

# Monthly Traffic Results Frankfurt Airport

## February 2024

Traffic category	February		January to February	
	absolute	Δ%	absolute	Δ%
Passengers (arr.+dep.+transit)	3,855,040	12.9%	7,922,345	12.0%
Airfreight (metric tons) (arr.+dep.+tr.)	150,685	5.1%	301,964	7.2%
Airmail (metric tons) (arr.+dep.+tr.)	2,788	-15.7%	5,806	-15.8%
Aircraft Movements (arr.+dep.)	30,177	11.0%	61,237	7.6%
MTOWs (metric tons) (arr.)	1,920,904	10.6%	3,957,492	8.4%
Traffic Units (arr.+dep.+tr.)*	5,389,769	10.4%	11,000,038	10.5%
Traffic Units (arr.+dep.)**	5,342,653	10.3%	10,906,336	10.4%
Cargo (metric tons) (arr.+dep.+tr.)	153,473	4.7%	307,769	6.7%

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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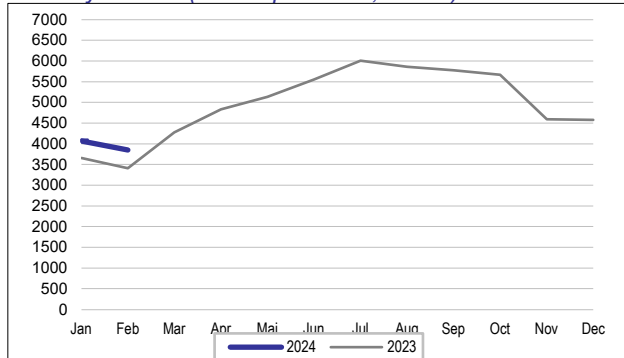
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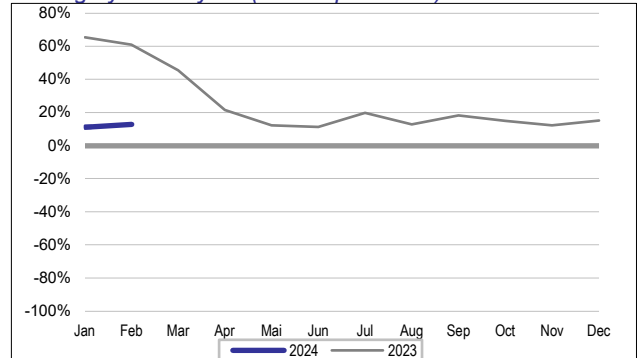
### Passengers

<b>February</b>	<b>3,855,040</b>	<b>12.9%</b>
<b>January to February</b>	<b>7,922,345</b>	<b>12.0%</b>

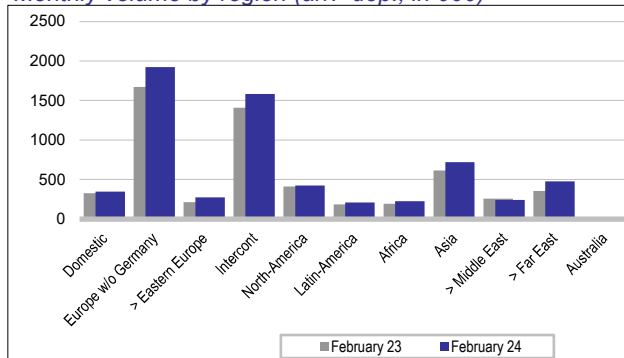
Monthly volume (arr.+dep.+transit; in 000)



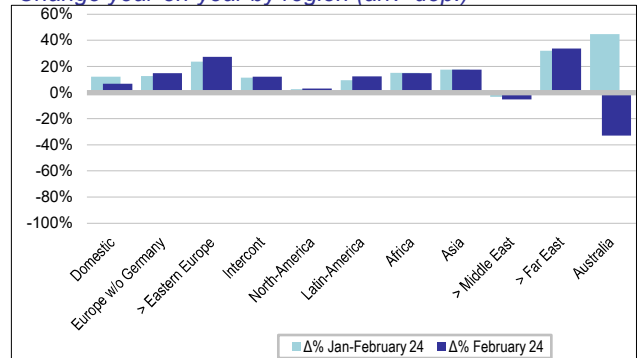
Change year-on-year (arr.+dep.+transit)



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



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



Regional evaluation by destination; source: BIAF-MAFO

In February 2024 Frankfurt Airport recorded an increase of the passenger count by 12.9 % compared to the same month in 2023. There were approximately 3.9 million passengers in February 2024. This is at about 85 % the level before the start of the COVID-19 pandemic. February 2024 was marked by several special effects. The plus of the passenger count as result of the extra day (leap year) almost completely compensated for the minus as result of strikes on specific days.

Compared to February 2023, traffic to and from other airports in Germany was up by 6.8 %. However, it is still more behind pre-pandemic levels than all other types of traffic. European traffic (+14.9 %) developed dynamically and all regions recorded growth rates including many of the traditional business locations. The demand for air travel as result of vacations also remained high. Specific mention is made of the high volume tourism destinations such as Greece and Türkiye.

Regarding intercontinental traffic the Far East achieved the highest growth rate (+33.8 %). As was already to be seen in previous months, the most growth was recorded by China followed by India. Traffic to and from North America, which in 2023 had the highest share of intercontinental traffic, was surpassed by the dynamic development of Far East traffic.

The continuous urge of many Germans to travel effected a plus count for several tourism winter vacation spots outside Europe. Double-digit growth rates were recorded for South Africa (+39.9 %), Namibia (+38.0 %), the Dominican Republic (+29.5 %) and the Maldives (+12.8 %).

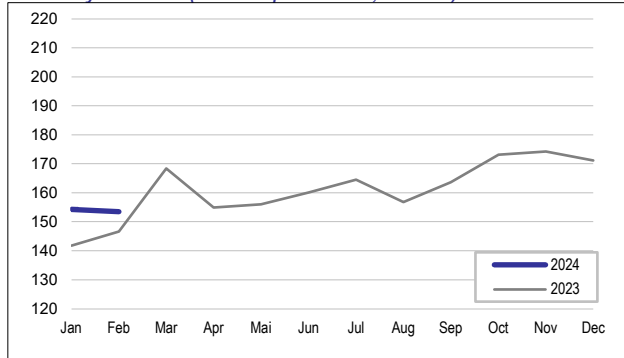
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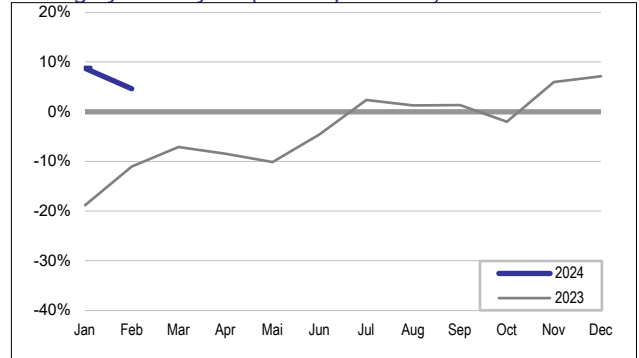
### Cargo (t)

<b>February</b>	<b>153,473</b>	<b>4.7%</b>
<b>January to February</b>	<b>307,769</b>	<b>6.7%</b>

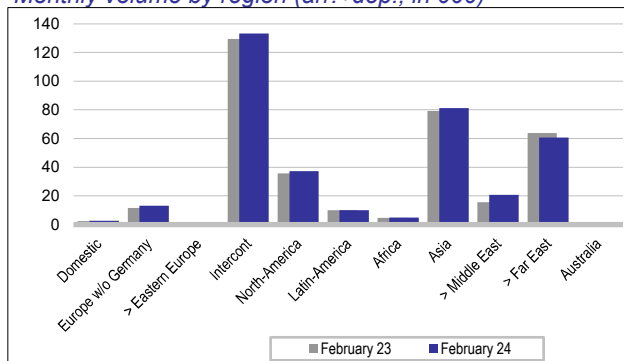
Monthly volume (arr.+dep.+transit; in 000)



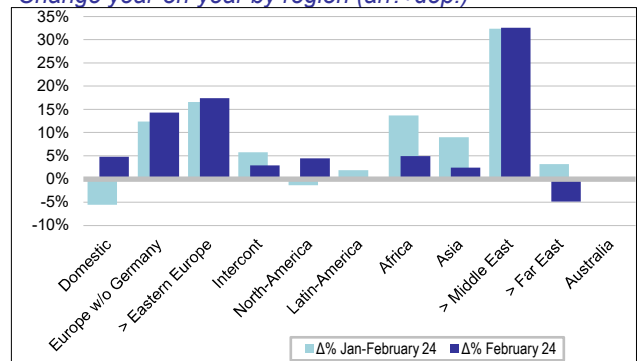
Change year-on-year (arr.+dep.+transit)



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



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



Regional evaluation by destination; source: BIAF-MAFO

Cargo traffic continued to have a positive trend as was already the case in past months. Compared to last year it was up by 4.7 % to approximately 153,500 mt. Several strike-related cancellations and the shift of the Chinese New Year to February (February 10) with resulting production downtime neutralized the additional amount of cargo as result of the extra day in the month of February (leap year).

Despite many cancellations of passenger aircraft flights the tonnage transported on passenger aircraft was up dynamically by 23.5 % to a volume of about 62,600 mt. The cargo count on freighter aircraft flights was down by 5.2 % to approximately 90,900 mt. The reasons are the already above-mentioned shift of the Chinese New Year and strike-related cancellations. Consequently, the tonnage ratio freighter aircraft to passenger aircraft belly was 60 % to 40 % and about the same as in 2019 before the start of the COVID-19 pandemic.

As result of the attacks on container ships in the Red Sea many shippers are searching for alternatives to send goods from the Asian-Pacific region to Europe. Consequently, several Asian-European Sea-Air Hubs, such as Dubai, are faced with an extremely high demand for airfreight. For example, in February 2024 there was a substantial growth rate of 56.7 % connected to the Dubai-Frankfurt route. The same can be stated for Doha with a growth rate of 68.5 %.

Compared to 2023, the cargo volume on the direct route from the market of the future India to Frankfurt Airport grew by 100 %. In contrast to that, the tonnage connected to China was down by 21.9 %. There was a downward trend for the so-called outbounds to Northeast Asia. The total tonnage to and from the Far East was down by 4.9 % compared to last year. The tonnage connected to North America, which is the most important region after the Far East, was up by 4.4 %. Latin America stagnated. Growth rates, specifically pertaining to Egypt and Türkiye, were the reason for an increase of tonnage connected to Africa and Europe.

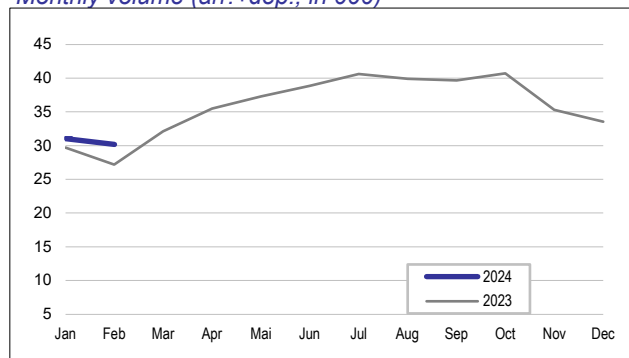
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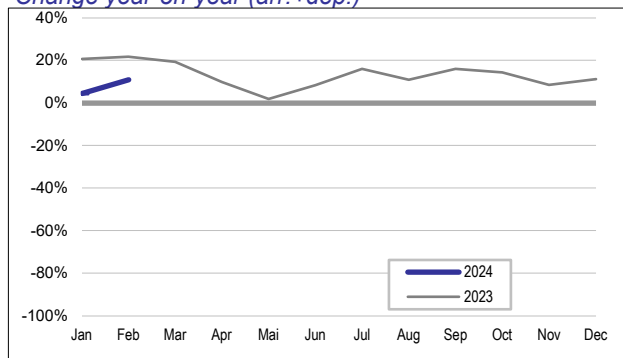
### Aircraft Movements

<b>February</b>	<b>30,177</b>	<b>11.0%</b>
<b>January to February</b>	<b>61,237</b>	<b>7.6%</b>

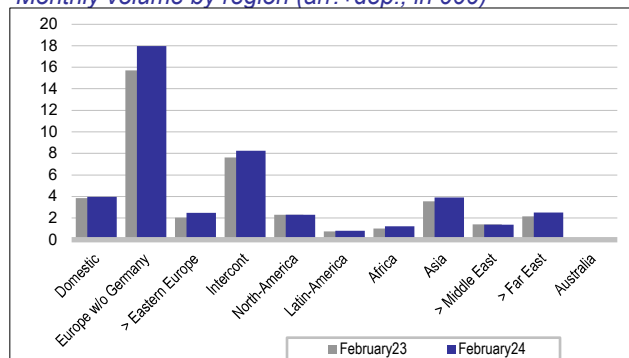
Monthly volume (arr.+dep.; in 000)



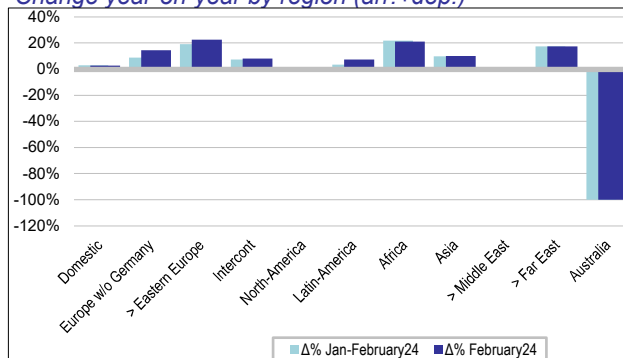
Change year-on-year (arr.+dep.)



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 February 2024 Frankfurt Airport recorded 30,177 aircraft movements (takeoffs and landings). Compared to February 2023 there was a growth of 11.0 % or approximately 3,000 movements. This amount is now back to about 82 % of the level before the start of the COVID-19 pandemic. The extra day in February (leap year) had a positive effect on this count. However, there was also a negative impact on the monthly result as result of strike activities. Without the strike-related cancellations there would have been about 1,770 additional aircraft movements.

Aircraft movements (3,583) connected to other airports in Germany were up 2.2 % compared to February 2023. There was a dynamic increase in regard to passenger aircraft flights to and from other European airports (+14.9 %, 16,869 aircraft movements). With the exception of Southern Europe (+8.1 %) all European regions recorded double-digit growth rates compared to February 2023. The most additional passenger services (flights) can be attributed to the United Kingdom, Poland and France.

Compared to February 2023, there was also substantial growth of passenger services (flights) connected to intercontinental destinations (+11.0 %, 7,025 aircraft movements). The Far East remained the growth generator. There were about 420 additional flights solely connected to China and India. Africa was also up (+19.9 %) with many more flights to and from Morocco, South Africa and Egypt. Aircraft movements connected to North America remained at the same high level already seen in 2023. Only the Middle East region recorded a decline as result of the war in that region.

Freighter aircraft flights were 2.8 % above the 2023 level (1,853 movements). But the count would have been at the same level as last year even without the extra day in February (leap year). Traffic to and from continental destinations was up significantly (+17.9 %). In contrast, traffic to and from intercontinental destinations was down by 4.2 %.

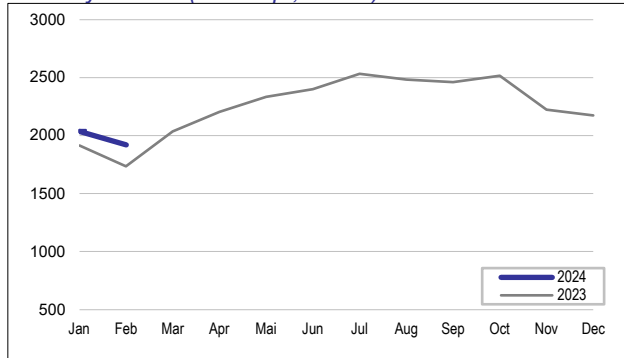
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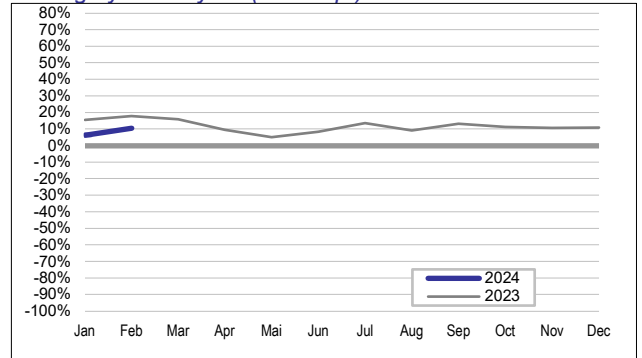
### Maximum Take Off Weights / MTOW (t)

<b>February</b>	<b>1,920,904</b>	<b>10.6%</b>
<b>January to February</b>	<b>3,957,492</b>	<b>8.4%</b>

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



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



In February 2024 MTOWs were up by 10.6 % to 1.9 million tons. This is 84 % the level in 2019 before the start of the COVID-19 pandemic. The MTOW per aircraft landing at 127.3 tons was at about the same level as in February 2023.

The average seat load factor of 75.9 % was just slightly below the record level in February 2023. In contrast, the quotient passengers per passenger aircraft movement at 140.3 was approximately 1 percent above the previous record level set in February 2023.

### Special Information

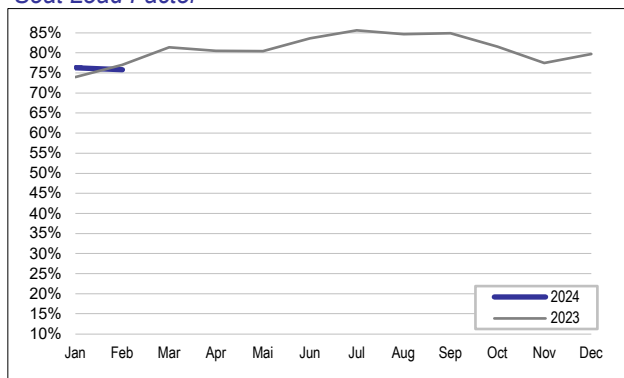
The seat load factor in February 2024 was at 75.9% versus 77.0% in the same month last year.

The share of widebody aircraft was at 25.1% (February 23: 25.9%).

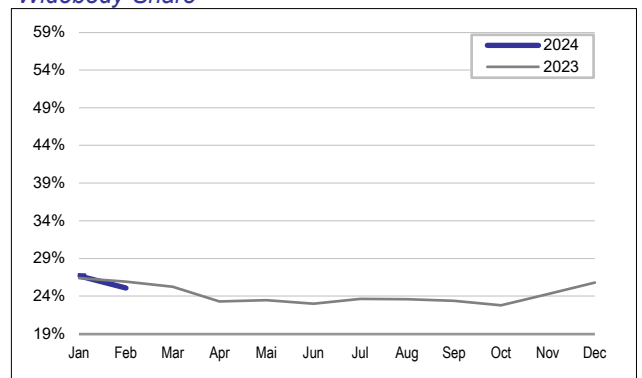
The ratio 'passengers per passengerflight (sheduled & charter)' was at 140.3 vs. 139.2 in the same month last year.

Compared to the same month last year the flight punctuality rate increased by 7.7%-points and was at 76.2%.

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.	30,177	11.0%	3,855,040	12.9%	150,685	5.1%	2,788	-15.7%
	arriving	15,093	11.1%	1,913,918	12.7%	70,963	11.9%	1,442	-9.0%
	departing	15,084	11.0%	1,937,833	13.2%	75,343	-2.0%	1,343	-22.0%
	arr.+dep.	30,177	11.0%	3,851,751	13.0%	146,306	4.3%	2,784	-15.8%
	transit			3,289	-38.1%	4,379	42.7%	4	30.8%
Commercial traffic	arr.+dep.	29,688	11.3%	3,851,576	13.0%	146,266	4.4%		
Scheduled/Charter	arr.+dep.	29,330	11.4%	3,850,691	13.0%	146,266	4.4%		
	transit			3,289	-38.1%	4,379	42.7%		
Passenger flights	arr.+dep.	27,477	12.1%	3,850,691	13.0%	59,763	23.9%		
Freighter flights	arr.+dep.	1,853	2.8%			86,503	-5.9%		
Mail flights	arr.+dep.	0	n.def.					0	n.def.
Other traffic	arr.+dep.	358	-2.2%	885	-11.8%				
Non-commercial traffic	arr.+dep.	489	-1.8%	175	-49.1%	40	>100%		
Ferry flights	arr.+dep.	415	5.1%						

for information only:

		Air Cargo (t)	
		abs.	Δ%
	arr.+dep.+tr.	153,473	4.7%
	arr.+dep. (acc. to ACI-definition)	149,090	3.9%

**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.	61,237	7.6%	7,922,345	12.0%	301,964	7.2%	5,806	-15.8%
	arriving	30,586	7.6%	4,023,199	12.5%	144,900	13.0%	2,994	-7.4%
	departing	30,651	7.7%	3,892,682	11.7%	148,346	1.0%	2,805	-23.2%
	arr.+dep.	61,237	7.6%	7,915,881	12.1%	293,246	6.6%	5,800	-15.8%
	transit			6,464	-52.0%	8,718	35.2%	6	18.2%
Commercial traffic	arr.+dep.	60,262	7.8%	7,915,507	12.1%	293,187	6.6%		
Scheduled/Charter	arr.+dep.	59,591	7.9%	7,913,734	12.1%	293,187	6.6%		
	transit			6,464	-52.0%	8,718	35.2%		
Passenger flights	arr.+dep.	55,840	8.2%	7,913,734	12.1%	117,590	21.1%		
Freighter flights	arr.+dep.	3,751	2.6%			175,597	-1.3%		
Mail flights	arr.+dep.	0	n.def.					0	n.def.
Other traffic	arr.+dep.	671	-1.3%	1,773	-0.8%				
Non-commercial traffic	arr.+dep.	975	0.6%	374	-43.1%	58	>100%		
Ferry flights	arr.+dep.	832	9.5%						

for information only:

		Air Cargo (t)	
		abs.	Δ%
	arr.+dep.+tr.	307,769	6.7%
	arr.+dep. (acc. to ACI-definition)	299,045	6.0%