Ladies and Gentlemen,

I would also like to cordially welcome you to the presentation of our annual results. The previous year was an extremely interesting, exciting and challenging year, especially from a financial point of view.
Let’s start with a glance at the Group’s key figures.

Revenue declined by 10.3 per cent to 22.3 billion Euros. Adjusted for consolidation effects of Austrian Airlines and bmi, revenue would have declined by 15.0 per cent.

The strong shift in demand towards cheaper booking classes and simultaneously falling ticket prices, caused the traffic revenue to decline by 11.8 per cent. Adjusted for the effects of consolidation, the decrease would have even been as high as 17.5 per cent.

Nevertheless, we have achieved our goal, even in the crisis year 2009, of staying profitable on an operating level. The operating profit amounted to 130 million Euros, which represents an adjusted operating margin of 1.4 per cent. This performance reflects the will to succeed and the enormous efforts made by our employees in all business segments. However, the result also includes a number of one-off effects amounting to 101 million Euros, for example compensation payments as well as negative one-offs. The consolidation of AUA and bmi, including the reversal of the badwill, however, depressed the result by net 23 million Euros.
EBIT was also positive at 96 million Euros, however, it declined in comparison to the previous year by 89.4 per cent.

Net loss for the period was 112 million Euros. Creating value was not possible in 2009, the CVA was -858 million Euros. However, since the introduction of the value based management concept in 2000, we have generated value totaling 2.1 billion Euros - and this despite 9/11, SARS and global economic crisis!

We achieved an operating cash flow in 2009 of 2.0 billion Euros. The gross capex was 2.4 billion Euros, the net capex 1.7 billion Euros. As a result, we again achieved a moderate free cash-flow in 2009.

The net debt position was 2.2 billion Euros, in the previous year we had registered 125 million Euros net liquidity. As a result, the equity ratio declined by a total of 5.9 percentage points to 23.5 per cent.
Reasons for the lower equity ratio were the dividend payment in 2009, the net loss, the consolidation of the new companies and the extension of the balance sheet through financial debts that we took up at the beginning of the year in order to safeguard our investments.

On a stand-alone basis, around 640 million Euros net debt can be accounted for Austrian Airlines, another 48 million Euros for British Midland.

The consolidation also had an effect on the operating KPIs of the Passenger Airline Group. In total the new companies had an adverse effect of 23 million Euros on the segment’s operating result. Bmi has accounted for -78 million Euros in this since July. The consolidated loss of Austrian Airlines for September through December of 31 million Euros was overcompensated through the reversal of badwill of 86 million Euros.
As a result of the consolidation, the weight of the Passage Airline Group within the Lufthansa Group has also changed. Despite the decline in external revenue by 8.3 per cent to 16.2 billion Euros, the share of the passenger companies in the Group external revenue increased to 73 per cent, compared with 71 per cent in the previous year.

Although the recovery in sales since the third quarter of the year, and a gradual adjustment of freight rates as of October the Logistics segment had to register a dramatic decline in external sales revenue of 33.1 per cent for the full year. Thus, its share of external revenue was reduced to 9 per cent, while it was still 12 per cent in 2008.

Contrary to the declining trend of the flying companies, Lufthansa Technik was even able to slightly increase its revenue in the crisis year of 2009 and thus stabilized the top line of the Group. External revenue increased by 3.7 per cent to 2.3 billion Euros. With a share of 10 per cent, MRO overtook Logistics as the second largest business segment.

The external revenue in the IT business segment declined by 12.5 per cent to 244 million Euros.

In the Catering segment, the general capacity reductions of the airlines, the structural shift on the demand side towards the Economy Class and the loss of a key account, led to a decline of external revenue by 9.9 per cent to 1.6 billion Euros.
Let us now take a closer look at the revenue dynamics of the flying companies. The traffic revenue declined, as already mentioned, by 11.8 per cent to 17.6 billion Euros. The reduced passenger numbers and freight volumes led to a negative effect of 756 million Euros. The price effect was, however, clearly the predominant factor, with 2.9 billion Euros. This trend was slightly dampened by positive exchange rate effects amounting to 150 million Euros. The change in consolidated companies led to 1.1 billion Euros more traffic revenues than in the previous year.
The operating KPIs in the Passenger Airline Group also show that the crisis we are facing is a yield crisis and not a utilization crisis.

The seat load factor of the network as a whole was 77.9 per cent in 2009, which is merely one percentage point less than 2008. At the same time, however, average yield declined by 12.0 per cent.

The short-haul routes were, thereby, most seriously affected. With stable load factors, the average yield fell by 17.4 per cent. As a result, traffic revenue declined by 6.2 per cent, and this despite the fact that sales volumes were 13.5 per cent higher due to the consolidation of Austrian Airlines and British Midland.

On the long haul, load factors were also largely stable. On the Atlantic routes the seat load factor remained unchanged at 84.6 per cent. The routes to Asia/Pacific also performed well with 82.6 per cent and were only 0.4 percentage points weaker than in the previous year. The yield trend too shows no significant differences between these traffic regions. The average yield fell by 11.8 per cent on the America routes, by 13.0 per cent on the Asia routes.
The smallest traffic region, Middle East/Africa, showed a moderate load factor decline which reflects the strong growth and strategic network expansion in the region. Due to the integration of the new companies and the extension of the Lufthansa Passenger Airlines’ network, capacity increased by 26.5 per cent. The new capacity was very well absorbed by the market, sales increased by 19.4 per cent, while average yields declined considerably less sharply than in the other regions with a fall of 6.8 per cent.

Finally, let’s take a look at the dynamics of so-called premium demand of our First and Business Class customers. One of the central indicators here is the share of premium revenue of the total long haul revenues at Lufthansa Passenger Airlines: While in 2008, with 52.5 per cent, more than half of the revenue on the long-distance routes was still being generated by Business and First Class travelers, this share clearly declined in 2009 by 4.5 percentage points. With a current figure of 47.5 per cent, however, the share continues to be high. The figure reflects our strong position in the segment, the high customer loyalty through Miles & More and the extremely firm foundation in the corporate customer area. From these factors we will be able to benefit above average in an economic upturn.
Now let us turn to the performance in the individual cost positions. Total expenses were reduced by 3.6 per cent to 24.8 billion Euros in 2009. Adjusted for consolidation they would have even declined by 8.6 per cent.

The key driver was the cost of materials. It declined by 7.7 per cent, adjusted for consolidation by 13.4 per cent. The decisive factor here was the enormous fall of the fuel expenses by 32.2 per cent, which I will talk about in greater detail later.

The largest item in the cost of materials, however, were fees and charges with 3.8 billion Euros, equivalent to an increase of 7.5 per cent. Adjusted for consolidation effects, however, we managed to register a moderate decline of 2.3 per cent, mainly due to reduced handling fees.

We achieved the target which we set ourselves at the beginning of the year of keeping staff costs flat despite the tariff increases agreed upon in 2008. The staff costs remained almost unchanged on a comparable basis with an increase of 0.2 per cent – and this despite

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<th>2009 in m EUR</th>
<th>Change in %</th>
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<td>Cost of materials</td>
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<tr>
<td>Staff costs</td>
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<tr>
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<tr>
<td>Other operating expenses</td>
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<tr>
<td>TOTAL</td>
<td>24,768</td>
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enormously higher contributions to the “Pensionssicherungsverein”, that is the German pension security association, while the consolidation adjusted number of employees fell by 3.5 per cent.

The depreciation volume increased by 14.4 per cent to 1.5 billion Euros, adjusted for consolidation effects by only 8.1 per cent. The scheduled depreciations had increased by 90 million Euros as a result of the new aircraft deliveries and the changes to the group of consolidated companies. A further 80 million Euros of impairments resulted from the ongoing fleet restructuring, in particular in the regional business. Overall, impairments were made on six A300-600, 24 Canadair Regional Jet 200s and three ATRs, which have either been already grounded or will be taken out of the fleet or sold by the end of 2010 as part of the Climb 2011 programme.

The other operating expenses declined by 7.1 per cent nominally. On a comparable basis, they would have fallen by 9.8 per cent. A driver of this positive trend were the 167 million lower agency commissions, which reflect both the changed travel class mix, as well as Lufthansa’s successful campaign to improve the fee models with the GDS providers. Moreover, the cost position was relieved through reduced foreign exchange losses including realized currency hedge transactions amounting to 144 million Euros.
Now to the promised details on the fuel bill: 326 million Euros of the total decline of 1.7 billion Euros was accounted for by the reduced volume.

The oil price slump alone led to a relief of 2.1 billion Euros. In contrast to this, we registered a negative hedging result of 141 million Euros. The weakened EUR-USD exchange rate led to an increase in expenditure of 303 million Euros. The consolidation of new companies increased fuel costs by 215 million Euros.
In 2009 we benefited to more than 93% from the fall in the oil price. Much more important, however, is the fact that the non-fuel cost base also adapts flexibly to the weaker market situation. In the years prior to this crisis, we had built up the necessary cost flexibility in all business segments. This is now paying off. At the same time, we have made speedy progress with the result safeguarding programmes initiated in 2009. Both are visible when taking a look at the quarterly cost performance. Despite the higher oil price in the fourth quarter, the Group was again able to lower the costs, adjusted for consolidation changes, by 9.6%, which is a better performance than in the previous quarters. This is true without exception for all business segments.

This success is also evident in the unit costs. Thus the costs per seat kilometer offered at Lufthansa Passenger Airlines declined in the full year by 9.5 per cent. Lufthansa Cargo lowered its costs per ATK in the full year by 9.2 per cent.
Now let us take a look at the transition to the operating result. The profit from operating activities as reported in accordance with IFRS stood at 271 million Euros. This is approximately 1 billion Euros below the previous year’s figure. In order to make a better comparison of the operating performance with the previous years, we adjust this result, as usual, to account for effects such as net book profits or impairments. As a result, net income of 141 million Euros were eliminated in 2009. This included, in particular, net book profits and net income from short-term financial investments amounting to a total of 46 million Euros, as well as a total of 92 million Euros of impairments, which essentially reflect the grounding of regional aircraft. In addition to that, 187 million Euros of provision reversals were eliminated. The operating result finally amounts to 130 million Euros. In order to compare our profitability with that of our competitors as accurately as possible, the provision reversals must, however, again be included. Based on this, we reached an adjusted operating margin of 1.4 per cent.
The shares of the business segments of the operating result vary widely. While the Passenger Airline Group and Logistics registered drastic declines, MRO and Catering were both able to slightly increase their profits.

At minus 8 million Euros, the Passenger Airline Group only just failed to reach its break-even target. This corresponds, however, to a decline of 797 million Euros compared with the previous year. The trend for the current year will largely depend on the resilience of the revival in demand, further developments in the pay disputes and the restructuring successes in the new companies. I will go into greater detail about the performance of the individual airlines within this segment later.

In the Logistics segment, the effect of the measures on the cost and revenue side implemented at a very early stage, became most visible in the fourth quarter. Coupled with the pick-up in sales, a positive result was achieved between October and December and the loss for the fully year could be limited. At -171 million Euros it remained, however, very significant. In 2008, the segment had achieved a profit of 164 million Euros. Lufthansa Cargo has meanwhile launched a further result safeguarding programme because it does not want to
simply rely on a market recovery. Overall, it expects a clear improvement in the operating result in 2010, and at the latest in 2011 also with an operating profit.

Lufthansa Technik withstood the crisis very successfully in 2009 and even grew profitably. The operating profit increased by 5.7 per cent to 316 million Euros. As a sector that is affected with a delay by the economic cycle, it is sure to feel some effects of the crisis in 2010, but it is prepared for them. Therefore, we again expect a clearly positive result in 2010, even though it appears ambitious to reach the revenue and result level which has now been achieved. An increase in revenue and operating result looks possible in 2011 again.

IT Services, too, is feeling the effects of the crisis and was forced to register a clear decline in its result. With an operating profit of 16 million Euros, however, the segment was profitable. In 2010, the revenue will probably decline further once again due to the market development and portfolio adjustments. We nevertheless expect an operating result above last year's level, which with a recovery in sales should be further increased in 2011.

The Catering segment increased its operating profit by 2.9 per cent to 72 million Euros. This contains 40 million Euros from a compensation payment of a D&O insurance. For 2010 a positive result is also expected. An increase in revenue and the result seems possible as of 2011 again.
Given the enlarged airline group, I would now like to take a closer look at the profit contribution by each individual airline in the Passenger Airline Group. Lufthansa Passenger Airlines was forced to register a sharp decline in its earnings. Following an operating profit of 502 million Euros in 2008, the company recorded a loss of 107 million Euros.

In contrast, the largest profit contribution was made by SWISS. Although it had to accept a significant decline in its result of 68 per cent, it did manage to remain profitable with 93 million Euros. Moreover, SWISS was profitable in all four quarters.

I earlier explained to you the earnings contributions of Austrian Airlines and bmi. Germanwings, as a successful no-frills carrier was able to profit from the economic crisis. With a fleet reduced by five A319s, the company delivered a profit contribution of 24 million Euros.
Allow me to finish the analysis of the operating performance with EBIT and EBITDA.

EBIT is, just like the operating result, primarily affected by the decline in the profit from operating activities of almost 1 billion Euros. Correspondingly, it fell on a comparable scale by 89% to 96 million Euros.

Significant changes were in the income from subsidiaries, joint ventures and associates that improved from 20 to 58 million Euros.

The other financial items amounted to -233 million Euros.

Including depreciations, which increased, among other things due to the ongoing fleet modernization, EBITDA was 1.7 billion Euros, a decline of 26%.
The interest result declined by 153 million Euros to -325 million Euros. Interest expenses increased in particular through higher interest rates on pension provisions from 5.5 to 6.0 per cent as well as the new financial debt. The negative pre-tax result and tax-relevant amounts in connection with the take-over of bmi, however, led to tax relief of 129 million Euros. After deducting 12 million Euros attributable to minority shareholders, the net loss for the period amounted to 112 million Euros, which represents a loss of 24 Cents per share.

As you know, our unchanged dividend policy aims to make our shareholders participate appropriately in the operating profit of the Group. In the past we have distributed 30-40% of the operating result. The prerequisite for a payment, however, is always a respective net profit. We do not consider payments at the expense of the shareholder's equity as economically acceptable, especially when taking the high dependency of our industry from external factors and our capex plan into account. Given the Group net loss of 112 million Euros, and -148 million Euros in the local German GAAP, the requirements for a dividend payout are not met. This, however, is in line with the expectations of all analysts.
The cash flow, too, has been adversely affected by the weaker results. The cash flow from operating activities declined by 19.5 per cent to 2.0 billion Euros, a less dramatic fall in comparison with the result figures. This mainly reflects the increased depreciation volume as well as the change in income tax payments of 171 million Euros. One of the major negative effects was the negative change in working capital.

Net capex amounted to 1.7 billion Euros. As a result, even in the crisis year 2009 and despite the two acquisitions of British Midland and Austrian Airlines, we were still able to finance our fleet modernization programme out of the cash flow from operating activities and still delivered a free cash flow of 251 million Euros.

The Group’s liquidity position continues to be high, also due to the fund raising in the first six months of the year. As of 31st December, the liquid funds amounted to 4.4 billion Euros. Taking into consideration our liquidity reserves in the form of long-term securities which could be sold at short notice, total liquidity is almost 4.7 billion Euros and is thus well above the strategic minimum level defined at 2.3 billion Euros. We have increased this strategic level from 2.0 to 2.3 billion Euros in the past year, in order to account for the enlarged Group.
With the introduction of our Group’s “Upgrade to Industry Leadership” initiative in 2007, we had set ourselves the target of becoming the most profitable network carrier in Europe. The achievements since then are impressive - at least on a relative comparison. But also achieving a positive operating margin in such a difficult trading environment would not have been possible for us in earlier years and thus shows the improved position of the Group.

We have now concluded the “Upgrade” initiative, after 140 projects have been launched within this framework. The projects, such as the reorganization of Group procurement and real estate management, as well as many projects in the individual business segments, have been handed over to line management and will progress further there.

Our cost management, of course, continues, namely, in all the Group companies.

I will go into more detail about the “Climb 2011” project of Lufthansa Passenger Airlines in a few moments, as I will elaborate on the restructuring progresses at Austrian Airlines and bmi.

SWISS wants to improve its result through a further optimization of unit costs and an increase in its revenues. Germanwings, too, is making progress with further improvements, within the scope of its Win4U programme, the focus is on processes and structures.
Lufthansa Cargo is striving, with the help "Lean Lufthansa Cargo 2010 ff", to sustainably maintain the achievements made in 2009 and to further increase its productivity. The aim is to reduce unit costs by 10 per cent, while the revenues should be raised by 20 per cent.

Lufthansa Technik is continuing to focus its attention on the preparation of various demand scenarios. The available capacities, particularly also in terms of staffing levels, are therefore made more flexible, lean projects are being advanced and, in addition, cost reduction measures have been implemented, in order to safeguard market success in 2010.

At Lufthansa Systems, the cuts in material costs already initiated and the adjustments of staff capacity to the production volume will be further continued and intensified.

LSG SkyChefs had already introduced the “Ugradeplus” programme in 2009, which will be extended and enhanced in 2010. With this programme the catering business intends to lower costs by 200 million Euros by the end of 2011 sustainably.
Please allow me now to talk in a little more detail about the Climb 2011 programme of Lufthansa Passenger Airlines, which was launched in summer 2009. With a focus on seven key areas, it is intended to achieve a sustainable result improvement of 1 billion Euros by the end of 2011:

**Administration**: Through a reduction of 400 employees - that equals 20 per cent - in the overhead areas, it is intended to further improve the fixed costs base. In a first stage up to now, around 130 full-time equivalents have been cut in a socially-acceptable way.

**Suppliers**: Joint projects have been initiated together with the suppliers aimed at process optimization and cost reductions. In this connection, both external and internal suppliers are involved. Up to now, savings of 85 million Euros have already been agreed upon.

**Staff capacity**: The objective is to reduce staff unit costs by a total of 10 per cent in Lufthansa Passenger Airlines. More flexibility in deploying staff between different areas and functions has already increased the productivity of the ground personnel by 4.3 per cent.

**Revenues**: In the short haul traffic a project is being implemented to increase the seat capacity to a competitive level as of mid-2010. This will be achieved, among other things, through new, lighter and space-saving seats with improved ergonomics. In parallel, preparations are being made to reduce complexity of service processes.
**Fleet structure:** By structural changes in the decentralized traffic, significant result improvements shall be achieved by the end of 2011. The key factors are a different market approach, an adjusted capacity management and the reduction in unit costs of 40 per cent to be achieved through strict cost management. Therefore capacity of the group airlines will be consolidated and there will be a stronger focus at larger catchment areas.

**Capacities:** The flexible capacity management continues. In addition, the withdrawal from the 50-seater segment was accelerated. Current status is to complete the withdrawals by the end of 2010. Up to now, 16 aircraft of this category have already been taken out of the fleet. In 2010 there will be a total of 47 fewer aircraft than were being planned prior to the crisis in 2008.

**Investments:** Besides the measures just mentioned, the aircraft deliveries as of 2010 have been critically re-assessed and scaled to the weaker market development.
Our objective continues to be not to refrain from important investments in the future, but to adjust them according to the expected market and cash flow development. Therefore, compared to the status as reported at our Q3 conference, we have further sized down our capex for the year just ended by more than 200 million Euros. For the year 2010, at this moment we are planning to invest 2.2 billion Euros, predominantly modernizing the fleet. On the left hand-side of the chart you see a list of aircraft which will be added to the Lufthansa fleet in 2010. They must be balanced against more than 40 aircraft which will leave the fleet during the same period. In other words, growth will be achieved in 2010 not via the number of aircraft, but rather through the size of the planes. Thanks to the fact that our fleet is largely unencumbered, we can control replacements versus growth investments. In total, we expect the delivery of 146 aircraft in the upcoming years.
Let's take another look at the new members of our family, where extensive restructuring and leveraging of synergies is being realized at the same time.

At Austrian Airlines the measures are being summarized under the “Austrian Next Generation” concept: a new market and fleet strategy includes the development of the Vienna hub, while maintaining a network carrier model. The use of the fleet will be optimized. Austrian Airlines will partially withdraw from the charter business, instead the focus will be put on volume markets. An important area for cost improvements, above all, will be the reduction in staff to around 6,000 employees by the end of 2010, as well as savings in the management area. In the personnel area, a further savings package with a present value of 150 million Euros has been implemented. This corresponds to annual savings of approximately 25 million Euros between 2010 and 2015. In addition, a check will be made on suppliers as well as higher network and crew productivity.

Synergies with the Lufthansa Group will be leveraged through a worldwide sales force integration, as well as through cooperating at stations and in ground handling; particularly in the USA, this is already completed. Sales and Handling of Austrian Cargo has been integrated at Lufthansa Cargo. In the maintenance area, the cooperation will be re-structured and thus
the production depth reduced at AUA. Further synergies will be generated through common purchasing and the use of Lufthansa IT System solutions.
It appears that the total synergies might be judged slightly more positive. Overall, we presently estimate the synergy potential for the integration of Austrian Airlines at approximately 100 million Euros.

For bmi, a turnaround plan has been developed on a three-year basis and a start made on its implementation. In order to reach a sustainable result improvement, routes making heavy losses have been cancelled, capacities reduced by 20 per cent and productivity and efficiency increased. This also involves a planned reduction in personnel of 800 jobs.
The bmi mainline and regional fleet will be reduced by 7 aircraft, at bmibaby from 17 to 14 aircraft. Long haul operations have already been strongly adapted and, in some cases, discontinued. In the course of the restructuring, in future the network will be concentrated on particularly lucrative routes in niche markets. The focus thereby will be on Great Britain, the Middle East, the CIS states and selected routes in Continental Europe.
At bmi regional, just like bmibaby, reductions in capacity and the elimination of routes were decided on as a result of the economic crisis. The bmi slots are being best used within the Lufthansa Group.
We currently estimate the synergy potential at over 20 million Euros. We will achieve this sum through an integration of Sales in the main markets which has already started, so has the cooperation of check-in and ground services. In addition, fuel purchasing will be centralized and engineering services will be rendered within the company.

For the sake of completeness, I must mention that the integration projects are also progressing at the third new airline, Brussels Airlines. We currently estimate the synergy potential of approximately 60 million Euros on the basis of our 45% stake.
Now let’s get back to the daily business once again and take a look at the latest figures. If we look at the way sales have developed in recent months, and leave out the strike effect for February, we can clearly see a positive trend. These really are promising signs, about which we are all delighted. Despite all our optimism, however, we must not forget the yield which continues to be at a subdued level. However, we draw hope from the premium passenger development, which has been further improving over the recent months. On the long haul, we have registered figures above last year’s level.
On the cost side, it is a well-known fact that fuel is one of the largest and most volatile cost blocks. At the present time, we are forecasting the fuel expenditure for 2010 at around 4.9 billion Euros. This is 400 million Euros more than we were predicting after the third quarter. The recent devaluation of the Euro against the US Dollar has a significant effect here. The newly consolidated companies account for 600 million Euros. 70 per cent of the expenditure for 2010 is already hedged, for the year of 2011 this value is currently 34 per cent. Above a price of 79 USD per barrel, in 2010 we are enjoying a relative cost advantage as a result of our hedging transactions in comparison with our unhedged competitors. The experiences of recent years and a glance at some of our competitors confirm us in our systematic hedging policy which we will continue in 2010, too.
Nevertheless, the interplay between a resilient demand recovery - in particular in the premium segment - and the oil price development this year represent really decisive levers for the profitability of the industry and for Lufthansa.

The International Air Transport Association IATA is still predicting that the industry will report clear operating losses in 2010. And also for us, despite the expected pick-up in demand and revenue, there continues to be pressure on profitability. Of the new group companies, we still expect negative earnings contributions this year. And also the further development of the wage disputes imposes a considerable risk to the Group’s economic development. Nevertheless, it remains our target for 2010 to achieve an operating result which is above last year’s level. It will come as no surprise to you, however, to hear that at this time we cannot make an even more precise statement about this or even quantify the figures. We want, however, to hold up our meanwhile established claim to be a leader in terms of profitability.
Thank you very much!

Stephan Gemkow, Member of the Executive Board and CFO
Frankfurt / March 11, 2010

Disclaimer in respect of forward-looking statements

Information published in this presentation with regard to the future development of the Lufthansa Group and its subsidiaries consists purely of forecasts and assessments and not of definitive historical facts. These forward-looking statements are based on all discernible information, facts and expectations available at the time. They can, therefore, only claim validity up to the date of their publication. Since forward-looking statements are by their very nature subject to uncertainties and imponderable risk factors – such as changes in underlying economic conditions – and rest on assumptions that may not or divergently occur, it is possible that the Group's actual results and development may differ materially from those implied by the forecasts. Lufthansa makes a point of checking and updating the information it publishes. It cannot, however, assume any obligation to adapt forward-looking statements to accommodate events or developments that may occur at some later date. It neither expressly nor conclusively accepts liability, nor gives any guarantee, for the actuality, accuracy and completeness of this data and information.