Monthly Traffic Results
Frankfurt Airport

with Semi-annual Report

June 2022

Traffic category	June absolute	June Δ%	January to June absolute	January to June Δ%
Passengers (arr.+dep.+transit)	4,992,974	181.0%	20,821,433	220.5%
Airfreight (metric tons) (arr.+dep.+tr.)	164,498	-11.9%	1,010,139	-11.3%
Airmail (metric tons) (arr.+dep.+tr.)	3,273	-4.9%	21,296	-7.3%
Aircraft Movements (arr.+dep.)	35,883	79.3%	178,698	97.5%
MTOWs (metric tons) (arr.)	2,213,851	63.0%	11,334,386	62.4%
Traffic Units (arr.+dep.+tr.)*	6,670,685	81.4%	31,135,783	71.9%
Traffic Units (arr.+dep.)**	6,620,112	81.8%	30,870,173	72.4%
Cargo (metric tons) (arr.+dep.+tr.)	167,771	-11.8%	1,031,435	-11.2%

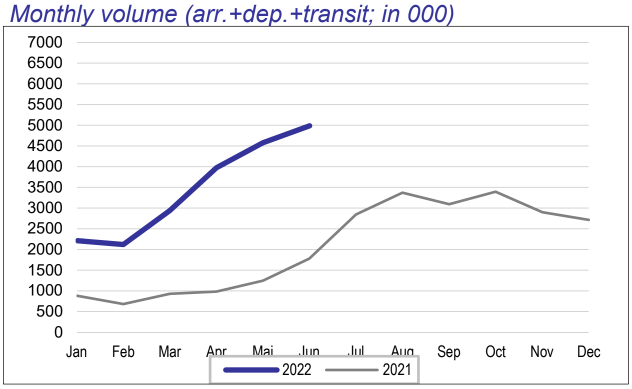
Traffic Units (TU) are the combined annual values of passengers, cargo, and mail expressed in metric tons.
1 TU = 1 Pax (assessed at 100 kg), or 100 kg of freight or 100 kg of mail.
Cargo refers to the sum of airfreight and airmail volumes, all in metric tons.
However, due to measuring airfreight and airmail in kilograms, rounding diffrences may appear.
* Fraport internal definition: arriving+departing+transit
** As per ADV-definition: arriving+departing.

Prepared by UEW-MF, 14.07.2022

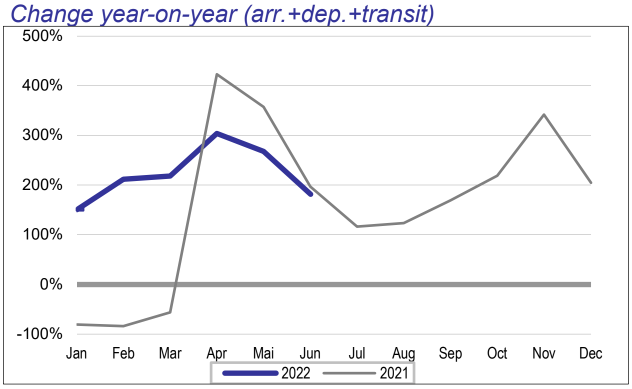
Passengers

June	**4,992,974**	**181.0%**
January to June	**20,821,433**	**220.5%**

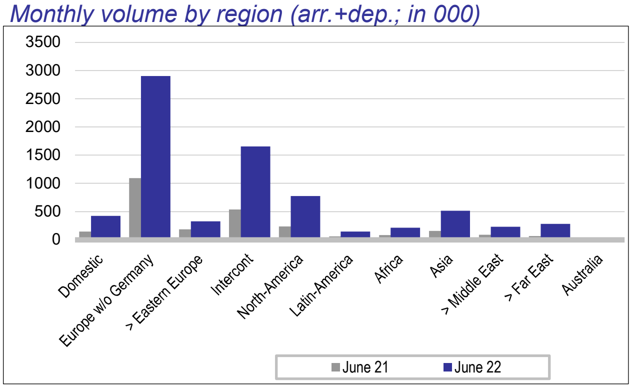
Monthly volume (arr.+dep.+transit; in 000)



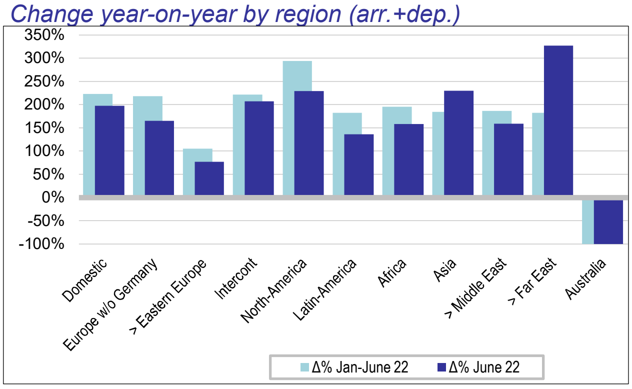
Change year-on-year (arr.+dep.+transit)



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



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



Regional evaluation by destination; source: BIAF-MAFO

The passenger count in June 2022 at 4,99 million was slightly below the 5 million mark and the highest count for a single month since the start of the COVID-19 pandemic. Consequently, this count was at about 3/4 of the count recorded in June 2019. The longer weekends due to holidays and the Pentecost vacation period helped to boost demand for vacation travel in the month of June 2022.

On Sunday, June 26, 2022, the passenger count was 180,525. This was the highest passenger count for a single day since the start of the COVID-19 pandemic. Furthermore, there were 8 more days with high passenger counts over 170,000 which contributed to significant growth of the number of passengers at Frankfurt Airport.

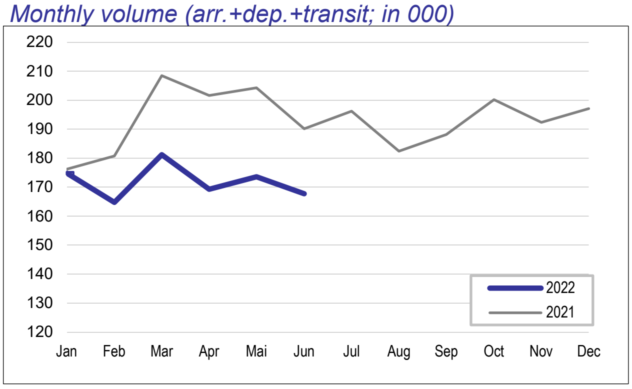
Domestic travel recovered. However, the recovery was even more dynamic for intercontinental and European traffic. Both intercontinental and European traffic were major contributors to the growth of the passenger count. After the discontinuation of restrictive COVID-19 protection measures there was a major increase connected to the booking of flights to European vacation destinations. Some destinations had passenger counts at the same level as before the start of the COVID-19 pandemic. In some cases there were even higher levels (e.g. the Canary Islands, Greece and Cyprus).

Regarding intercontinental traffic there was continued growth connected to Middle America. Specific mention is made of the Dominion Republic where the passenger count is twice as high as in June 2019. There was also sustained growth related to traffic to and from the USA. Regarding Asia the northeast region is still in last place as far as the recovery goes. There is a slight recovery for some destinations. However, traffic to and from China is still 95 % below the passenger counts recorded in 2019.

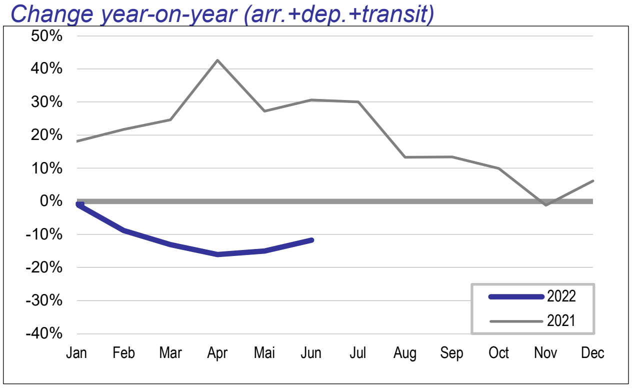
Cargo (t)

June	**167,771**	**-11.8%**
January to June	**1,031,435**	**-11.2%**

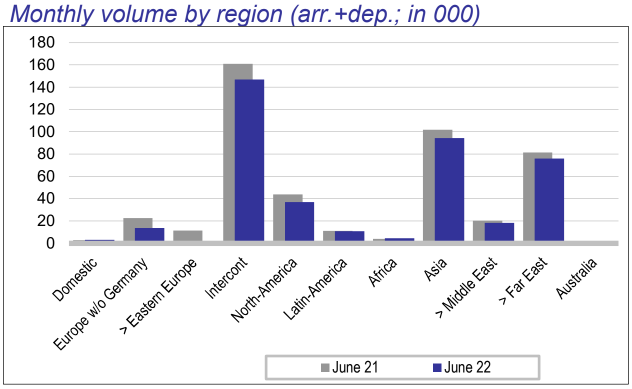
Monthly volume (arr.+dep.+transit; in 000)



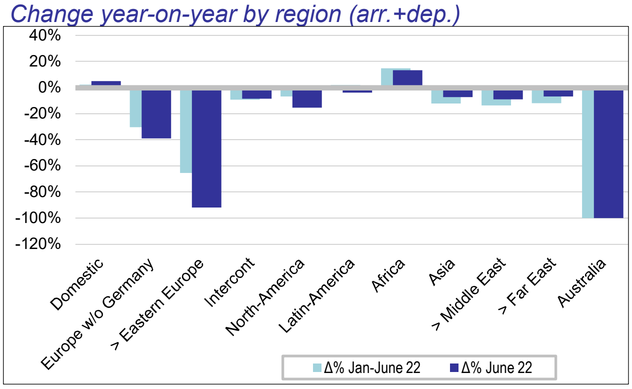
Change year-on-year (arr.+dep.+transit)



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



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



Regional evaluation by destination; source: BIAF-MAFO

Compared to June 2021, the amount of handled cargo in June 2022 was down by 11.8 % (approx. 167,800 mt). Compared to the pre-crisis year 2019 there was also a slight decline (-3.8 %). Compared to June 2021 airfreight was down by 11.9 % to about 164,500 mt. Airmail was down by 4.9 % to approximately 3,300 mt.

The slow but sure opening of China effected a slight increase of worldwide manufacturing. Nonetheless, the global procurement manager index was at a 22 month low. A main reason for this downturn is the stagnating count of incoming orders in the very important industrial regions USA and European euro zone. There was somewhat less pressure on the delivery chains. However, the handling situation at airports remained strenuous.

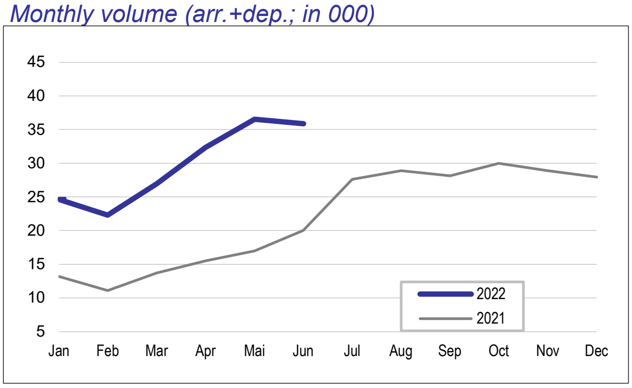
The closure of air space due to the war in the Ukraine and the challenging capacity situation continued to cause a reduced offer of freighter aircraft in June 2022. Consequently, cargo on freighter aircraft was down by 18.3 % compared to June 2021. Cargo in the belly of passenger aircraft was up due to more scheduled passenger aircraft flights (+10.2 %). However, this count was somewhat down compared to previous months. Consequently, the share of cargo on freighter aircraft was up slightly to 72 %. Inbound cargo was down by 11.8 % and outbound cargo decreased by 12.8 %.

Despite the still relatively strict COVID-19 regulations in China the tendency to open up did noticeably impact cargo development in a positive manner. Consequently, tonnage was only down by 2.9 % compared to June 2021. Cargo traffic connected to East Europe was almost at a standstill (-91.9 %). North America traffic continued on a downward slide (-15.3 %). Latin America was only 3.9 % below the count in June 2021. Only cargo traffic connected to Africa was up by 13.2 %.

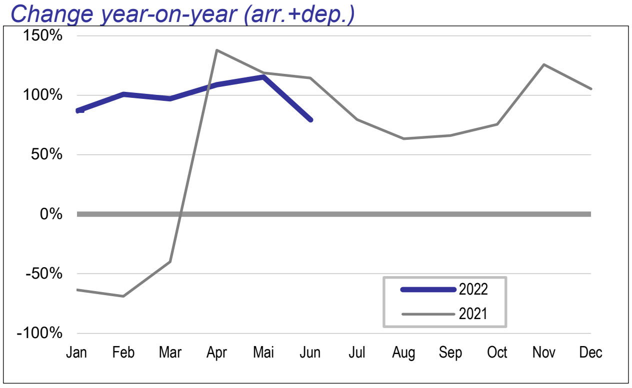
Aircraft Movements

June	**35,883**	**79.3%**
January to June	**178,698**	**97.5%**

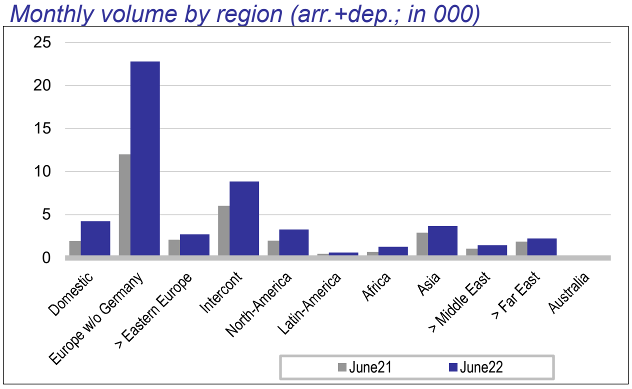
Monthly volume (arr.+dep.; in 000)



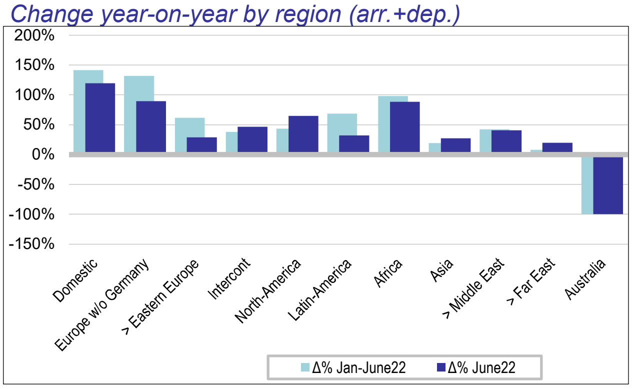
Change year-on-year (arr.+dep.)



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 2022 the upward trend in May 2022 slowed down slightly. With 35,883 aircraft movements and a share of approx. 78 % of the 2019 count there were 79.3 % more movements than in June 2021. In June there were fewer aircraft movements (takeoffs and landings) than in May. However, the daily average was slightly higher. This increase was solely due to intercontinental passenger traffic because the freighter aircraft flights were at the same daily count as in May. The count of 1,200 aircraft movements per day was surpassed 16 times in June 2022. However, the highest daily count in May was not reached in June of this year.

The offer of scheduled passenger services (flights) continued to develop dynamically. Numerous short-notice cancellations, however, effected a reduced growth rate of only 97.2 % to a total of 21,527 aircraft movements (77 % of the 2019 count). However, a high number of scheduled passenger services (flights) were offered for vacation destinations in Greece, Turkey, Croatia and Spain. In June 2022 there were 3,807 passenger flights connected to Germany (+150.5 %). This was 65 % of the level seen back in 2019 before the start of the crisis.

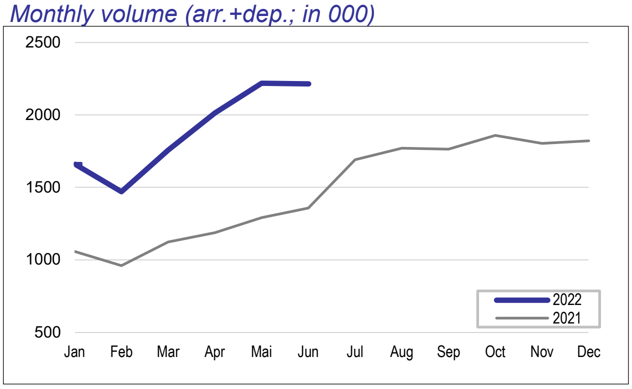
Intercontinental scheduled passenger services (flights) were not affected that much by cancellations. However, they were only up by 80.9 % in June 2022 to 6,999 aircraft movements. This is 76 % of the 2019 level. There were even growth rates (compared to 2019) for tourism destinations in the Dominion Republic, Costa Rica, Mauritius, Kenia and Mexico. North America was back to 90 % of the level before the start of the COVID-19 pandemic. Northeast Asia (China, Taiwan, Hong Kong) are still at only 30 % of the 2019 level and remain in last place.

Due to reduced handling capacities and the effects of the war in the Ukraine the count of freighter aircraft flights in June 2022 was down by 14.2 % to 2,431 aircraft movements (compared to June 2021). Nonetheless, this count was still 33.4 % above the pre-crisis level. In June 2022 there were still 553 cargo flights with passenger aircraft. Most of these flights were connected to Northeast Asia in order to make up for the lack of belly capacities. The offer of scheduled freighter aircraft flights for Europe and America was still below the level before the start of the crisis.

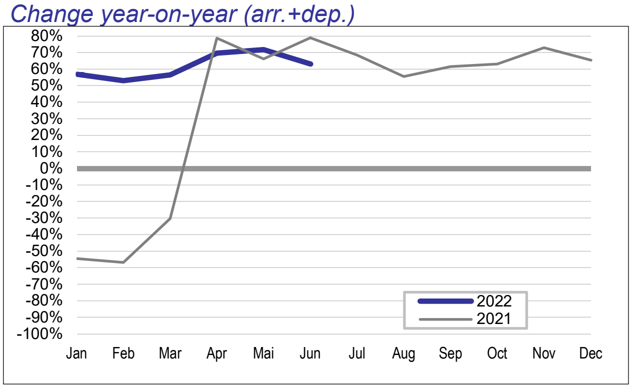
Maximum Take Off Weights / MTOW (t)

June	**2,213,851**	**63.0%**
January to June	**11,334,386**	**62.4%**

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



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



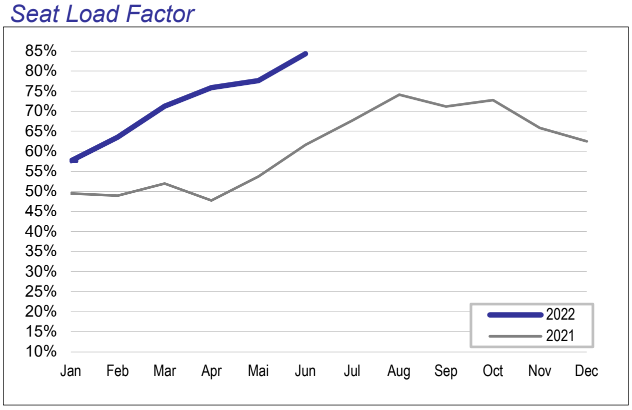
With over 2.2 million tons (+63.0 % compared to last year) the MTOWs were likewise below the count in May 2022. Compared to 2019 the count was about at 80 % (as was the case in May, too). In comparison to aircraft movements, the MTOWs in June developed slightly over-proportionately.

There was an increase of the utilization of wide-body aircraft. Consequently, for the first time this year the average MTOW per aircraft landing in June was up compared to May. In contrast to aircraft movements, the passenger count was up significantly compared to May. Thus, utilization was up and even surpassed levels seen in 2019. The seat load factor at 84.4 % was even two percentage points higher than in June 2019. The quotient passengers per passenger aircraft movement also climbed enormously to 154.4.

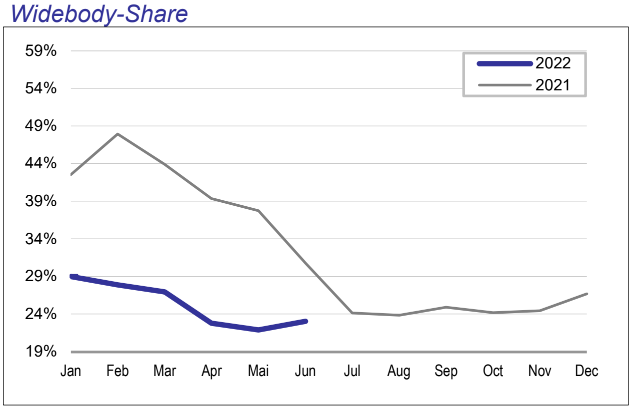
Special Information

The seat load factor in June 2022 was at 84.4% versus 61.6% in the same month last year.
The share of widebody aircraft was at 23.0% (June 21: 30.8%).
The ratio 'passengers per passengerflight (sheduled & charter)' was at 154.4 vs. 108.9 in the same month last year.
Compared to the same month last year the flight punctuality rate decreased by 31.7%-points and was at 48.5%.

Seat Load Factor



Widebody-Share



Passengers

January to June	**20,821,433**	**220.5%**

The first six months of the year 2022 were marked by a declining negative impact by way of the COVID-19 pandemic. At the beginning of the year the dynamic spread of a new Omicron variant and continued travel warnings briefly interrupted the recovery of demand for air travel at the end of 2021. However, the sustained concentration of specifically intercontinental traffic at Frankfurt Airport pretty well cushioned the slowdown of growth of demand for air travel.

Due to the slow but sure ending of many COVID-19 pandemic restrictions around mid-February the passenger count started to increase again. April showed a major transition towards a sustained recovery of demand for air travel and far higher passenger counts than during the summer months of 2021. The month of June had the highest passenger count (approx. 5 million) for a single month since the start of the COVID-19 pandemic. The last month with a passenger count of 5 million was November 2019.

Consequently, by the end of the first six months of 2022 the passenger count was back to about 75 % of the pre-pandemic level. The start of the war in the Ukraine barely had an impact. The discontinuation of traffic to and from the affected countries (Russia, Ukraine, Belarus) hardly had an impact because of a comparatively low volume of passengers even before the start of the war in February.

With the passenger count at approximately 21 million the count for the first six months of 2022 was the highest since the start of the COVID-19 pandemic. For the first time since December 21, 2019, (189,605 passengers) there were more than 180,000 passengers on a single day. This was the case on June 26,2022 (180,525 passengers). Due to the quick recovery of demand for air travel in 2022 there were over 170,000 passengers on 12 days so far this year.

The desire to travel had to be suppressed for so long and this paved the way for a dynamic development of demand for air travel. After the end of COVID-19 protective measures there was an explosion of bookings involving vacation travel to European destinations. During the second quarter, which actually is an off season, there was a return to a demand volume seen before the crisis. Southeast Europe was the first traffic region to return to normal. Demand for travel to Greece was back to the 2019 level. Demand for travel to Turkey and Cyprus was even higher than what was seen before the start of the crisis.

Business travel to destinations in western Europe was still well below normal during the first six months of 2022. Despite some recovery during the first six months of the year it is obvious that companies still implement very restrictive travel guidelines. This, of course, has a negative impact on demand for business travel. Furthermore, demand for business travel is impaired by intensified use of trains to travel and the growing utilization of video conferences.

Consequently, air travel to and from destinations in western Europe and other airports in Germany was still far off from 2019 levels. There were very few flights offered to other cities than Hamburg, Munich and Berlin. In addition, there were many flight cancellations. Here the passenger count is still far away from 2019 levels.

In contrast, the recovery regarding international air travel continues to move forward. There were first growth rates for vacation destinations (Caribbean region, Sri Lanka, the Maldives). Even the high-volume North American market continued its dynamic recovery phase and is on the way to getting back to 2019 levels. The same applies for North Africa with its tourism markets (Egypt, Tunisia). The recovery phase, however, did not yet include the Northeast Asia region, specifically China which still has very restrictive COVID-19 protective measures for its citizens.

Cargo

January to June **1,031,435** **-11.2%**

Compared to the record year 2021 the first six months of 2022 recorded a 11.2 % decline of air cargo traffic to approximately 1.03 million mt. This count is 3.2 % below the pre-crisis year 2019. Airfreight was down by 11.3 % to 1.01 million mt. At a much lower base to begin with airmail was down by 7.3 %.

At the beginning of the year airfreight was almost back to the levels recorded in 2019. However, as the year progressed the amount of handled tonnage declined. The low point was April. This was primarily due to less available capacity as result of the outbreak of war in the Ukraine and very strict lockdowns in Shanghai. However, upon China becoming less restrictive the downward trend slowed down.

The war in the Ukraine and the hard to foresee Chinese COVID-19 policies put lots of pressure on the world economy. Supply chain bottlenecks impacted manufacturing even more. In addition, industry is struggling with growing inflation and resulting high cost levels. This lowered the count of incoming orders. The growing insecurity is reflected by the fall of the procurement manager index.

Despite growing insecurity airfreight traffic still benefited from a high yield level. This effected the continued use of so-called preighters (passenger aircraft loaded with cargo only). During the first six months of 2022 there were about 4,000 preighter flights which were mainly conducted by Asian carriers. However, due to growing demand for air travel by people to and from North America, many passenger aircraft could no longer be utilized to transport freight. Consequently, compared to the year 2019 there was a decline of so-called preighter flights by 39 %.

Due to the upswing of passenger aircraft flights the freighter aircraft freight share was at 72 % and, consequently, about 7 percentage points below that seen after the first six months of 2021. Freighter aircraft freight was down by 19.4 % and freight in the bellies of passenger aircraft up by 20.3 %. This is 76 % of the pre-crisis level. Inbound and outbound tonnage developed differently. Outbound freight was down by 10.1 % and inbound freight fell by 13.1 %.

Whereas at the beginning of the year traffic to and from North America was still a growth generator, with the increase of passenger business and loss of connected cargo space capacities, the cargo count was down (-7.0 %). In contrast to this, Latin America was able to stay on the plus side (+1.9 %). On a low base to start out with the amount of cargo connected to Africa was up by 14.7 %.

Far East traffic continued to decline (-12 %). However, once China discontinued very strict COVID-19 policies at the end of the first six months of 2022 things started to improve significantly. Compared to 2021, Southeast Asia even recorded a growth rated (+17.2 %). This growth rate was based on the increase of passenger aircraft flights to and from this region.

The count for Europe also improved as result of higher available capacities. All in all, there were mostly increases compared to the first six months of 2021. East Europe is the only exception. The count for this region is down by 65.4 % as result of the outbreak of war in the Ukraine.

Aircraft Movements	**January to June**	**178,698**	**97.5%**
Maximum Take Off Weights / MTOW (t)	**January to June**	**11,334,386**	**62.4%**

During the first six months of 2022 there was a major expansion of offered scheduled passenger services (flights). This growth, however, was somewhat impaired this summer due to the lack of personnel and resulting flight cancellations. However, compared to the same period in 2021, the count of aircraft movements doubled (178,698). This is 71 % the 2019 level. Passenger aircraft flights were up by 131.6 % to 158,005 flights. Freighter aircraft flights up by 17.9 % (14,974 aircraft movements).

During the first six months of 2022 MTOWs were up only by 62.4 % to about 11.3 million tons (compared to the same period in 2021). This is now 73 % the 2019 level. The average MTOW per aircraft landing was down by 18 % (compared to the first six months of 2021) to 126.9 tons. This is close to the pre-crisis count. The same applies for the aircraft mix of the airlines.

The utilization rate of passenger aircraft flights increased by about 20 percentage points to a seat load factor of 73.4 % (compared to the first six months of 2021). There was a strong growth rate from one month to the next. 58 % in January to 84 % in June. The quotient passengers per passenger aircraft movement was up by almost 40 % to 131.7 (compared to the first six months of 2021). Consequently, both of these counts are almost back to 2019 levels.

With regard to flights connected to Germany there were 19,443 aircraft movements during the first six months of 2022. This count is 177.2 % above the count for the same period in 2021. However, the 2022 count is still only at 57 % of the 2019 level. May 2022 had the highest count because it was not yet affected by cancellations to a great extent. Most aircraft movements were connected to Berlin, followed by Munich and Hamburg.

Vacation traffic was the growth generator during the first six months of 2022. Offered scheduled passenger services (flights) to other European destinations profited from this. This sector is at 68 % of the 2019 level. There were 102,892 aircraft movements and a growth rate of 147.0 % compared to the same period in 2021. There were even more flights connected to Norway, the Canary Islands and Cyprus as in 2019. Regarding Southeast Europe 90 % of the 2019 level was achieved because Turkey and Greece were almost at pre-crisis level again. East Europe came in last because due to the war in the Ukraine there were no more flights to Russia and the Ukraine starting in March.

International passenger aircraft flights also profited from vacation travel and recorded 35,670 aircraft movements during the first six months of 2022. This was 82.3 % above what was seen for the same period in 2021 and 70 % the 2019 level. Of all continents America fared best. The offered scheduled passenger services (flights) for North America were at 86 % the pre-crisis level. Traffic connected to Middle America was even 5 % above the 2019 level. There was also above average growth for tourism destinations in the Caribbean region.

Offered scheduled passenger services (flights) connected to Africa were at 69 % the 2019 level. Kenia, Nigeria, Egypt, Mauritius and Angola are already over 80 % of the 2019 level. Passenger aircraft movements connected to Asia are at 57 % of the 2019 level. Traffic connected to the Middle East and standard vacation destinations in the Far East (e.g. the Maldives, Sri Lanka, Singapore) has also recovered quite well. Solely China is way behind in regard to recovery of demand.

The offered number of scheduled freighter aircraft flights was 17.9 % below that for the same period in 2021. The effects of the war in the Ukraine and the increase of passenger aircraft traffic were the main reasons for this decline. During the first six months of 2022 there were still about 4,000 cargo flights with passenger aircraft. However, this count is 2,500 lower than what was recorded for the first six months of 2021. European freighter aircraft movements were at about the same level as last year. The offered freighter aircraft services (flights) for intercontinental regions were down by about 22 % compared to the same period last year.

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.	35,883	79.3%	4,992,974	181.0%	164,498	-11.9%	3,273	-4.9%
	arriving	17,943	79.4%	2,499,529	179.5%	78,547	-11.8%	1,524	-27.3%
	departing	17,940	79.2%	2,481,418	181.6%	82,102	-12.8%	1,743	31.9%
	arr.+dep.	35,883	79.3%	4,980,947	180.6%	160,649	-12.3%	3,268	-4.4%
	transit			12,027	655.5%	3,849	10.4%	5	-76.7%
Commercial traffic	arr.+dep.	35,261	80.4%	4,980,579	180.6%	160,649	-12.3%		
Scheduled/Charter	arr.+dep.	34,764	81.6%	4,979,128	180.6%	160,649	-12.3%		
	transit			12,027	656.3%	3,849	10.4%		
Passenger flights	arr.+dep.	32,333	98.3%	4,979,128	180.6%	45,823	9.6%		
Freighter flights	arr.+dep.	2,431	-14.2%			114,826	-18.8%		
Mail flights	arr.+dep.	0	n.def.					0	n.def.
Other traffic	arr.+dep.	497	23.6%	1,451	33.0%				
Non-comercial traffic	arr.+dep.	622	32.6%	368	132.9%	0	>100%		
Ferry flights	arr.+dep.	498	26.1%						

for information only:	Air Cargo (t) abs.	Δ%
arr.+dep.+tr.	167,771	-11.8%
arr.+dep. (acc. to ACI-definition)	163,917	-12.2%

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.	178,698	97.5%	20,821,433	220.5%	1,010,139	-11.3%	21,296	-7.3%
	arriving	89,327	97.5%	10,481,412	220.8%	477,142	-13.1%	10,645	-24.5%
	departing	89,371	97.5%	10,284,567	219.2%	512,005	-10.1%	10,627	21.1%
	arr.+dep.	178,698	97.5%	20,765,979	220.0%	989,147	-11.6%	21,272	-7.0%
	transit			55,454	533.5%	20,992	6.8%	24	-76.8%
Commercial traffic	arr.+dep.	175,298	98.8%	20,763,441	220.0%	989,137	-11.6%		
Scheduled/Charter	arr.+dep.	172,979	100.0%	20,756,930	220.1%	989,137	-11.6%		
	transit			55,453	536.0%	20,992	6.8%		
Passenger flights	arr.+dep.	158,005	131.6%	20,756,930	220.1%	279,277	19.5%		
Freighter flights	arr.+dep.	14,974	-17.9%			709,860	-19.8%		
Mail flights	arr.+dep.	0	n.def.					0	n.def.
Other traffic	arr.+dep.	2,319	34.8%	6,511	50.7%				
Non-comercial traffic	arr.+dep.	3,400	49.9%	2,538	358.1%	10	>100%		
Ferry flights	arr.+dep.	2,698	38.9%						

for information only:	Air Cargo (t) abs.	Δ%
arr.+dep.+tr.	1,031,435	-11.2%
arr.+dep. (acc. to ACI-definition)	1,010,419	-11.5%