

Monthly Traffic Results Frankfurt Airport

March 2024

Traffic category	March		January to March	
	absolute	Δ%	absolute	Δ%
Passengers (arr.+dep.+transit)	4,609,545	7.8%	12,531,890	10.4%
Airfreight (metric tons) (arr.+dep.+tr.)	175,619	6.7%	477,582	7.0%
Airmail (metric tons) (arr.+dep.+tr.)	3,279	-12.1%	9,085	-14.5%
Aircraft Movements (arr.+dep.)	33,969	5.7%	95,206	7.0%
MTOWs (metric tons) (arr.)	2,151,660	5.8%	6,109,152	7.4%
Traffic Units (arr.+dep.+tr.)*	6,398,523	7.3%	17,398,561	9.3%
Traffic Units (arr.+dep.)**	6,333,876	7.2%	17,240,212	9.2%
Cargo (metric tons) (arr.+dep.+tr.)	178,898	6.3%	486,667	6.5%

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 UEN-MF, 11.04.2024

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Document: Monatsbericht ab2004 - Vorlage_v5.xlsm

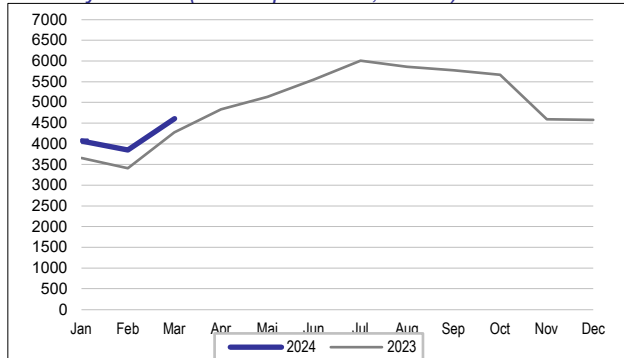
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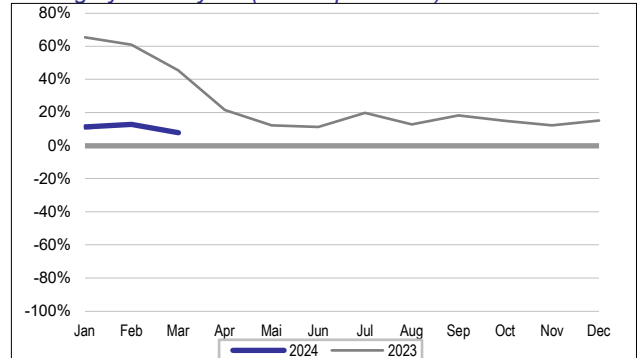
Passengers

March	4,609,545	7.8%
January to March	12,531,890	10.4%

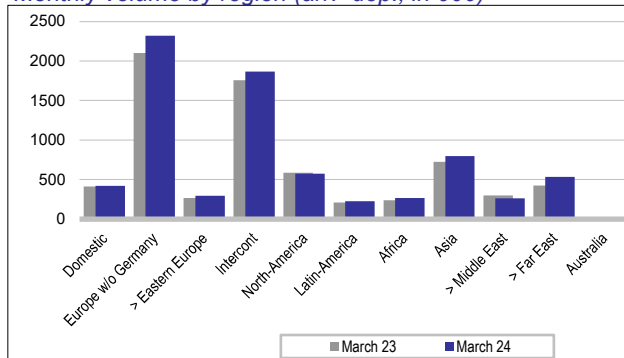
Monthly volume (arr.+dep.+transit; in 000)



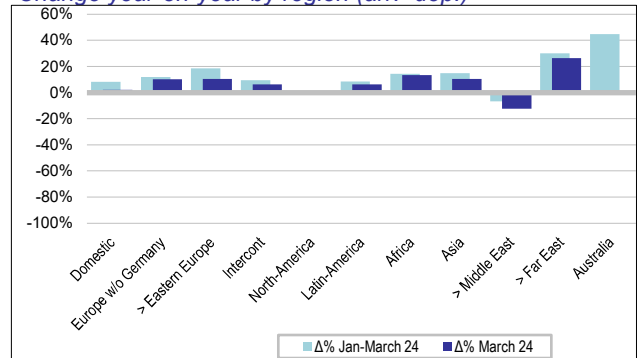
Change year-on-year (arr.+dep.+transit)



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



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



Regional evaluation by destination; source: BIAF-MAFO

In March 2024 Frankfurt Airport recorded a passenger count of 4.6 million passengers and, consequently, an increase of 7.8 % compared to March 2023. The March 2024 count is at 82 % of the March 2019 level before the start of the COVID-19 pandemic. During the first two weeks of the month the passenger count was negatively impacted by strikes. However, this was offset by a high demand for air travel due to the start of the East vacation period at the end of March. The strikes in March 2024 at Frankfurt Airport reduced the count by approximately 290,000 passengers.

Compared to January and February this year the development of travel to and from other airports in Germany was weaker (+2.1 %). Regarding Europe there was an increase of travel to and from traditional vacation destinations such as Greece, Türkiye, Croatia, Cyprus, the Canary and Balearic Islands. As far as western Europe is concerned there was a significantly higher passenger count for Great Britain (+9.7 %) and Austria (+15.4 %). For eastern Europe the most increase was seen for Poland and for northern Europe it was Denmark.

Regarding intercontinental traffic travel to and from the Far East (+26.4 %) was a major contributor to growth as result of high demand for air travel to and from destinations in China and India. The same applies for countries in the southern part of Africa with a growth rate of 33.0 %. In contrast, traffic connected to destinations in North America was below the level seen a year ago. The demand connected to US destinations stagnated (-0.6 %) and for Canada it even dropped by 7 percent as result of capacity limitations. Traffic related to the Middle East was of course negatively impacted by the war in that region.

Looking at the first quarter of 2024 the passenger count was at 12.5 million. This is a plus of 10.4 % compared to the same period in 2023. The 2024 count is back to 85 % of the level before the start of the crisis related to the spread of the COVID-19 virus. The first three months of 2024 were also characterized by several strikes affecting airport operations. Overall, the passenger count would have been about 600,000 higher without flight cancellations as result of strike and bad weather conditions.

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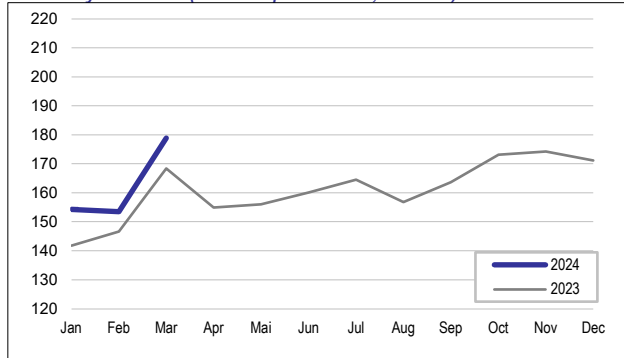
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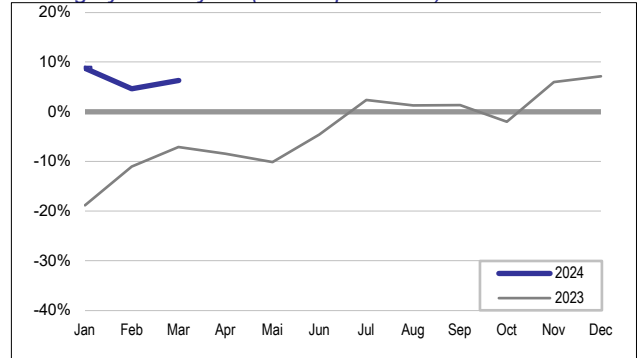
Cargo (t)

March	178,898	6.3%
January to March	486,667	6.5%

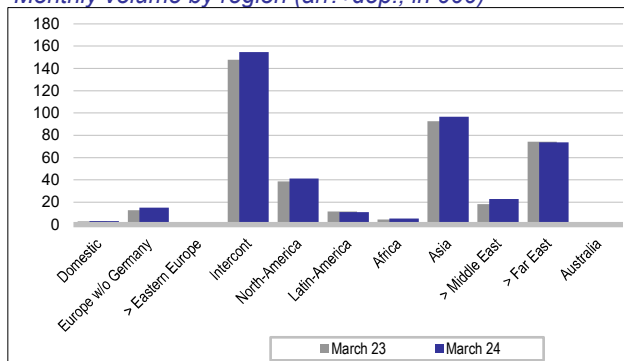
Monthly volume (arr.+dep.+transit; in 000)



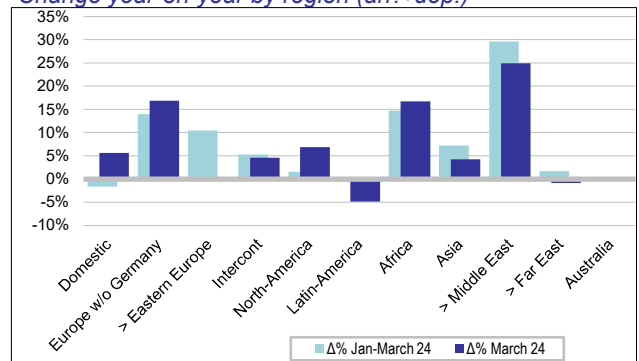
Change year-on-year (arr.+dep.+transit)



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



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



Regional evaluation by destination; source: BIAF-MAFO

Despite several strike waves cargo traffic in March 2024 (approx. 178,900 mt) was up by an impressive 6.3 % compared to March 2023. In the 12th calendar week, which was after the strikes and before Easter, there was a peak with high amounts of cargo being handled on several days. With about 43,600 mt during one week there was the highest count for any week so far in 2024 and for the last 28 months. Furthermore, the count of approx. 7,300 mt handled on a Sunday of that record week was the most amount of cargo moved on any day so far this year.

Positive impulse came from the world economic environment, specifically India and the USA, where the corresponding procurement manager indices went up in March. The biggest increase in cargo traffic to and from Frankfurt Airport was recorded on routes connected to the USA (approx. 3,800 mt / +11.3 %) and India (approx. 2,200 mt / +35.5 %). Consequently, both countries were the growth generators for their regions. North America was up by 6.9 % and the Far East (-0.9 %). In contrast, China (-15.6 %) and Japan (-17.1 %) recorded substantial declines.

Despite the high number of strike-related flight cancellations the tonnage on passenger aircraft saw a dynamic plus of 25.9 % to a volume of approximately 71,700 mt. This is about 98 % the level before the start of the crisis due to COVID-19. Without all the strikes, the amount of cargo in the belly of passenger aircraft would have even exceeded the count in 2019. The cargo count on freighter aircraft was down by 3.8 % to about 107,200 mt also due to strike-related flight cancellations. Thus, the share of the bellyhold count at 40 % was about 4 % above the share seen in 2019 before the start of the COVID-19 pandemic.

The high growth rates on routes from the hubs in the Middle East and Türkiye to Frankfurt Airport continued in March 2024. Consequently, the cargo count connected to the Middle East and Europe was noticeably up by 24.9 % and 14.7 %, respectively. Furthermore, there was a substantial increase connected to Africa (+16.8 %). Regarding Latin America (-4.9 %) the big minus for Mexico (-24.5 %) could not be compensated.

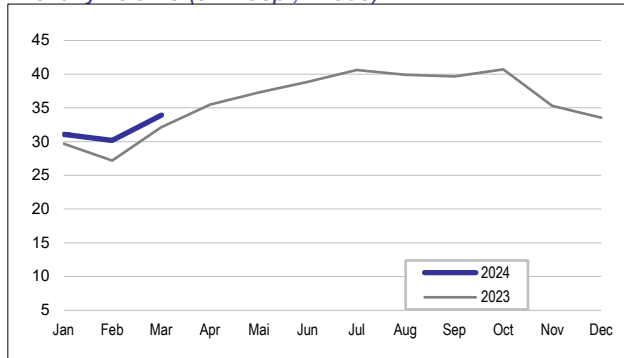
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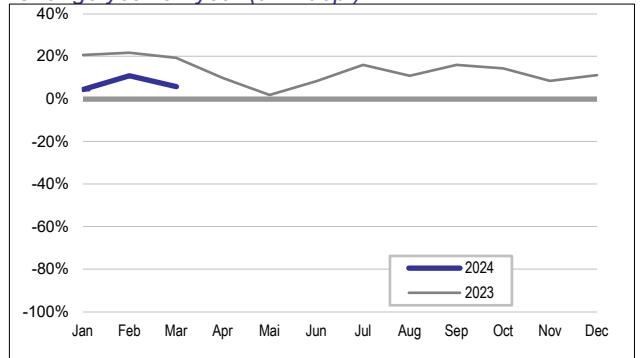
Aircraft Movements

March	33,969	5.7%
January to March	95,206	7.0%

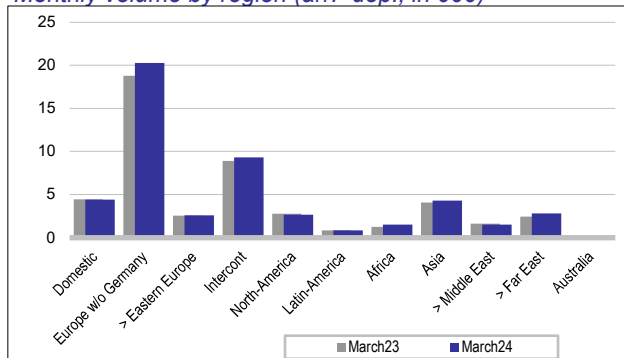
Monthly volume (arr.+dep.; in 000)



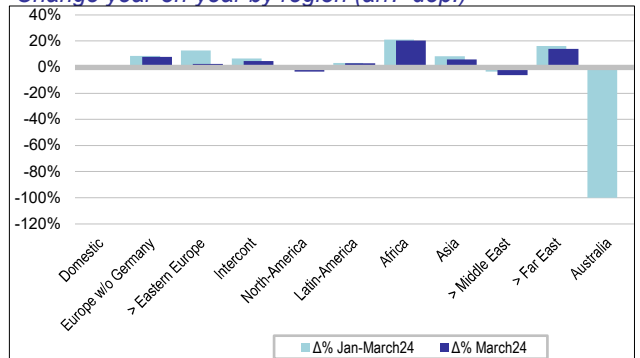
Change year-on-year (arr.+dep.)



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 March 2024 there were 33,969 aircraft movements (takeoffs and landings) at Frankfurt Airport. Compared to March 2023 this is a growth rate of 5.7 % or 1,840 movements, respectively. This is about 81 % of the 2019 level before the pandemic. As already stated above, the numerous strikes negatively impacted the count of aircraft movements in March 2024. Without all the strikes the count of aircraft movements would have been about 2,200 higher.

3,928 passenger aircraft movements were connected to other airports in Germany. This is 1 % below March 2023 level. Offered passenger services (flights) for Europe were up dynamically by 8.0 % to 19,002 aircraft movements. Regarding Southeast Europe there were even more movements than in 2019. Nonetheless, this region still recorded the highest growth over against March 2023 (+17.1 %). All in all, there were far more passenger services (flights) for Spain, the United Kingdom, Italy and France.

Offered intercontinental passenger services (flights) increased by 6.9 % to 7,889 aircraft movements. The Far East region was the growth generator with about 400 movements connected to China and India alone. Africa was also up by 20.5 % and specifically profited from many more flights connected to Morocco, South Africa and Egypt. Traffic to and from North America was slightly below the already high level in 2023. There were fewer aircraft movements connected to the Middle East as result of the ongoing war in that region.

Freighter aircraft flights with 2,121 movements were 0.6 % above the 2023 level. Traffic to and from continental destinations was up significantly (+15.6 %). Freighter aircraft services (flights) connected to intercontinental destinations were down by 6.3 %. Most growth of freighter aircraft movements had to do with Türkiye, Qatar and Israel.

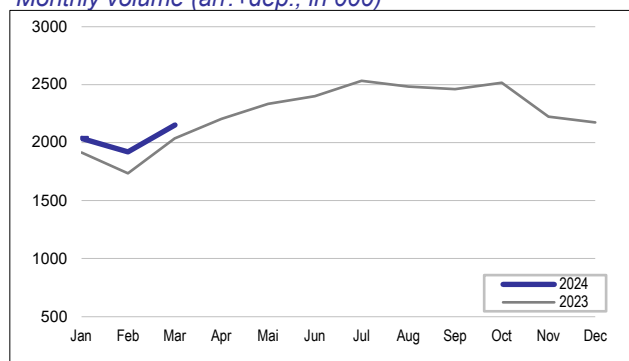
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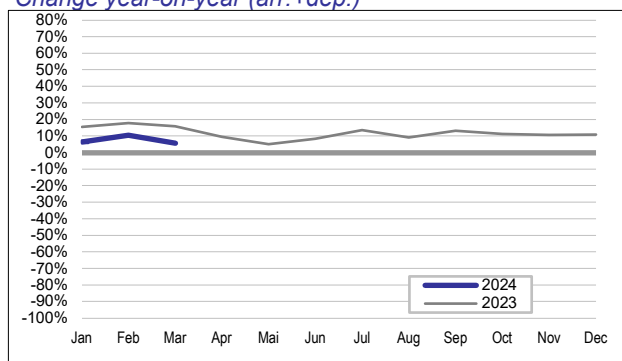
Maximum Take Off Weights / MTOW (t)

March	2,151,660	5.8%
January to March	6,109,152	7.4%

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



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



In comparison to March 2023 MTOWs were up by 5.8 % to 2.2 million tons. This is 81 % of the level in 2019 before the start of the pandemic. The MTOW per aircraft landing (126.7 tons) was at about the same level as in 2023.

As was the case in recent months, there was a high utilization rate of seats on passenger aircraft. The quotient passengers per passenger aircraft movements (149.5) was one percent above the previous record count in March 2023. The seat load factor at 80.5 % was slightly below that in March 2023.

Special Information

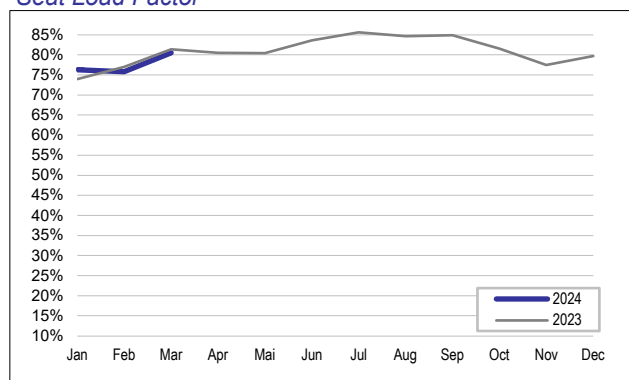
The seat load factor in March 2024 was at 80.5% versus 81.4% in the same month last year.

The share of widebody aircraft was at 24.7% (March 23: 25.3%).

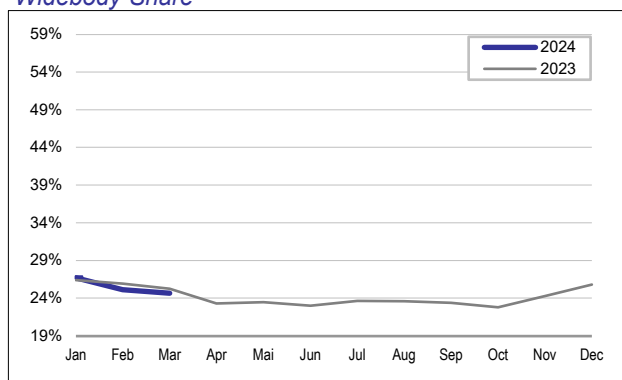
The ratio 'passengers per passengerflight (sheduled & charter)' was at 149.5 vs. 147.7 in the same month last year.

Compared to the same month last year the flight punctuality rate increased by 13.9%-points and was at 73.5%.

Seat Load Factor



Widebody-Share



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Frankfurt Airport
March 2024

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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.	33,969	5.7%	4,609,545	7.8%	175,619	6.7%	3,279	-12.1%
	arriving	16,985	5.8%	2,265,397	6.1%	81,559	7.3%	1,675	-9.1%
	departing	16,984	5.7%	2,341,618	9.6%	87,851	4.8%	1,601	-15.0%
	arr.+dep.	33,969	5.7%	4,607,015	7.9%	169,410	6.0%	3,276	-12.1%
	transit			2,530	-56.6%	6,208	30.7%	4	28.2%
Commercial traffic	arr.+dep.	33,350	5.9%	4,606,803	7.9%	169,393	6.0%		
Scheduled/Charter	arr.+dep.	32,940	6.1%	4,605,486	7.9%	169,393	6.0%		
	transit			2,530	-56.6%	6,208	30.7%		
Passenger flights	arr.+dep.	30,819	6.5%	4,605,486	7.9%	68,467	26.7%		
Freighter flights	arr.+dep.	2,121	0.6%			100,926	-4.6%		
Mail flights	arr.+dep.	0	n.def.					0	n.def.
Other traffic	arr.+dep.	410	-2.8%	1,317	26.0%				
Non-commercial traffic	arr.+dep.	619	-4.0%	212	-61.5%	17'426	5.2%		
Ferry flights	arr.+dep.	526	4.8%						

for information only:

		Air Cargo (t)	
		abs.	Δ%
arr.+dep.+tr.		178,898	6.3%
arr.+dep. (acc. to ACI-definition)		172,686	5.6%

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.	95,206	7.0%	12,531,890	10.4%	477,582	7.0%	9,085	-14.5%
	arriving	47,571	7.0%	6,288,596	10.1%	226,460	10.9%	4,669	-8.0%
	departing	47,635	6.9%	6,234,300	10.9%	236,196	2.4%	4,406	-20.4%
	arr.+dep.	95,206	7.0%	12,522,896	10.5%	462,656	6.4%	9,075	-14.5%
	transit			8,994	-53.4%	14,926	33.3%	10	21.7%
Commercial traffic	arr.+dep.	93,612	7.1%	12,522,310	10.5%	462,581	6.4%		
Scheduled/Charter	arr.+dep.	92,531	7.2%	12,519,220	10.5%	462,581	6.4%		
	transit			8,994	-53.4%	14,926	33.3%		
Passenger flights	arr.+dep.	86,659	7.6%	12,519,220	10.5%	186,057	23.1%		
Freighter flights	arr.+dep.	5,872	1.9%			276,523	-2.5%		
Mail flights	arr.+dep.	0	n.def.					0	n.def.
Other traffic	arr.+dep.	1,081	-1.9%	3,090	9.1%				
Non-commercial traffic	arr.+dep.	1,594	-1.2%	586	-51.4%	75	>100%		
Ferry flights	arr.+dep.	1,358	7.6%						

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		Air Cargo (t)	
		abs.	Δ%
arr.+dep.+tr.		486,667	6.5%
arr.+dep. (acc. to ACI-definition)		471,732	5.9%