

Monthly Traffic Results Frankfurt Airport

August 2017

Traffic category	August		January to August	
	absolute	Δ%	absolute	Δ%
Passengers (arr.+dep.+transit)	6,291,670	5.0%	42,639,071	4.5%
Airfreight (metric tons) (arr.+dep.+tr.)	174,405	5.5%	1,412,175	5.2%
Airmail (metric tons) (arr.+dep.+tr.)	6,697	3.1%	52,843	-4.0%
Aircraft Movements (arr.+dep.)	42,934	2.7%	313,974	0.8%
MTOWs (metric tons) (arr.)	2,722,521	1.8%	19,908,936	-0.3%
Traffic Units (arr.+dep.+tr.)*	8,102,688	5.1%	57,289,252	4.6%
Traffic Units (arr.+dep.)**	8,069,582	5.1%	57,010,030	4.7%
Cargo (metric tons) (arr.+dep.+tr.)	181,102	5.4%	1,465,018	4.8%

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, 11.09.2017

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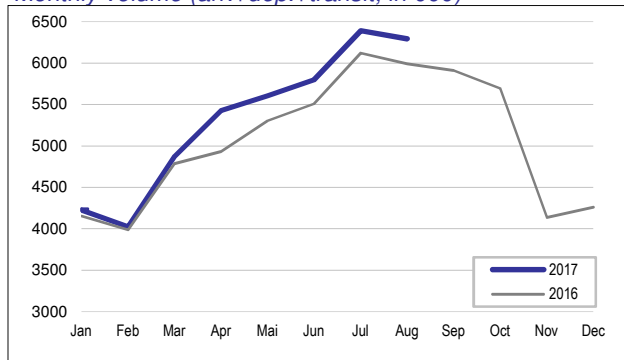
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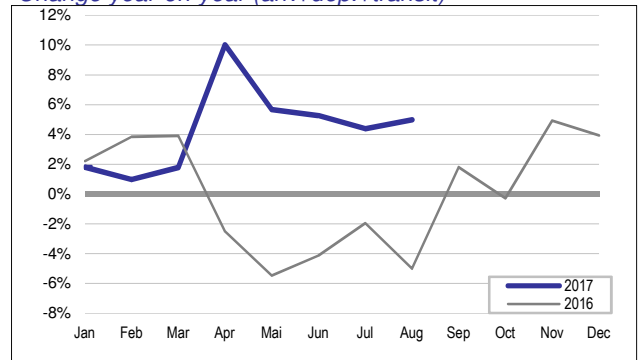
Passengers

August **6,291,670**
January to August **42,639,071** **5.0%**
4.5%

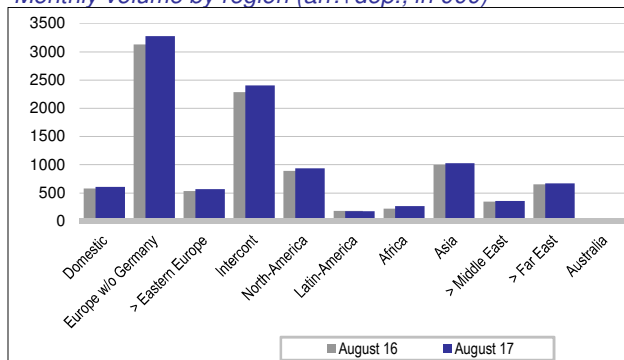
Monthly volume (arr.+dep.+transit; in 000)



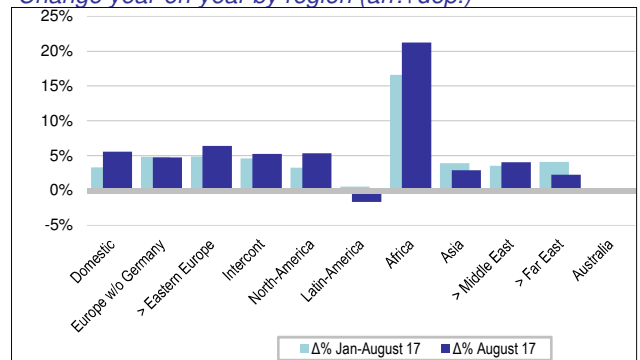
Change year-on-year (arr.+dep.+transit)



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



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



Regional evaluation by destination; source: BIAF-MAFO

The growth phase, which started at the beginning of the winter season 2016/2017, continued in August 2017. The passenger count was up by 5 percent to almost 6.3 million passengers. This was the third highest passenger count for a single month in the history of Frankfurt Airport. On 20 days of the 31 days in August the passenger count surpassed the 200,000 mark.

During the vacation month August there was increased travel to and from tourism destinations. Shift of passenger traffic to some tourism locations was at its limit in some cases due to the continued decline of tourism travel to and from Turkey. There is hardly any growth of travel to and from the Balearic and Canary Islands due to capacity bottlenecks. Travel to and from destinations in the Caribbean region is on the decline. Portugal, Greece and Bulgaria continue to be the winners.

In addition to Cyprus, other markets are advancing. For example, Italy and Croatia are developing into a market for package tours and report substantial growth rates. Furthermore, travel to and from locations in North Africa is recovering remarkably. The demand for travel to and from Egypt and Tunisia has double-digit growth rates.

Due to the above average growth of travel to and from Africa, the intercontinental traffic is growing stronger than European traffic. Dynamics are up for traffic to and from North America but down for the Far East market. Most destinations report a substantial growth rate. The decline connected to Japan and the discontinuation of direct flights to Sri Lanka prevented an even higher growth rate.

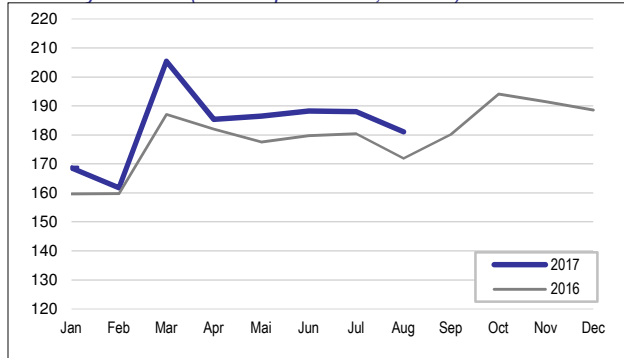
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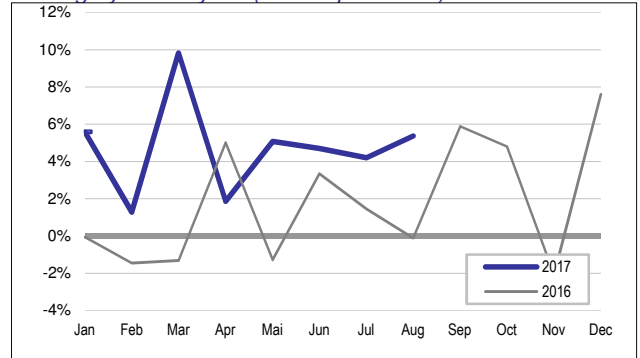
Cargo (t)

August **181,102** **5.4%**
January to August **1,465,018** **4.8%**

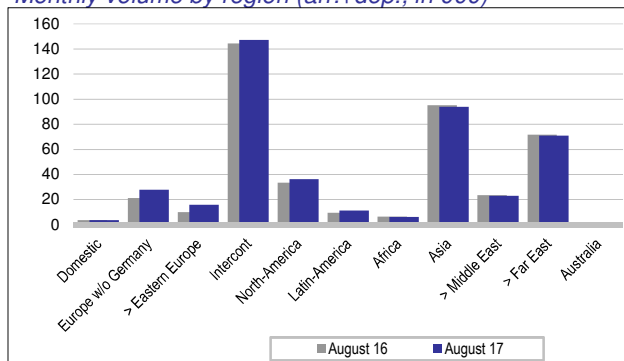
Monthly volume (arr.+dep.+transit; in 000)



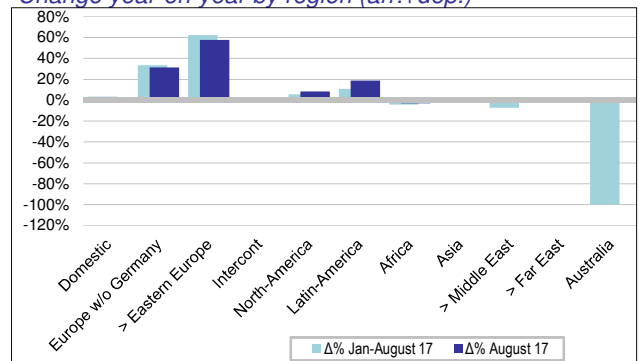
Change year-on-year (arr.+dep.+transit)



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



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



Regional evaluation by destination; source: BIAF-MAFO

With a growth rate of 5.4 % to about 181,000 mt, air cargo traffic continued its dynamic growth trend in the month of August. This was also due to the more favorable distribution of week days compared to August 2016 (one fewer weak Monday and one additional high volume Thursday). This effect was more positive by about 0.8 percentage points. Even without this positive effect of the distribution of weekdays the cargo count was the highest one for August since the peak year 2010.

The development of air cargo traffic is thus in line with the economic situation. International trade currents increase as result of the strongly increasing export business (quickest speed since 6 1/2 years). Furthermore, the impressive upswing of the industrial sector in the euro zone continues in August due to a higher domestic demand and booming exports. At Frankfurt Airport one sees these dynamics in form of increasing inbound and outbound amounts of cargo.

The cargo amount on passenger flights increased by 10.3 % and much more as on freighter aircraft flights (up by 2.3 %). On passenger flights to the biggest two air cargo markets (USA and China) one can report double-digit growth rates. Regarding freighter aircraft flights the traffic via Moscow remains the main growth generator.

Consequently, European cargo traffic (with continuation to the Far East) was noticeably up by 31.3 %. Traffic to and from North America was up by a substantial 8.1 %. Tonnage and flights to and from Latin America have recovered (+18.7 %). Mexico and Brazil are the main growth generators in this region. Africa (-3.1 %) and the Middle East (-2.4 %) are on the decline. Vietnam is the growth market in the Far East (-1.3 %).

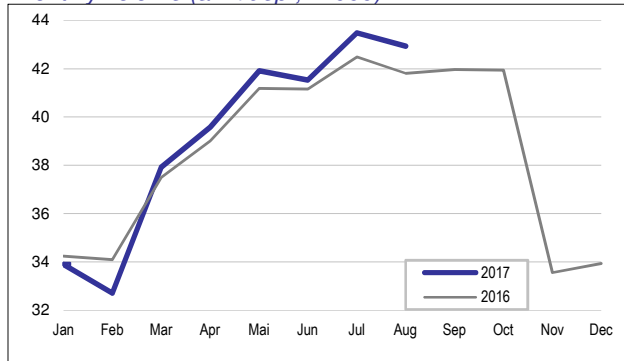
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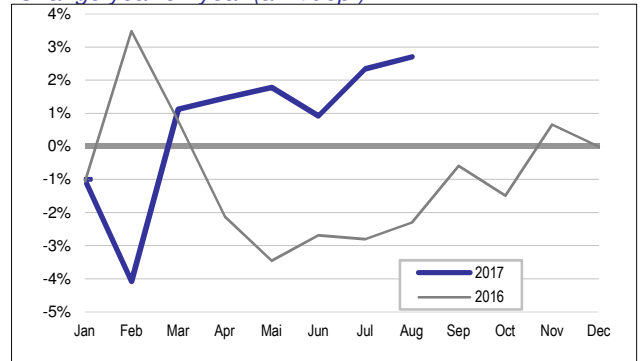
Aircraft Movements

August **42,934**
January to August **313,974** **2.7%**
0.8%

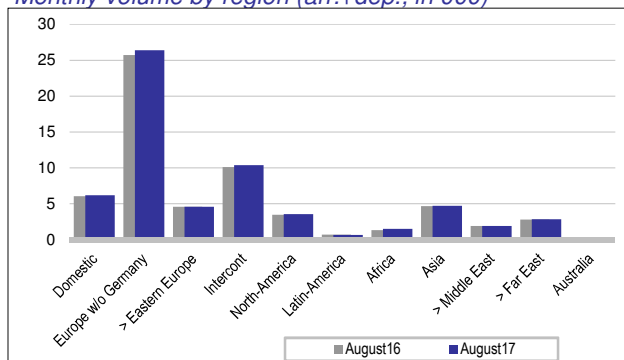
Monthly volume (arr.+dep.; in 000)



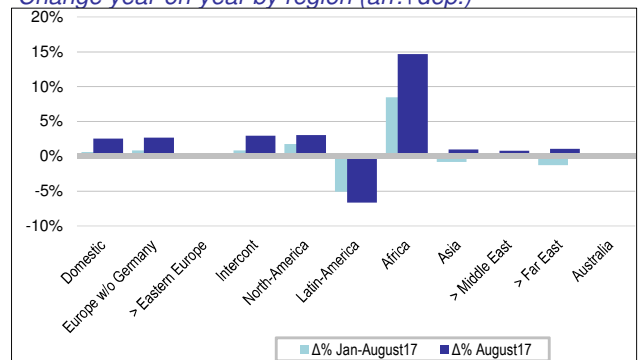
Change year-on-year (arr.+dep.)



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 August 2017 there were 2.7 % or rather 1,100 more takeoffs and landings than in August 2016. This was the case despite 84 flight cancellations due to strikes and bad weather conditions. Without these cancellations there would have been a growth rate of even 2.9 %. The record for aircraft movements set in 2005 was missed by 300 aircraft movements.

Regarding domestic traffic, there were 2.1 % more aircraft movements due to a new connection with Paderborn. Regarding Europe (+2.7 %), southern Europe is the strongest growth generator. Malta, Italy, Portugal and Spain are significantly on the plus side. The reduction of passenger services (flights) to and from Turkey has been going on for one year now, Nonetheless, the reductions continue (-7.9 %).

The noticeable growth concerning intercontinental passenger traffic (+3.3 %) is mainly due to more passenger services (flights) being offered to and from Africa. The North African countries have growth rates ranging from 8 to 44 %. North America grows due to more flights and new destinations (+2.9 %). Latin America was down (-5.6 %). This is due to fewer flights being offered from and to Brazil and the Dominican Republic. Asia is slightly up (+1.0 %) because the additional flights to and from the Middle East compensate the discontinuation of flights to and from Colombo.

Freighter aircraft flights were -2.0 % in August. This is due to reductions of offered services (flights) to and from Turkey, Saudi-Arabia and the Benelux countries. New connections to and from Russia and Turkmenistan could not compensate the reductions. Due to the high amount of transported cargo and fewer freighter aircraft movements the amount of cargo on freighter aircraft per aircraft movement was up by 4.4 % or 2.6 mt, respectively.

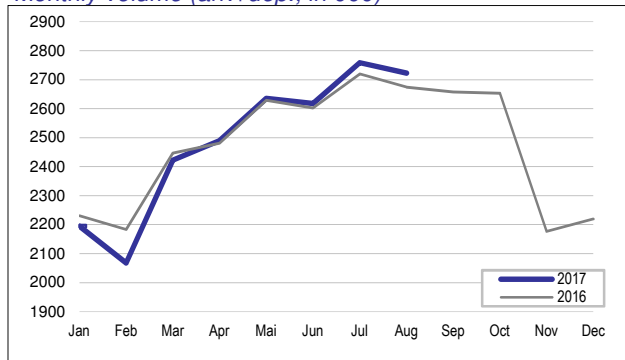
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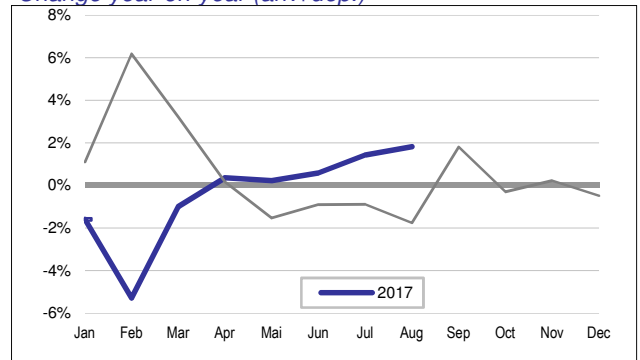
Maximum Take Off Weights / MTOW (t)

August	2,722,521	1.8%
January to August	19,908,936	-0.3%

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



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



MTOW in August at over 2.7 million tons is 1.8 % above the count in August 2016. This is a new record for the month of August and about 1,000 tons above the previous August record set in 2015. Without the few cancellations due to strikes and bad weather conditions MTOW would have been up by even 1.9 %. The average MTOW per aircraft landing drops to 126.8 t (2016: 127.9 t).

The current higher demand and "only" moderate increase of the number of aircraft movements is reflected by the increase of the quotient passengers per passenger aircraft flight. The quotient is up by 2.1 % to 155.8. Utilization is also up with a seat load factor of 84.1 % (+2.2 percentage points compared to August 2016). This is a very high level.

Special Information

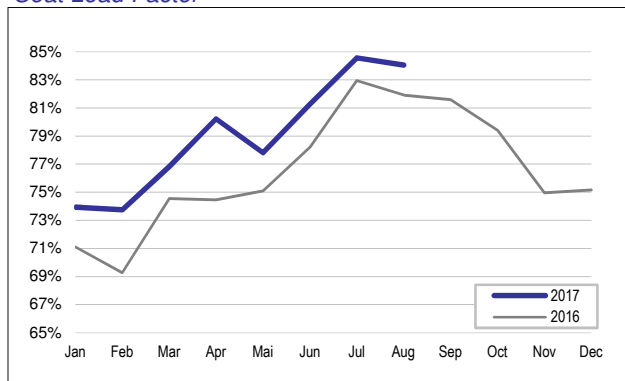
The seat load factor in August 2017 was at 84.1% versus 81.9% in the same month last year.

The share of widebody aircraft was at 22.2% (August 16: 22.7%).

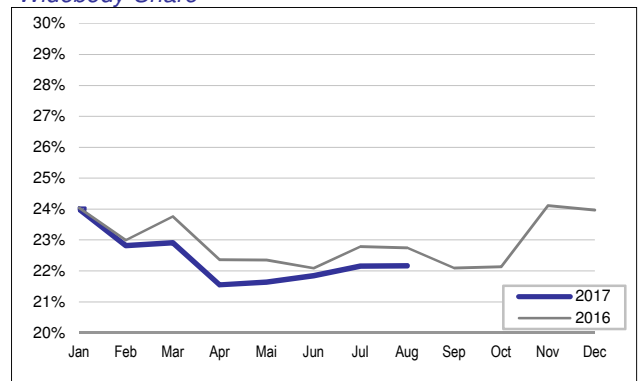
The ratio 'passengers per passengerflight (sheduled & charter)' was at 155.8 vs. 152.6 in the same month last year.

Compared to the same month last year the flight punctuality rate decreased by 9.9%-points and was at 71.0%.

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.	42,934	2.7%	6,291,670	5.0%	174,405	5.5%	6,697	3.1%
	arriving	21,467	2.7%	3,184,593	5.1%	81,110	5.8%	2,857	8.0%
	departing	21,467	2.7%	3,100,679	5.0%	90,650	5.4%	3,813	0.1%
	arr.+dep.	42,934	2.7%	6,285,272	5.0%	171,761	5.6%	6,670	3.3%
	transit			6,398	-21.5%	2,644	-3.5%	27	-33.4%
Commercial traffic	arr.+dep.	42,438	2.6%	6,284,925	5.0%	171,752	5.6%		
Scheduled/Charter	arr.+dep.	42,060	2.6%	6,283,925	5.0%	171,752	5.6%		
	transit			6,398	-21.5%	2,644	-3.4%		
Passenger flights	arr.+dep.	40,374	2.8%	6,283,925	5.0%	69,863	10.7%		
Freighter flights	arr.+dep.	1,686	-2.0%			101,888	2.4%		
Mail flights	arr.+dep.	0	n.def.					0	n.def.
Other traffic	arr.+dep.	378	8.0%	1,000	20.9%				
Non-commercial traffic	arr.+dep.	496	9.0%	347	-4.1%	9	>100%		
Ferry flights	arr.+dep.	404	14.1%						

for information only:		Air Cargo (t)	
		abs.	Δ%
arr.+dep.+tr.		181,102	5.4%
arr.+dep. (acc. to ACI-definition)		178,431	5.5%

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.	313,974	0.8%	42,639,071	4.5%	1,412,175	5.2%	52,843	-4.0%
	arriving	156,930	0.8%	21,370,871	4.6%	668,636	5.3%	22,051	-2.8%
	departing	157,044	0.8%	21,205,752	4.5%	722,138	5.8%	30,515	-4.3%
	arr.+dep.	313,974	0.8%	42,576,623	4.6%	1,390,774	5.6%	52,567	-3.7%
	transit			62,448	-8.8%	21,401	-17.2%	277	-39.3%
Commercial traffic	arr.+dep.	310,080	0.8%	42,573,925	4.6%	1,390,668	5.6%		
Scheduled/Charter	arr.+dep.	307,229	0.8%	42,566,889	4.6%	1,390,668	5.6%		
	transit			62,388	-8.9%	21,401	-17.2%		
Passenger flights	arr.+dep.	293,447	1.0%	42,566,889	4.6%	539,193	7.2%		
Freighter flights	arr.+dep.	13,782	-2.6%			851,476	4.6%		
Mail flights	arr.+dep.	0	n.def.					0	n.def.
Other traffic	arr.+dep.	2,851	2.5%	7,036	2.0%				
Non-commercial traffic	arr.+dep.	3,894	-1.1%	2,698	-16.9%	106	>100%		
Ferry flights	arr.+dep.	2,969	-2.1%						

for information only:		Air Cargo (t)	
		abs.	Δ%
arr.+dep.+tr.		1,465,018	4.8%
arr.+dep. (acc. to ACI-definition)		1,443,341	5.2%