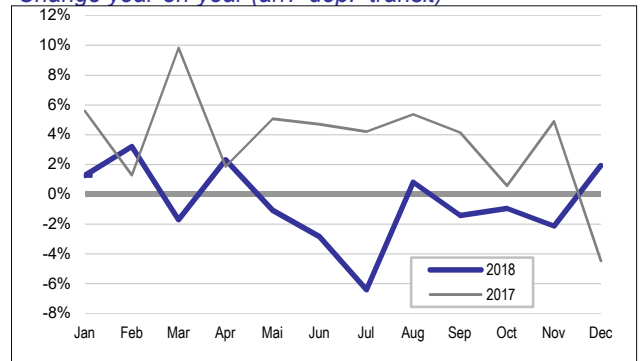
Cargo (t)

December	183,674	1.9%
January to December	2,213,887	-0.7%

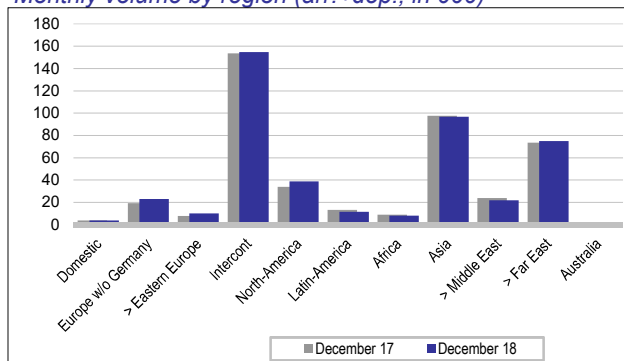
Monthly volume (arr.+dep.+transit; in 000)



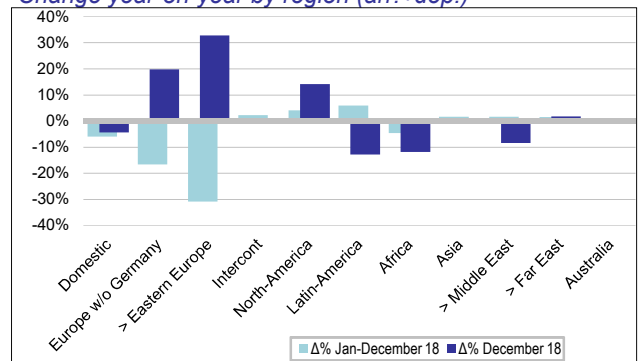
Change year-on-year (arr.+dep.+transit)



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



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



Regional evaluation by destination; source: BIAF-MAFO

In December 2018 air cargo traffic was up by 1.9 % to 183,700 mt. Airfreight increased by 2.1 % to about 174,200 mt. Airmail at approximately 9,400 mt was at about the same level as in December 2017.

The growth of air cargo traffic is mainly the result of the weak growth in December 2017. In December 2017 the high demand and a strike by verdi employees (trade union) impaired the handling of airfreight. Forwarders reacted with an increased number of departing flights from European hubs and tried to avoid moving shipments via Frankfurt Airport. Taking these effects into consideration the air cargo traffic in December 2018 would have decreased.

In December 2018 the trend of weaker utilization continued for both passenger and freighter aircraft flights. Due to numerous cancellations in 2017 as a result of bad weather conditions and strikes, the bellyhold cargo was up by 5.6 % in December 2018. Cargo on freighter aircraft was up by a moderate 1.4 %. Consequently, the share of cargo on freighter aircraft (including transit) was down by 1.2 percentage points to 63.3 %.

The growth generators in December 2018 were specifically traffic to and from the two biggest markets USA and China with growth rates of 15.9 % and 7.6 %, respectively. Russia was also among the countries with the largest absolute growth of the tonnage count. Due to handling problems in 2017 the traffic via Moscow had declined greatly. Thus, in December 2018 the growth was 33.6 % due to the extremely low level in 2017.

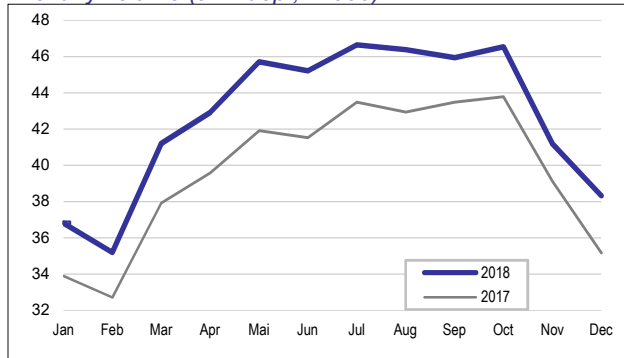
**Monthly Traffic Results
Frankfurt Airport
December 2018**

Page 4

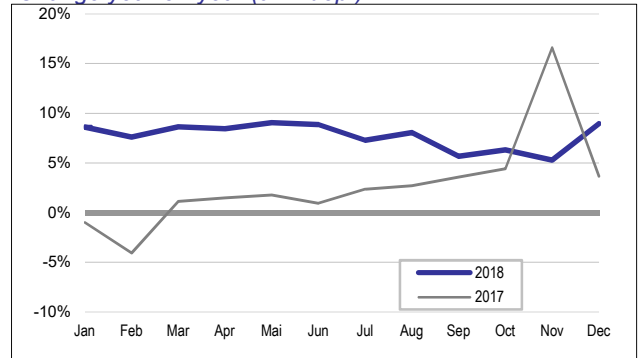
Aircraft Movements

December	38,324	9.0%
January to December	512,115	7.7%

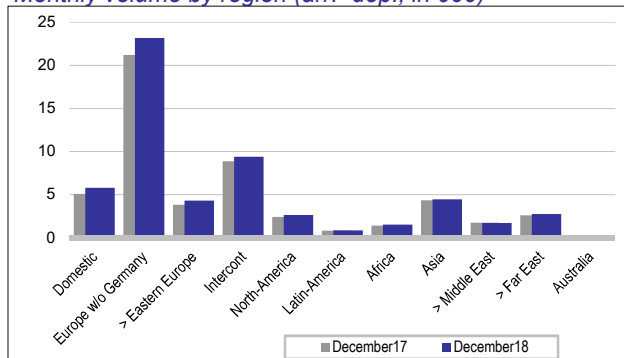
Monthly volume (arr.+dep.; in 000)



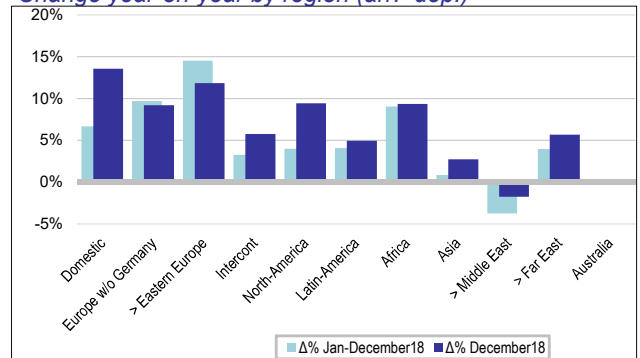
Change year-on-year (arr.+dep.)



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

Compared to December 2017, the count of aircraft movements (takeoffs and landings) was up by 9.0 % to 38,324. A new record for a December month was just missed because there were 2 more movements in December 2011. The growth rate in December 2018 was due to more passenger services (flights) being offered by the airlines and the great number of flight cancellations in December 2017. The highest count of aircraft movements for a single day in December 2018 was 1,431.

There were 15.9 % more domestic passenger flights in December 2018. This was mainly due to the tremendous growth of Berlin traffic. Concerning the rest of Europe there was also a growth rate of 9.8 %. The leader in December 2018 was South Europe due to additional flights to Italy (Trieste) and Spain (Palma de Mallorca). Traffic to and from East and Southeast Europe profited from the high growth rates with the Ukraine, Moldavia, Greece and Croatia.

The passenger count in December 2018 connected to intercontinental traffic was up by a substantial 7.8 %. The growth generator was USA traffic with a growth rate of 10.3 %. In addition to North America, Middle America also recorded a major growth rate despite less traffic to and from the Dominican Republic. Traffic to and from Africa was up by 12.8 %. The main growth generator in this region was Central Africa. Due to new connections with Malaysia, India and China there was a growth rate of 5.2 %. The Middle East also reported a positive growth rate and likewise contributed to the growth trend.

There were 2.9 % fewer freighter aircraft flights in December 2018. European freighter aircraft traffic stagnated and intercontinental freighter aircraft traffic declined substantially. There was a major decline of traffic to and from the Middle East. However, North America was able to offset this with a strong growth rate of 12.4 %.

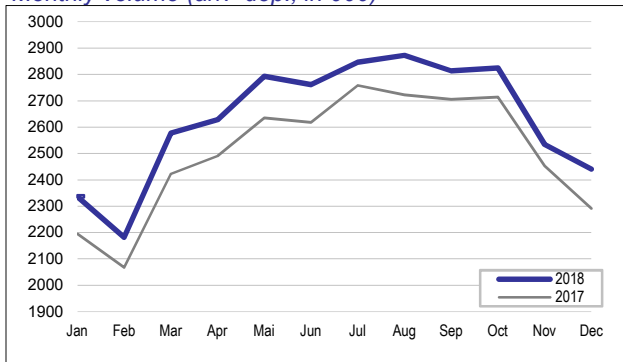
Monthly Traffic Results
Frankfurt Airport
December 2018

Page 5

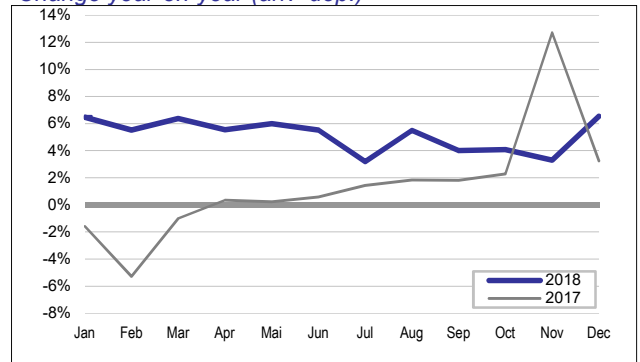
Maximum Take Off Weights / MTOW (t)

December	2,440,716	6.5%
January to December	31,611,290	5.1%

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



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



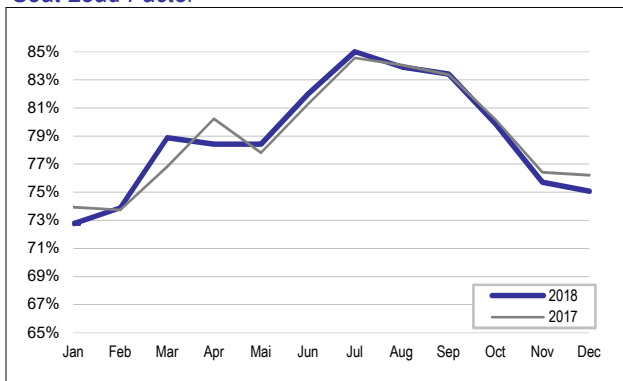
MTOWs at 2.4 million tons in December 2018 were up by 6.5 % compared to the same month in 2017. In contrast to aircraft movements, for the tenth time in a row a new record for the specific month was achieved. The old record set in December 2011 was exceeded by about 150,000 tons. In December 2018 the trend of using smaller aircraft continued. The average MTOW per aircraft landing thus fell by 2.9 tons to 127.0 tons.

The increase of offered services (flights) by the airlines in December 2018 exceeded actual growth of the number of passengers. The quotient passengers per passenger aircraft movement decreased by 2.2 % to 137.6. The seat utilization rate of 75.1 % was below the rate in December 2017.

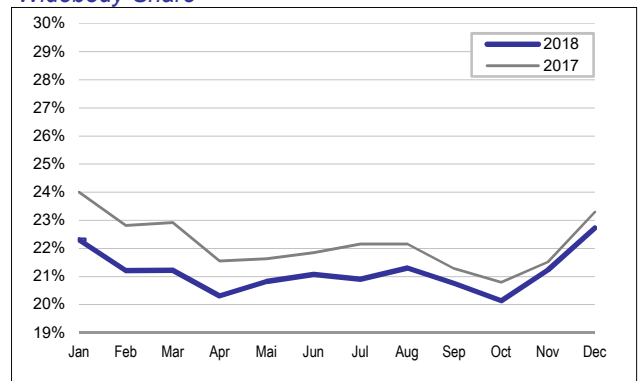
Special Information

The seat load factor in December 2018 was at 75.1% versus 76.2% in the same month last year. The share of widebody aircraft was at 22.7% (December 17: 23.3%). The ratio 'passengers per passengerflight (scheduled & charter)' was at 137.6 vs. 140.6 in the same month last year. Compared to the same month last year the flight punctuality rate increased by 2.9%-points and was at 68.9%.

Seat Load Factor



Widebody-Share



Monthly Traffic Results
Frankfurt Airport
Comments January to December 2018

Page 5a

Passengers **January to December** **69,514,414** **7.8%**

The passenger count in 2018 was up by 7.8 % to over 69.5 million. There were 5 million passengers more in 2018 compared to 2017. This is a new passenger count record and the highest growth rate for a single year in the history of Frankfurt Airport. Such growth dynamics were last seen 23 years ago in 1995.

In 2018 a new passenger count record for the specific month was established every month of the year. In 2018 there was a passenger count above 6 million in six months. A new record for a single month was set in July with almost 6.9 million passengers. Without flight cancellations due to strikes and bad weather conditions, which affected about 360,000 passengers the growth rate would have been even 0.5 percentage points.

In 2018 the passenger count exceeded 200,000 on 165 days. Consequently, 200,000 became quite standard on almost every day during the summer season. There were over 230,000 passengers on 13 days. The new record for the most passengers on a single day was 237,966 on July 29, 2018.

The unusual dynamic growth in 2018 was mainly due to increased passenger services (flights) offered by the airlines. New destinations and higher flight frequencies caused the higher demand. There were many new passenger services (flights) for traffic to and from South Europe, Southeast Europe, East Europe and North Africa.

Domestic traffic recorded a remarkable plus of 4.8 %. Growth was mainly based on travel to and from Berlin (+17.2 %). There were many new flights in the low cost sector after Air Berlin shut down operations leading to a reduction of offered services (flights) to and from Berlin. The Berlin timetable continues to offer a low number of intercontinental destinations. Consequently, many travelers must first fly to Frankfurt to continue their travel to destinations on other continents. This also applies for passengers flying from other continents to Berlin (must fly via Frankfurt).

Extensive growth is also reported for the traffic regions South Europe and Southeast Europe (+15.5 % and +16.2 %, respectively). The Mediterranean region had double-digit growth rates during the main vacation season and side season. Based on the shift of demand there was an above average increase of offered passenger services (flights) to numerous vacation spots. The crisis in Turkey is over and demand for travel to and from that country is up again.

More passenger services (flights) were also offered to destinations in East Europe (Bulgaria, Poland, Rumania, Ukraine) leading to double-digit growth rates. Tourism destinations outside Europe were also in the foreground. The recovery phase continued in North Africa (Egypt +22.6 %, Tunisia +25.1 %). In the Far East Thailand and Vietnam experienced growth. The Caribbean region is still in the process of stagnation.

Intercontinental traffic was up by 2.8 %. Outside Europe there were noticeable growth rates connected to North Africa, Central Africa and Middle America. There were no mentionable growth rates or even declines for the traffic regions South America, South Africa, Far East and Middle East. In the Far East there was less traffic to and from China, Korea and Singapore.

Monthly Traffic Results
Frankfurt Airport
Comments January to December 2018

Page 5b

Cargo	January to December	2,213,887	-0.7%
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Air Cargo in 2018 was slightly below (-0.7 %) the level in 2017 at about 2.21 million mt. Nonetheless, the level of 2.2 million mt was surpassed once again. This volume corresponds to the annual oil production in Germany. The segment airfreight was down by 0.9 % to approximately 2.12 million mt. Airmail profited from the increasing E-Commerce business and was up by 5.6 % to 90,000 mt. This was the highest level since ten years.

Air cargo traffic was in line with the development of the economy. Several economic indicators in 2018 were below what was seen in 2017. However, they were still above the levels recorded in 2015 and 2016. In 2018 the world economy slowed down somewhat. In the second half of 2018 the problems facing German automobile manufacturers made things rougher for Germany's export-oriented industry.

This development was also seen at Frankfurt Airport. During the first half of 2018 air cargo traffic still stagnated. In the second half of the year it declined by 1.4 %. The declining demand in 2018 effected weaker utilization of freight capacities. More freighter aircraft services (flights) were offered during the first half of 2018. This was no longer the case in the second half of the year.

Despite a lower load factor for freighter aircraft, the increased offer of main deck capacities effected a slight increase (+0.5 %) of freight on freighter aircraft (including transit). Bellyhold freight was down by 3.2 %. The share of freighter aircraft freight in 2018 climbed to a new record level of 63.0 %. This is 0.3 percentage points above the old record set in 2016.

Declining export business had a negative impact on Frankfurt Airport. The outbound freight amounts decreased during 2018 so that a minus of 2.1 % is recorded. In 2017 outbound freight was still a growth generator with a plus of 4.0 %. Inbound freight in 2018 was at the same level as in 2017.

If considering the indicator Revenue Freight Ton Kilometers a growth would have even been achieved in contrast to just looking at the tons. The difference was specifically seen if looking to the northeast (from Frankfurt). Tonnage on routes from and to Moscow with continuation to the Far East was way down. Direct traffic to far away markets such as China (+7.1 %) and Japan (+3.4 %) reported remarkable growth rates.

More freighter aircraft services (flights) being offered effected a dynamic increase connected to the China as the biggest airfreight market. Regarding the significant airfreight market Japan the freighter aircraft capacities were expanded during the first quarter of the year due to two additional weekly flights from and to Osaka. Concerning Asian traffic (+1.6 %) the Far East and Middle East traffic was up by a moderate growth rate. Regarding Asia there was only a decline for South and Southeast Asia.

The relatively small amount of Africa traffic (about 4 % of all traffic) and Europe traffic were down by 4.7 % and 16.7 %, respectively. The markets to the west of Frankfurt achieved all in all noticeable growth. North America (+4.1 %) and Latin America (+5.9 %) developed dynamically. In contrast to developments around the world, the indicators for the US industry were up in 2018 so that USA traffic was remarkably up (+6.2 %).

Monthly Traffic Results
Frankfurt Airport
Comments January to December 2018

Page 5c

Aircraft Movements	January to December	512,115	7.7%
Maximum Take Off Weights / MTOW (t)	January to December	31,611,290	5.1%

Aircraft movements in 2018 were up by 7.7 % to a new record of 512,115 takeoffs and landings. Such a dynamic growth rate has not been seen in 30 years. Without cancellations due to strikes and bad weather conditions the growth rate would have even been 8.4 %. The 500,000 level was surpassed for the first time in the history of Frankfurt Airport. There were 8 months in 2018 with a new specific month record for aircraft movements.

MTOWs were up by 5.1 % and the total count at approximately 31.6 million tons. This is also a new record in the history of Frankfurt Airport. The old record set in 2017 was surpassed by about 1.5 million tons. Without cancellations due to strikes and bad weather conditions the growth rate would have even been 5.5 %. There was a new record for the specific month every month in 2018 except for February.

Due to the use of on the average smaller aircraft the MTOWs developed below average when compared to aircraft movements. Consequently, the quotient MTOW per aircraft landing declined by a further 3.0 t to an average 123.5 per aircraft landing. This development started in the winter of 2016 because the inclusion of big aircraft in the fleets of airlines had been completed and the aircraft delivered to airlines since then is lighter.

More passenger services (flights) offered by airlines is in line with the increase of the passenger count. The quotient passengers per passenger aircraft movement increased by 0.1 % to 135.7. From May until September 2018 the growth of the passenger count was still slightly above the increase of aircraft movements. This trend turned around in October. The seat load factor developed negatively in the fourth quarter and, consequently, was slightly below the level in 2017 (79.3 % in 2018).

Flights to and from other destinations in Germany were up by 6.6 %. This was mainly due to more flights to and from Berlin. More passenger services (flights) were offered to and from other destinations in Europe (+10.4 %), specifically to tourism destinations in South, East and Southeast Europe. Many countries in the mentioned regions reported double-digit growth rates. The leaders were Ukraine, Hungary, Rumania, Greece, Portugal, Italy and Spain. The leading destinations were Kiev (Ukraine) and Rijeka (Croatia).

In 2018 intercontinental traffic recorded a moderate growth rate of 2.5 %. Passenger service (flights) offered to and from Africa increased on a relative (+9.9 %) and absolute (+1,522) basis most of all. Egypt and Tunisia were growth generators with both showing a major plus. Nigeria and Ethiopia also experienced significant growth. Asia stagnated. Concerning the Middle East there was a decline due to fewer flights to and from Saudi-Arabia (among others the connection to Dammam discontinued). This could not be offset by the entire growth connected to China, Japan, Kazakhstan, Vietnam and Malaysia.

The count of passengers on flights to and from North America increased enormously in November and December 2018. However, it only increased proportionately to the entire intercontinental traffic. There was a decline of offered passenger services (flights) to and from Latin America during the first six months of 2018. This, however, was well compensated after that with new connections to Costa Rica, Brazil and Mexico. In the end there was slight above proportional growth (+2.7 %).

The count of freighter aircraft movements developed positively (+2.0 %) in 2018. This was, however, below average compared to the count of all aircraft movements. MTOWs at +2.9 % were somewhat higher. Europe traffic from and to Moscow was way down. Concerning intercontinental traffic positive growth was achieved due to additional connections to America and Asia (mainly USA and China).

Monthly Traffic Results
Frankfurt Airport
December 2018

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.	38,324	9.0%	4,925,414	7.8%	174,233	2.1%	9,442	-0.3%
	arriving	19,212	8.9%	2,419,375	7.8%	83,228	4.3%	4,896	2.7%
	departing	19,112	9.0%	2,498,848	7.8%	88,494	1.7%	4,527	-3.1%
	arr.+dep.	38,324	9.0%	4,918,223	7.8%	171,722	3.0%	9,423	-0.2%
	transit			7,191	-7.3%	2,511	-36.2%	19	-34.1%
Commercial traffic	arr.+dep.	37,868	9.2%	4,917,987	7.8%	171,687	2.9%		
Scheduled/Charter	arr.+dep.	37,560	9.5%	4,917,134	7.8%	171,687	2.9%		
	transit			7,181	-7.4%	2,511	-36.2%		
Passenger flights	arr.+dep.	35,795	10.2%	4,917,134	7.8%	63,574	5.6%		
Freighter flights	arr.+dep.	1,765	-2.9%			108,113	1.4%		
Mail flights	arr.+dep.	0	n.def.					0	n.def.
Other traffic	arr.+dep.	308	-14.9%	853	4.5%				
Non-comercial traffic	arr.+dep.	456	-9.9%	236	-49.5%	35	>100%		
Ferry flights	arr.+dep.	350	-13.4%						

for information only:		Air Cargo (t)	
		abs.	Δ%
arr.+dep.+tr.		183,674	1.9%
arr.+dep. (acc. to ACI-definition)		181,145	2.8%

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.	512,115	7.7%	69,514,414	7.8%	2,123,801	-0.9%	90,086	5.6%
	arriving	256,062	7.7%	34,892,806	7.7%	1,015,542	0.0%	45,045	20.6%
	departing	256,053	7.7%	34,522,370	7.8%	1,071,050	-2.1%	44,750	-6.1%
	arr.+dep.	512,115	7.7%	69,415,176	7.8%	2,086,592	-1.1%	89,795	5.7%
	transit			99,238	9.3%	37,209	7.7%	291	-20.8%
Commercial traffic	arr.+dep.	505,421	7.7%	69,411,063	7.8%	2,086,431	-1.1%		
Scheduled/Charter	arr.+dep.	500,886	7.8%	69,399,145	7.8%	2,086,431	-1.1%		
	transit			99,206	9.4%	37,209	7.7%		
Passenger flights	arr.+dep.	479,320	8.0%	69,399,145	7.8%	780,573	-3.2%		
Freighter flights	arr.+dep.	21,566	2.0%			1,305,858	0.2%		
Mail flights	arr.+dep.	0	n.def.					0	n.def.
Other traffic	arr.+dep.	4,535	0.8%	11,918	6.5%				
Non-comercial traffic	arr.+dep.	6,694	7.1%	4,113	-12.4%	160	>100%		
Ferry flights	arr.+dep.	5,168	10.1%						

for information only:		Air Cargo (t)	
		abs.	Δ%
arr.+dep.+tr.		2,213,887	-0.7%
arr.+dep. (acc. to ACI-definition)		2,176,387	-0.8%