



# FINANCIAL STATEMENTS

**2018**



**LUFTHANSA GROUP**

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The management report for Deutsche Lufthansa AG and the Group management report have been combined and published in the Lufthansa Annual Report 2018. The financial statements and the combined management report and Group management report of Deutsche Lufthansa AG for the financial year 2018 are published in the German Federal Gazette (Bundesanzeiger) and are also accessible from the internet site of the company registry.

# 2018 financial statements for Deutsche Lufthansa AG

## Balance Sheet

as of 31 December 2018

### T01 BALANCE SHEET - ASSETS

in €m	Notes	31.12.2018	31.12.2017
Intangible assets		323	326
Aircraft		6,429	6,043
Property, plant and other equipment		89	101
Financial investments	4	15,588	15,319
<b>Non-current assets</b>	<b>3</b>	<b>22,429</b>	<b>21,789</b>
Inventories	5	78	67
Trade receivables	6	601	416
Other receivables and other assets	6	1,718	2,383
Securities	7	-	685
Cash and cash equivalents	7	755	763
<b>Current assets</b>		<b>3,152</b>	<b>4,314</b>
<b>Prepaid expenses</b>	<b>8</b>	<b>31</b>	<b>53</b>
<b>Deferred tax assets</b>	<b>9</b>	<b>1,851</b>	<b>1,430</b>
<b>Excess of plan assets over provisions for pensions</b>	<b>10</b>	<b>-</b>	<b>885</b>
<b>Total assets</b>		<b>27,463</b>	<b>28,471</b>

**T02 BALANCE SHEET - SHAREHOLDERS' EQUITY AND LIABILITIES**

in €m	Notes	31.12.2018	31.12.2017
Issued capital	11	1,217	1,206
Capital reserve	12	343	263
Retained earnings	12	5,902	5,094
Distributable earnings	30	380	1,227
<b>Shareholders' equity</b>		<b>7,842</b>	<b>7,790</b>
Provisions for pensions and similar obligations		1,063	903
Tax provisions		561	740
Other provisions		5,145	5,215
<b>Provisions</b>	<b>13</b>	<b>6,769</b>	<b>6,858</b>
Bonds		1,000	1,000
Liabilities to banks		1,967	2,024
Payables to affiliated companies		5,512	6,359
Other liabilities		4,366	4,435
<b>Liabilities</b>	<b>14</b>	<b>12,845</b>	<b>13,818</b>
<b>Deferred income</b>		<b>7</b>	<b>5</b>
<b>Total shareholders' equity and liabilities</b>		<b>27,463</b>	<b>28,471</b>

## Income statement

### for the financial year 2018

The regulations of the German Accounting Directive Implementation Act (BilRUG) on structuring the income statement do not longer provide for the presentation of the result from ordinary activities. However, to provide a better overview and for greater transparency, this earnings indicator will still be shown as the sum of the result from operating activities and the financial result.

#### T03 INCOME STATEMENT

in €m	Notes	2018	2017
Traffic revenue	18	14,677	15,012
Other revenue	19	1,406	1,172
<b>Total revenue</b>		<b>16,083</b>	<b>16,184</b>
Other operating income	20	1,158	1,521
Cost of materials and services	21	-10,002	-10,289
Staff costs	22	-3,134	-2,818
Depreciation, amortisation and impairment	23	-534	-482
Other operating expenses	24	-2,812	-2,995
<b>Result from operating activities</b>		<b>759</b>	<b>1,121</b>
Result from equity investments	25	942	1,845
Net interest	26	-1,333	-128
Impairment on investments and current securities	27	-46	-38
<b>Financial result</b>		<b>-437</b>	<b>1,679</b>
<b>Result from ordinary activities</b>		<b>322</b>	<b>2,800</b>
Current income taxes	28	-363	-650
Deferred income taxes	28	421	353
<b>Profit after income taxes</b>		<b>380</b>	<b>2,503</b>
Other taxes	28	-41	-48
<b>Net profit for the year</b>		<b>339</b>	<b>2,455</b>
Transfers to retained earnings		-	-1,228
Withdrawals from retained earnings	12	41	-
<b>Distributable earnings</b>	<b>30</b>	<b>380</b>	<b>1,227</b>

## Statement of changes in non-current assets

### as of 31 December 2018

#### T04 Acquisitions / production costs

in €m	Acquisitions / production costs				as of 31.12.2018
	as of 01.01.2018	Additions	Disposals	Reclassifications	
<b>I. Intangible assets</b>					
1. Purchased concessions, intellectual property and similar rights and assets and licences in such rights and assets	554	3	2	8	563
2. Advance payments	48	32	1	-8	71
	<b>602</b>	<b>35</b>	<b>3</b>	<b>-</b>	<b>634</b>
<b>II. Aircraft</b>					
1. Aircraft and equipment	7,772	1,021	648	129	8,274
2. Advance payments and plant under construction	891	267	15	-129	1,014
	<b>8,663</b>	<b>1,288</b>	<b>663</b>	<b>-</b>	<b>9,288</b>
<b>III. Property, plant and equipment</b>					
1. Land, leasehold rights and buildings including buildings on third-party land	186	2	2	2	188
2. Other equipment, operating and office equipment	161	11	6	1	167
3. Advance payments and plant under construction	8	1	0	-3	6
	<b>355</b>	<b>14</b>	<b>8</b>	<b>-</b>	<b>361</b>
<b>IV. Investments</b>					
1. Shares in affiliated companies	11,646	517	250	-	11,913
2. Loans to affiliated companies	4,459	1,569	1,655	-	4,373
3. Equity investments	169	-	-	-	169
4. Non-current securities	5	-	0	-	5
5. Other loans	42	13	7	-	48
6. Prefinancing of leasehold	6	-	0	-	6
	<b>16,327</b>	<b>2,099</b>	<b>1,912</b>	<b>-</b>	<b>16,514</b>
<b>Total non-current assets</b>	<b>25,947</b>	<b>3,436</b>	<b>2,586</b>	<b>-</b>	<b>26,797</b>

## Statement of changes in non-current assets

### as of 31 December 2018

#### T04 Accumulated depreciation and amortisation and carrying amounts

in €m	Accumulated depreciation and amortisation				Carrying amounts		
	as of 01.01.2018	Additions	Disposals	Write-Ups	as of 31.12.2018	as of 31.12.2017	as of 31.12.2018
<b>I. Intangible assets</b>							
1. Purchased concessions, intellectual property and similar rights and assets and licences in such rights and assets	261	37	2	-	296	293	267
2. Advance payments	15	-	-	-	15	33	56
	<b>276</b>	<b>37</b>	<b>2</b>	<b>-</b>	<b>311</b>	<b>326</b>	<b>323</b>
<b>II. Aircraft</b>							
1. Aircraft and equipment	2,620	471	230	2	2,859	5,152	5,415
2. Advance payments and plant under construction	-	-	-	-	-	891	1,014
	<b>2,620</b>	<b>471</b>	<b>230</b>	<b>2</b>	<b>2,859</b>	<b>6,043</b>	<b>6,429</b>
<b>III. Property, plant and equipment</b>							
1. Land, leasehold rights and buildings including buildings on third-party land	129	11	2	-	138	57	50
2. Other equipment, operating and office equipment	125	15	6	-	134	36	33
3. Advance payments and plant under construction	-	-	-	-	-	8	6
	<b>254</b>	<b>26</b>	<b>8</b>	<b>-</b>	<b>272</b>	<b>101</b>	<b>89</b>
<b>IV. Investments</b>							
1. Shares in affiliated companies	946	35	4	64	913	10,700	11,000
2. Loans to affiliated companies	62	-	49	-	13	4,397	4,360
3. Equity investments	-	-	-	-	-	169	169
4. Non-current securities	-	-	-	-	-	5	5
5. Other loans	-	-	-	-	-	42	48
6. Prefinancing of leasehold	-	-	-	-	-	6	6
	<b>1,008</b>	<b>35</b>	<b>53</b>	<b>64</b>	<b>926</b>	<b>15,319</b>	<b>15,588</b>
<b>Total non-current assets</b>	<b>4,158</b>	<b>569</b>	<b>293</b>	<b>66</b>	<b>4,368</b>	<b>21,789</b>	<b>22,429</b>



## Notes

# Deutsche Lufthansa AG 2018

## GENERAL REMARKS

### 1 Application of the German Commercial Code (HGB)

The financial statements of Deutsche Lufthansa AG, Cologne, registered at Cologne District Court under the number HRB 2168, have been prepared in accordance with the German Commercial Code (HGB) and the supplementary provisions of the German Stock Corporation Act (AktG) and the Articles of Association, and have been audited by PricewaterhouseCoopers GmbH Wirtschaftsprüfungsgesellschaft, Düsseldorf. In accordance with Section 315a Paragraph 1 HGB, Deutsche Lufthansa AG, the parent company of the Deutsche Lufthansa AG Group, prepares consolidated financial statements on the basis of the International Financial Reporting Standards (IFRS).

Consolidated financial statements are therefore not drawn up on the basis of the German Commercial Code. The financial year is the calendar year.

The financial statements are published in the electronic Federal Gazette (Bundesanzeiger). They are permanently available online at <http://investor-relations.lufthansagroup.com/en/finanzberichte.html>.

The income statement has been prepared using the total cost method.

To make the presentation clearer, certain items of the balance sheet and the income statement have been grouped together and are shown and explained separately in the notes. Over and above the statutory classification, the balance sheet item "Aircraft" is listed separately in order to improve the clarity of the financial statement as well as the commonly used result from ordinary activities.

### 2 Accounting policies

In line with changed international accounting regulations and in order to improve the clarity of the presentation of the earnings situation, the gross balance approach for passenger-related airport charges and fees was changed in the year under review. Airport charges and fees directly related to passenger transport (such as passenger landing and security charges) are now shown net in the profit and loss account.

In order to improve the clarity of the presentation of the earnings position, the netting of intra-group cost allocations within the framework of the new organisational structures (matrix) was changed in the year under review in favour of a gross presentation.

## CURRENCY TRANSLATION

In-house conversion rates for foreign currencies are set monthly in advance according to the exchange rates on international markets. These serve as the basis for converting foreign currency items into euros in the month in which entries are made.

Receivables / liabilities in foreign currencies, cash and provisions are translated at the mean spot rate on the reporting date in accordance with Section 256a HGB. For other non-current receivables / liabilities in foreign currency, the lower / higher-of-cost-or-market principle is observed by comparing the purchase cost with the value on the balance sheet date.

The cost of capital goods purchased in foreign currencies – mainly aircraft invoiced in US dollars – is determined by translation at the exchange rates in effect at the time of payment. Assets for which payments are hedged against exchange rate fluctuations are recognised within the framework of separate valuation units.

Fair value and cash flow hedges of interest rate, exchange rate and fuel price risks are described in Note 17.

## INTANGIBLE ASSETS

Intangible assets are measured at cost and generally amortised on a straight-line basis over five years or their contractual useful lives, whichever is longer. Internally developed intangible assets are not capitalised. Purchased take-off and landing rights are not amortised.

## PROPERTY, PLANT AND EQUIPMENT

Scheduled straight-line depreciation of property, plant and equipment is based on the purchase and manufacturing costs depreciated over the asset's useful life. Interest on liabilities is not recognised as part of the purchase or manufacturing costs.

Movable assets with a finite useful life and acquisition costs of up to EUR 250 are depreciated in full in the year of purchase. Minor assets costing between EUR 251 and EUR 1,000 are pooled in an annual account and depreciated on a straight-line basis over five years.

## AIRCRAFT

Since 1 January 2013, new commercial aircraft have been depreciated on a straight-line basis over a period of 20 years to a residual value of 5%.

Aircraft purchased in used condition are depreciated individually on a straight-line basis depending on their age at

the time of acquisition. Aircraft less than 16 years old at the time of acquisition are depreciated up to an age of 20 years on a straight-line basis to a residual carrying amount of 5%. Aircraft more than 16 years old at the time of acquisition are depreciated in full on a straight-line basis over four years without taking into consideration any residual value.

Aircraft are either the legal property of the Company or are leased from aircraft holding entities in which the Company holds a direct or indirect equity interest or from external third parties. Leased aircraft are recognised as non-current assets when the Company is deemed to have economic ownership of them. Economic ownership is determined on the basis of general commercial law and the tax provisions concerning leased assets, if applicable.

#### OTHER PROPERTY, PLANT AND EQUIPMENT

Buildings are assigned a useful life of between 20 and 50 years. Buildings and installations on land belonging to third parties are written down on a straight-line basis according to the term of the lease or are assigned a shorter useful life. Operating and office equipment is depreciated over three to fourteen years on a straight-line basis in normal circumstances of usage.

#### FINANCIAL INVESTMENTS

Financial investments are shown at cost, adjusted by any necessary impairment charges or write-ups.

#### CURRENT ASSETS

Raw materials, consumables and supplies are valued at cost, with stock risks being accounted for by appropriate mark-downs.

Securities are shown at their purchase price less any necessary impairment charges. Emissions certificates issued free of charge are held at a residual amount; those purchased are held at acquisition cost.

In addition to individual write-downs necessary for known risks applying to other current assets, adequate provision is made for general credit risk by a write-down of each item by a standard amount. In contrast to the method applied to date, as of 2018, the write-down of trade receivables by a standard amount is calculated using a more sophisticated method that reflects previous defaults, amounts overdue, the business model and region of the customer.

#### PENSION OBLIGATIONS

To meet retirement benefit obligations, phased early retirement obligations and claims on employees' lifetime working hours accounts, appropriate funds have been invested in insolvency-proof funds and insurance policies, which are not accessible to the Company's other creditors.

Pension assets are measured at fair value using external price information and netted out with the underlying obligations. If there is an excess of obligations over assets, it is

recognised in provisions. If the fair value of the relevant pension assets exceeds that of the corresponding obligations, the difference is shown separately as "excess of plan assets over provisions for pensions". If the fair value of the relevant pension assets is higher than their historic acquisition cost, the resulting income may not be distributed as a dividend (Section 268 Paragraph 8 Sentence 3 HGB).

#### PROVISIONS

Pension obligations are calculated using actuarial principles based on the projected unit credit method using the updated Heubeck 2018 G actuarial tables. As well as appropriate projected rates of fluctuation and career progress, a salary trend of 2.5% and an unchanged pension trend of between 1% and 2.5% are used, as in the previous year. On the basis of the new actuarial tables, the effect for Deutsche Lufthansa AG comes to EUR 68m in the reporting year.

Discounting took place at the average market interest rate for the past ten years with an assumed term to maturity of 15 years as published by the German Bundesbank. For measurement as of 31 December 2018, the corresponding interest rate is forecast as of 31 December 2018 on the basis of interest rate information published as of 30 November 2018. In the reporting year, the rate was 3.21% (previous year: 3.68%). The effect of this interest rate change is recognised in interest expense. The difference between the amount of provisions calculated using the ten-year and the seven-year average interest rate as of 31 December 2018 may not be distributed as a dividend. As of 31 December 2018, the seven-year average interest rate used to calculate this difference was 2.32% (previous year: 2.80%).

Benefit obligations from retirement benefit commitments that are funded by reinsurance or capital market investments are recognised at the fair value of the underlying securities, insofar as this amount exceeds the minimum commitment.

The provision for partial retirement agreements is recognised at the amount needed to settle the obligation. This amount is composed of the salary outstanding as of 31 December 2018, which is paid during the early retirement phase, as well as additional employer contributions to statutory pension insurance and superannuation premiums. The provision is calculated making reasonable use of biometric probabilities and a continued salary trend of 2.5%. It is discounted on the basis of average terms to maturity at a seven-year average interest rate forecast as of 31 December 2018. In the reporting year, the rate was 0.98% (previous year: 1.44%).

The other provisions are made for the amount considered necessary to settle the obligations using sound commercial judgement. Provisions with a term to maturity of more than one year are discounted at the average market interest rate for the past seven years corresponding to their remaining term.

## **LIABILITIES**

Liabilities are shown at the amount needed to settle them.

## **DEFERRED TAXES**

Deferred taxes are recognised for temporary differences between the valuations of assets, liabilities and deferred income in the financial statements for commercial law and tax purposes. Deutsche Lufthansa AG not only recognises differences resulting from items in its own balance sheet, but also for companies in the same income tax group.

## **VALUATION OPTIONS**

To improve the presentation of the net assets, financial and earnings position, the option offered by Section 274 Paragraph 1 Sentence 2 HGB of capitalising the net asset of EUR 1,851m resulting from offsetting deferred tax assets and liabilities has been used since 2015.

To improve the presentation of the earnings position, instruments to hedge the price of future fuel requirements are combined with the hedged items within valuation units in accordance with Section 254 HGB. Possible onerous contracts in the form of a valuation unit are calculated in line with sales markets, so that, according to the principal of loss-free valuation, no impending losses are recognised, insofar as no loss is incurred from future sales business.

## NOTES TO THE BALANCE SHEET

### Assets

#### 3 Non-current assets

Changes in individual non-current asset items during the financial year 2018 are shown in a separate table.

In addition to the Company's own aircraft listed in the statement of changes in non-current assets and in the balance sheet, further aircraft were chartered, in some cases complete with crews. Furthermore, Deutsche Lufthansa AG leased and made use of the following aircraft:

##### T05 NUMBER OF LEASED AIRCRAFT

Aircraft type	2018	2017
Airbus A319-100	25	25
Airbus A320-200	30	27
Airbus A321-100	20	20
Airbus A321-200	23	23
Airbus A330-200	-	7
Airbus A330-300	15	14
Airbus A340-300	15	18
Airbus A340-600	14	19
Airbus A380-800	5	3
Boeing 747-400	13	13
Boeing 747-8	17	17
Bombardier CRJ 900	6	6
Embraer 190	9	9
Embraer 195	17	17
	<b>209</b>	<b>218</b>

In the reporting year, the number of aircraft sold from the various sale-and-lease-back models was higher than the number of new additions.

#### 4 Financial investments

The main indirect and direct equity investments of Deutsche Lufthansa AG can be found in the annexe to the notes, 'List of shareholdings'.

#### 5 Inventories

##### T06 INVENTORIES

in €m	2018	2017
Raw materials, consumables and supplies	16	20
Emissions certificates	49	33
Merchandise	13	14
	<b>78</b>	<b>67</b>

#### 6 Receivables and other assets

##### T07 RECEIVABLES AND OTHER ASSETS

in €m	31.12.2018	of which due after more than one year	31.12.2017
Trade receivables	601	-	416
Receivables from affiliated companies	846	-	1,575
Receivables from companies held as other investments	4	-	2
Other assets	868	173	806
	<b>2,319</b>	<b>173</b>	<b>2,799</b>

#### 7 Securities and cash items

No securities or money market funds were held as of the reporting date. Cash in hand and bank balances consist almost entirely of deposits held with banks.

Pledged deposits amounting to EUR 22m and bank balances held in foreign currency of EUR 12m, which are not likely to be transferred in the near future and which are therefore discounted appropriately, are reported as other assets.

#### 8 Prepaid expenses

This item includes prepaid insurance premiums of EUR 4m (previous year: EUR 16m) for the following year. The significant decline is due to changing payment intervals for insurance premiums from an annual to a quarterly basis.

#### 9 Deferred tax assets

This item consists of the net asset balance of EUR 1,851m remaining after deferred tax assets and liabilities on temporary differences between carrying amounts for commercial law and tax purposes have been offset. They are made up as follows:

##### T08 DEFERRED TAX ASSETS AND LIABILITIES

in €m	2018	2017
Non-current assets	83	- 37
Inventories, receivables and other assets	159	69
Provisions	1,567	1,357
Liabilities	42	41
	<b>1,851</b>	<b>1,430</b>

Deferred tax assets result primarily from different valuations of pension provisions and similar obligations, of provisions for onerous contracts and of other provisions. Deferred tax liabilities stem particularly from different valuations of aircraft and miscellaneous items of property, plant and equipment.

Deferred taxes are calculated using the combined income tax rate for Deutsche Lufthansa AG's tax group, which is currently 25%. The combined income tax rate comprises corporation tax, trade tax and the solidarity surcharge.

## 10 Excess of plan assets over provisions for pensions

In the reporting year, the excess of plan assets over provisions for pensions was reversed in full.

## Shareholders' equity and liabilities

### 11 Issued capital

#### ISSUED CAPITAL

Deutsche Lufthansa AG's issued capital totals EUR 1,217m. Issued capital is divided into 475,210,729 registered shares, with each share representing EUR 2.56 of issued capital.

#### AUTHORISED CAPITAL

A resolution passed at the Annual General Meeting on 29 April 2015 authorised the Executive Board until 28 April 2020, subject to approval by the Supervisory Board, to increase the Company's issued capital by up to EUR 561,160,092 by issuing new registered shares on one or more occasions for payment in cash or in kind (Authorised Capital A). In certain cases, the shareholders' subscription rights can be excluded with the approval of the Supervisory Board. In order to issue new shares to settle dividend entitlements, the Executive Board of Deutsche Lufthansa AG decided at the Annual General Meeting on 8 May 2018 with the approval of the Supervisory Board, to make partial use of the authorisation voted at the Annual General Meeting on 29 April 2015 (Authorised Capital A) and to increase the Company's issued capital by EUR 6,130,027.52 by issuing 2,394,542 new registered shares with transfer restrictions and profit entitlement from 1 January 2018. The capital increase was entered in the Commercial Register of Cologne District Court (HRB 2168) on 7 June 2018. As of 31 December 2018, Authorised Capital A amounted to EUR 547,180,702.56.

A resolution passed at the Annual General Meeting on 29 April 2014 authorised the Executive Board until 28 April 2019, subject to approval by the Supervisory Board, to increase the issued capital by up to EUR 29m, by issuing new registered shares to employees (Authorised Capital B) for payment in cash. Existing shareholders' subscription rights are excluded. In order to issue new shares to employees of Deutsche Lufthansa AG and its affiliated companies, the Executive Board of Deutsche Lufthansa AG decided, with the approval of the Supervisory Board, to make partial use of the authorisation voted at the Annual General Meeting on 29 April 2014 (Authorised Capital B) and increase the Company's issued capital by EUR 3,984,750.08, excluding shareholders' subscription rights, by issuing 1,556,543 new

registered shares with transfer restrictions and profit entitlement from 1 January 2018 for payment in cash. The capital increase was entered in the Commercial Register of Cologne District Court (HRB 2168) on 25 October 2018. As of 31 December 2018, Authorised Capital B amounted to EUR 6,791,923.20.

#### CONTINGENT CAPITAL

A resolution passed at the Annual General Meeting on 28 April 2016 authorised the Executive Board until 27 April 2021, subject to approval by the Supervisory Board, to issue bearer or registered convertible bonds, bond/warrant packages, profit sharing rights or participating bonds (or combinations of these instruments), on one or more occasions, for a total nominal value of up to EUR 1.5bn, with or without restrictions on maturity. To do so, contingent capital (Contingent Capital II) was created for a contingent capital increase of up to EUR 237,843,840 by issuing up to 92,907,750 new registered shares. The contingent capital increase will only take place insofar as the holders of convertible bonds or warrants from bond/warrant packages decide to exercise their conversion and/or option rights.

#### AUTHORISATION TO PURCHASE TREASURY SHARES

A resolution passed at the Annual General Meeting held on 29 April 2015 authorised the Executive Board pursuant to Section 71 Paragraph 1 No. 8 Stock Corporation Act (AktG) to purchase treasury shares until 28 April 2020. The authorisation is limited to 10% of current issued capital, which can be purchased on the stock exchange or by a public purchase offer to all shareholders. The authorisation states that the Executive Board can use the shares, in particular, for the purposes defined in the resolution passed at the Annual General Meeting. According to the resolution of the Annual General Meeting held on 28 April 2016, the Executive Board is also authorised to purchase treasury shares by means of derivatives and to conclude corresponding derivative transactions.

In financial year 2018, Deutsche Lufthansa AG bought back 249,185 of its own shares at an average price of EUR 19.40. This represents 0.05% of issued capital.

The shares purchased or created by means of the capital increase were used as follows:

- 1,023,955 shares were transferred to the employees of Deutsche Lufthansa AG and to 35 other affiliated companies and equity investments as part of the profit-sharing scheme for 2017, at a share price of EUR 22.04.
- 755,598 shares were transferred as part of performance-related variable remuneration in 2018 to managers and non-payscale employees of Deutsche Lufthansa AG and to 41 further affiliated companies and equity investments at a price of EUR 17.76.
- 16,891 shares were transferred to Executive Board members at a price of EUR 17.76 as part of the share programme for 2018.

- 3,348 shares were transferred for previous years' programmes (performance-related variable remuneration for 2017 to

managers, non-payscale employees and other employees of Deutsche Lufthansa AG and to further affiliated companies and equity investments from profit-sharing for 2016) at a price of EUR 27.12.

- 2,394,542 shares were transferred to shareholders to settle dividend entitlements for 2017.

5,936 shares were resold at a price of EUR 19.91.

On the balance sheet date, treasury shares were no longer held.

#### SHAREHOLDER STRUCTURE

Notifications received in accordance with Section 33 Paragraph 1 Securities Trading Act (WpHG) on changes in voting rights in the share capital held by third parties are disclosed in abbreviated form below. If a notifying party reaches, exceeds or falls below the thresholds defined in Section 33 Paragraph 1 WpHG more than once, only the last notification that the threshold has been reached or exceeded or is no longer reached is disclosed below.

- On 30 May 2016, Deutsche Asset & Wealth Management Investment GmbH, Frankfurt, Germany, notified us that its voting rights in Deutsche Lufthansa AG fell below the threshold of 3% on 19 May 2016 and on this date came to 2.90% (13,471,331 voting shares). 2.90% (13,471,331 voting shares) were attributable to Deutsche Asset & Wealth Management Investment GmbH in accordance with Section 34 WpHG (previously Section 22 WpHG).
- On 14 November 2016, Franklin Templeton Investment Funds, Luxembourg, notified us that its voting rights in Deutsche Lufthansa AG fell below the threshold of 3% on 8 November 2016 and on this date came to 2.96% (13,861,910 voting shares). 2.96% (13,861,910 voting shares) are attributable to Franklin Templeton Investment Funds directly in accordance with Section 33 WpHG (previously Section 21 WpHG).
- On 14 November 2016, Franklin Templeton International Services S.à r.l., Luxembourg, notified us that its voting rights in Deutsche Lufthansa AG fell below the threshold of 3% on 8 November 2016 and on this date came to 2.96% (13,861,910 voting shares). 2.96% (13,861,910 voting shares) are attributable to Franklin Templeton International Services S.à r.l. in accordance with Section 34 WpHG (previously Section 22 WpHG).
- On 22 March 2017, Templeton Investment Counsel, LLC, Fort Lauderdale, Florida, USA, notified us that its voting rights in Deutsche Lufthansa AG fell below the threshold of 3% on 17 March 2017 and on this date came to 2.98% (13,959,454 voting shares). 2.98% (13,959,454 voting shares) were attributable to Templeton Investment Counsel, LLC in accordance with Section 34 WpHG (previously Section 22 WpHG).
- Templeton Growth Fund, Inc., Maryland, USA, notified us that its voting rights in Deutsche Lufthansa AG fell below the threshold of 3% on 6 April 2017 and on this date came to 2.90% (13,611,171 voting shares) in accordance with Section 33 WpHG (previously Section 21 WpHG).
- Templeton Global Advisors Limited, Nassau, Bahamas, notified us that its voting rights in Deutsche Lufthansa AG fell below the threshold of 3% on 13 June 2017 and on this date came to 2.87% (13,508,944 voting shares). 2.87% (13,508,944 voting shares) were indirectly attributable to Templeton Growth Fund, Inc., in accordance with Section 34 WpHG (previously Section 22 WpHG).
- Lansdowne Partners International Ltd., George Town, Grand Cayman, Cayman Islands, notified us that its voting rights in Deutsche Lufthansa AG exceeded the threshold of 3% on 13 November 2017 and on this date came to 3.62% (17,045,008 voting shares). 3.62% (17,045,008 voting shares) were indirectly attributable to Lansdowne Partners International Ltd. in accordance with Section 34 WpHG (previously Section 22 WpHG).
- Amundi S.A., Paris, France, notified us that its voting rights in Deutsche Lufthansa AG exceeded the threshold of 3% on 25 April 2018 and on this date came to 3.10% (14,603,630 voting shares). 3.10% (14,603,630 voting shares) were directly attributable to Amundi S.A. in accordance with Section 34 WpHG.
- Amundi S.A., Paris, France, notified us that its voting rights in Deutsche Lufthansa AG fell below the threshold of 3% on 2 May 2018 and on this date came to 1.35% (6,358,186 voting shares). 1.35% (6,358,186 voting shares) were directly attributable to Amundi S.A. in accordance with Section 34 WpHG.
- BlackRock, Inc., Wilmington, Delaware, USA, notified us that its voting rights in Deutsche Lufthansa AG exceeded the threshold of 5% on 26 July 2018 and on this date came to 5.10% (24,159,959 voting shares). 5.10% (24,159,959 voting shares) are attributable to BlackRock, Inc., indirectly in accordance with Section 34 WpHG.
- BlackRock, Inc., Wilmington, Delaware, USA, notified us that its voting rights in Deutsche Lufthansa AG fell below the threshold of 5% on 23 October 2018 and on this date came to 4.46% (21,142,949 voting shares). 4.46% (21,142,949 voting shares) are attributable to BlackRock, Inc., indirectly in accordance with Section 34 WpHG.
- Norges Bank, Oslo, Norway, notified us that its voting rights in Deutsche Lufthansa AG exceeded the threshold of 3% on 20 December 2018 and on this date came to 3.10% (14,735,810 voting shares). 3.10% (14,735,810 voting shares) were indirectly attributable to Norges Bank in accordance with Section 34 WpHG.



- Norges Bank, Oslo, Norway, notified us that its voting rights in Deutsche Lufthansa AG fell below the threshold of 3% on 27 December 2018 and on this date came to 2.81% (13,345,848 voting shares). 2.81% (13,345,848 voting shares) were indirectly attributable to Norges Bank in accordance with Section 34 WpHG.

For further details, we refer to the individual notifications on voting rights published on our website [www.lufthansa.com](http://www.lufthansa.com).

## 12 Reserves

The capital reserve contains the premiums resulting from capital increases and the proceeds from the issue of debt securities for conversion options to acquire Company shares. In 2018, share premiums of EUR 30m from a capital increase for employee shares and of EUR 50m from a capital increase in kind for the pro rata dividend claim were added.

The legal reserve contained in retained earnings is unchanged at EUR 26m; other reserves consist of other retained earnings. An amount of EUR 3.3bn may not be distributed as dividends. This is made up of EUR 1.8bn from the recognition of deferred tax assets for temporary differences between the valuations for commercial and tax purposes, EUR 1.4bn from the difference between the application of ten-year or seven-year average interest rates to discount the pension obligations and EUR 0.2bn from the amount by which the fair value of plan assets exceeds their cost. Compared with the previous year, the latterly mentioned amount that may not be distributed was reduced by EUR 2.1bn due to the distribution of profits retained in prior years by the subsidiary managing the plan assets and to the negative performance of plan assets. There are sufficient free retained earnings to cover the amount that may not be distributed.

## 13 Provisions

### T09 PROVISIONS

in €m	2018	2017
Provisions for pensions and similar obligations	1,063	903
Tax provisions	561	740
Obligations in respect of unused flight documents	2,076	2,072
Other provisions	3,069	3,143
	<b>6,769</b>	<b>6,858</b>

A Company pension scheme exists for staff working in Germany and staff seconded abroad. Benefit obligations are mainly funded by means of contributions to an external trust fund to which access is restricted.

There are also obligations from the conversion of salary components that are funded by assets held in insurance policies. The actuarial obligations are netted with the corresponding assets measured at fair value as of 31 December

2018 to obtain the carrying amount for the balance sheet. The acquisition costs of the fund assets were EUR 8.8bn as of 31 December 2018. Their fair value as of the same date was EUR 8.9bn. The actuarial amount required to settle the obligation is recognised at EUR 10.0bn as of 31 December 2018.

The wage agreement “Lufthansa Pension Ground” introduced a new system of retirement benefits in the form of a defined-contribution pension commitment for ground staff employed in Germany. For employees recruited before 1 January 2016, the entitlements vested up until 31 December 2015 are maintained. For service periods starting from 1 January 2016, employees can reach the same level of benefits by making contributions from their own pocket. For employees recruited from 1 January 2016, the contributions to the new model will be invested on the capital market. When the employee reaches retirement age, the entire account balance is converted into an annuity on the basis of the applicable BilMoG interest rate, subject to a pension adjustment of 1% per annum and while guaranteeing the contributions that were originally made.

On 17 March 2017, the wage agreement “Lufthansa Pension Cabin” for the cabin crew was signed with the trade union UFO. It includes the provision that employees who started work at Lufthansa before 30 June 2016 maintain their pension entitlements vested up to this point. For service periods from 1 July 2016, the employees receive employer contributions to the Company pension scheme depending on their eligible gross salary. In addition, the previous entitlements to transitional benefits were replaced by an initial contribution to the new capital-market-based benefits system, calculated as of the date on which the change was made. All employees are free to make their own contributions on a voluntary basis. Contributions from both the employer and the employee, as well as the initial transitional benefit contribution, are invested on the capital markets with a capital guarantee. When the employee reaches retirement age, the available account balance is converted into an annuity on the basis of the applicable BilMoG interest rate, subject to a pension adjustment of 1% per annum.

On 21 December 2017, the “Lufthansa Pension Cockpit” wage agreement for cockpit staff was signed with the Vereinigung Cockpit pilots’ union. At the same time, a new “Transitional Benefit Cockpit” wage agreement was signed. For employees recruited before 1 January 2017, the pension entitlements vested up until 31 December 2016 are maintained. For service periods from 1 January 2017, the employees receive employer contributions to the Company pension scheme depending on their eligible gross salary. All employees are free to make their own contributions on a voluntary basis. The capital is invested on capital markets with a capital guarantee, in addition to the guaranteed interest rate offered by life insurance companies (currently 0.9% p.a.) for cockpit crew as an extra commitment. When the employee reaches retirement age, the available account balance is converted into an annuity on the basis of the applicable BilMoG interest rate, subject to a pension adjustment of 1% per annum.

The old rules fundamentally continue to apply to transitional benefits. The collective retirement age for pilots will go up in stages from 58 to 60 by 2021.

In the new Company retirement benefit scheme for ground, cabin and cockpit staff, the obligations from the capital market components are recognised at the fair value of the corresponding plan assets and are offset against these, insofar as they exceed the minimum guaranteed amount. The employer contributions recognised in staff costs constitute service expense.

Accrued interest expenses on provisions and expenses from measuring the obligation with a lower discount rate than in the previous year of EUR 719m in total, as well as expenses of EUR 566m from the negative market valuation of plan assets were recognised in net interest.

The change from a seven-year average interest rate to a ten-year average for calculating the settlement amounts result-

ed in a difference of EUR 1.4bn as of 31 December 2018 that is not available for distribution.

Obligations under partial retirement agreements are recognised in other provisions. Obligations of EUR 91m are netted with fund assets with a fair value of EUR 47m. The acquisition costs of the fund assets are EUR 51m. Accrued interest expenses on provisions of EUR 0.9m, as well as expenses of EUR 1.5m from the negative market valuation of pension fund assets were recognised in net interest.

Working hours accounts have been managed for cabin crew since 2017, for which net plan assets of EUR 76m were held.

Other provisions mainly include amounts accrued for purchased services, for onerous contracts, for maintenance, for restructuring, for profit-sharing and for commissions.

## 14 Liabilities

### T10 LIABILITIES

in €m	Total 31.12.2018	Due within one year	Due after more than one year	Of which due after more than five years	Total 31.12.2017	Due within one year	Due after more than one year	Of which due after more than five years
Bonds	1,000	500	500	-	1,000	-	1,000	-
Liabilities to banks	1,967	599	1,368	34	2,024	168	1,856	223
Advance payments for orders	0	0	-	-	0	0	-	-
Trade payables	713	713	-	-	525	525	-	-
Payables to affiliated companies	5,512	5,512	-	-	6,359	6,359	-	-
Payables to companies held as other equity investments	8	8	-	-	10	10	-	-
Other liabilities	3,645	846	2,799	1,460	3,900	745	3,155	1,648
of which for taxes	156	156	-	-	73	73	-	-
of which relating to social security obligations	2	2	-	-	2	2	-	-
	<b>12,845</b>	<b>8,178</b>	<b>4,667</b>	<b>1,494</b>	<b>13,818</b>	<b>7,807</b>	<b>6,011</b>	<b>1,871</b>

Liabilities to banks amounting to EUR 67m are secured by aircraft. Of the other liabilities, obligations arising from finance leases totalling EUR 2,853m are secured by the aircraft concerned.



## 15 Contingent liabilities

### T11 CONTINGENT LIABILITIES

in €m	2018	2017
Relating to guarantees, bills of exchange and cheque guarantees	1,152	990
of which from affiliated companies	168	114
Relating to warranties	243	375
of which from affiliated companies	112	109
of which from joint ventures	110	261
Relating to the provision of collateral for third-party liabilities	25	25

The amounts listed under liabilities from guarantees include EUR 984m in co-debtors' guarantees given in favour of North American fuelling and handling companies. There was no requirement to recognise these guarantee obligations as a liability, because the fuelling and handling companies are expected to be able to meet the underlying liabilities and a claim is therefore unlikely. Furthermore, this amount is matched by compensatory claims against the other co-debtors amounting to EUR 960m. These amounts are in some cases preliminary, since current financial statements from some counterparties are not available yet.

Of the liabilities relating to warranties, EUR 110m refer to co-debtors' guarantees in favour of the Terminal One Group Association, L.P. joint venture at New York's JFK Airport. No provision was recognised, as a claim is not considered likely. The assumption is that the Company will be able to meet its obligations itself. The obligations under the warranties are matched by compensatory claims against the other co-debtors amounting to EUR 82m.

## 16 Other financial obligations

Financial obligations based on order commitments, loan commitments and long-term contracts amounted to EUR 15,2b at the balance sheet date.

### ORDER COMMITMENTS

Order commitments for capital expenditure on tangible assets came to EUR 11.8bn as of 31 December 2018. The resulting payment obligations will fall due as follows: EUR 9.9bn in the years 2019 to 2023 and EUR 1.9bn in the years 2024 to 2025.

Obligations to acquire company shares and to contribute capital to investee companies totalling EUR 216k existed as of the balance sheet date. There were also loan commitments of EUR 440m towards affiliated companies.

### OBLIGATIONS UNDER TENANCY AGREEMENTS

The Company conducts its business almost exclusively in rented premises. Rental agreements generally run for up to ten years. Facilities at Frankfurt and Munich airports are rented for longer periods, in some cases for up to 30 years,

and are partly prefunded by Lufthansa. Annual rental payments amount to around EUR 167m.

Expenses for longer-term operating leases pertaining to aircraft with terms up to 2023 came to EUR 815m in the financial year 2018. Expenses for operating leases were mainly payable to affiliated companies; only EUR 52m related to an external lessor (previous year: EUR 24m).

### OBLIGATIONS UNDER LONG-TERM MAINTENANCE CONTRACTS

Long-term maintenance contracts with external providers signed as of the balance sheet date with durations up to 2030 gave rise to expenses of EUR 180m in the financial year. Of the corresponding payment obligations, EUR 884m falls due in the years 2019 to 2023, and EUR 1.1bn falls due in the years 2024 to 2030.

## 17 Hedging policy and financial derivatives

As an international airline, Deutsche Lufthansa AG is exposed to the risk of changes in exchange rates, interest rates and fuel priced in US dollars.

### EXCHANGE RATE HEDGES

As of 31 December 2018, the following exposures existed from transactions to hedge exchange rate movements:

### T12 THIRD PARTY EXCHANGE RATE HEDGES

Currency	Volume in m	Type of derivative	Average exchange rate in €	Maturities up to
AED	7	Forward sale	0.2387	2019
AUD	217	Forward sale	0.6202	2020
CAD	336	Forward sale	0.6389	2020
CHF	904	Forward sale	0.8830	2024
CNY	3,825	Forward sale	0.1212	2020
CZK	2,266	Forward sale	0.0384	2020
DKK	13	Forward sale	0.1340	2019
GBP	483	Forward sale	1.1142	2020
HKD	1,615	Forward sale	0.1058	2020
HUF	19,230	Forward sale	0.0031	2020
INR	13,020	Forward sale	0.0117	2019
JPY	60,508	Forward sale	0.0077	2020
KRW	109,376	Forward sale	0.0008	2019
MXN	75	Forward sale	0.0436	2019
NOK	1,287	Forward sale	0.1025	2020
NZD	70	Forward sale	0.5703	2020
PLN	782	Forward sale	0.2280	2020
SEK	3,368	Forward sale	0.0979	2020
SGD	142	Forward sale	0.6171	2020
THB	1,000	Forward sale	0.0261	2019
TWD	456	Forward sale	0.0282	2019
USD	13,687	Forward purchase	0.7638	2025
ZAR	1,306	Forward sale	0.0574	2020

In addition, the following exchange rate hedges have been concluded with Group companies:

<b>T13 INTERCOMPANY EXCHANGE RATE HEDGES</b>				
Currency	Volume in m	Type of derivative	Average exchange rate in €	Maturities up to
AED	7	Forward purchase	0.2387	2019
AUD	99	Forward purchase	0.6185	2020
CAD	114	Forward purchase	0.6421	2020
CHF	544	Forward purchase	0.8872	2024
CNY	2,177	Forward purchase	0.1210	2020
CZK	1,305	Forward purchase	0.0384	2020
DKK	133	Forward purchase	0.1327	2020
GBP	217	Forward purchase	1.113	2020
HKD	1,149	Forward purchase	0.1059	2020
HUF	1,288	Forward purchase	0.0031	2020
INR	5,719	Forward purchase	0.0116	2019
JPY	23,473	Forward purchase	0.0077	2020
KRW	23,724	Forward purchase	0.0008	2019
MXN	75	Forward purchase	0.0436	2019
NOK	365	Forward purchase	0.1027	2020
NZD	20	Forward purchase	0.5715	2020
PLN	9	Forward sale	0.2275	2020
SEK	1,264	Forward purchase	0.0982	2020
SGD	53	Forward purchase	0.6154	2020
THB	939	Forward purchase	0.0260	2019
TWD	66	Forward purchase	0.0281	2019
USD	3,596	Forward sale	0.8281	2024
ZAR	529	Forward purchase	0.0568	2020

The hedging policy to limit exchange rate risks is implemented within the framework of the Lufthansa Group's systematic financial management. There is no autonomous hedging policy at the level of the legal entity Deutsche Lufthansa AG. Valuation units within the meaning of Section 254 HGB can therefore only be formed, and are only formed, to the extent that external exchange rate hedges are matched by opposing derivatives transactions within the Group in the same currency and with the same maturity. As of 31 December 2018, provisions for onerous contracts of EUR 30m have been recognised for impending losses under further exchange rate hedges. As of the reporting date, the forward transactions have a market value of EUR 800m.

Forward currency transactions and swaps are valued individually at their respective forward curve and discounted to the reporting date based on the corresponding interest rate curve. The market prices of currency options are calculated using recognised option pricing models.

#### **T14 MATURITY OF EXCHANGE RATE HEDGES**

Currency	Type of derivative	Year of maturity	Pending transactions in m	Hedged risk in m
AED	Forward sale	2019	7	7
AUD	Forward sale	2019	76	76
AUD	Forward sale	2020	27	27
CAD	Forward sale	2019	96	96
CAD	Forward sale	2020	47	47
CHF	Forward sale	2019	865	865
CHF	Forward sale	2020	253	253
CNY	Forward sale	2019	1,923	1,923
CNY	Forward sale	2020	409	409
CZK	Forward sale	2019	1,202	1,202
CZK	Forward sale	2020	370	370
DKK	Forward purchase	2019	28	28
GBP	Forward sale	2019	219	219
GBP	Forward sale	2020	75	75
HKD	Forward sale	2019	886	886
HKD	Forward sale	2020	323	323
HUF	Forward sale	2019	13,408	13,408
HUF	Forward sale	2020	3,637	3,637
INR	Forward sale	2019	5,719	5,719
JPY	Forward sale	2019	18,223	18,223
JPY	Forward sale	2020	5,250	5,250
KRW	Forward sale	2019	23,724	23,724
MXN	Forward sale	2019	75	75
NOK	Forward sale	2019	299	299
NOK	Forward sale	2020	109	109
NZD	Forward sale	2019	21	21
NZD	Forward sale	2020	6	6
PLN	Forward sale	2019	163	163
PLN	Forward sale	2020	54	54
SEK	Forward sale	2019	970	970
SEK	Forward sale	2020	327	327
SGD	Forward sale	2019	41	41
SGD	Forward sale	2020	13	13
THB	Forward sale	2019	939	939
TWD	Forward sale	2019	88	88
USD	Forward purchase	2019	2,352	2,352
USD	Forward purchase	2020	719	719
ZAR	Forward sale	2019	412	412
ZAR	Forward sale	2020	161	161

#### **HEDGED CAPITAL EXPENDITURE**

Exchange rate hedges in the form of micro hedges are combined with expected aircraft deliveries to form valuation units for the purpose of hedging the risk of price increases due to exchange rate movements. Unrealized gains and losses are offset in each currency using the net hedge presentation method. Aircraft purchases are now only hedged by means of forward transactions. The exposure for

capital expenditure at year-end 2018, the relevant hedging volume and the effects of the hedges on the acquisition costs of the hedged investments are as follows:

<b>T15 HEDGED USD CAPITAL EXPENDITURE</b>				
Financial year	Exposure in \$m	Hedging volume in \$m	Market values in €m	Hedge ratio
2019	1,588	1,319	94	83%
2020	1,356	1,052	116	78%
2021	1,860	1,227	109	66%
2022	2,220	1,790	173	81%
2023	2,125	1,696	145	80%
2024	1,436	1,082	93	75%
2025	578	396	28	68%
	<b>11,163</b>	<b>8,562</b>	<b>758</b>	<b>77%</b>

#### INTEREST RATE HEDGES

Suitable interest rate swaps and combined interest rate/currency swaps are arranged with external parties to hedge interest rate risks on balance sheet bonds, loans and lease liabilities. They are combined in valuation units as micro hedges, while market value changes are recognised according to the net hedge presentation method. Hedged items and hedges have identical maturities, up to 2030 at the latest. As the reciprocal cash flows balance each other out, the interest rate swaps are not presented in the balance sheet. As of 31 December 2018, provisions for onerous contracts of EUR 23m are recognised for impending losses regarding interest rate hedges with no hedged items.

Furthermore, Deutsche Lufthansa AG and its subsidiaries have arranged combined interest rate/currency swaps that are matched by interest rate/currency swaps of the same type, volume and maturity with external third parties. They are also combined in valuation units as micro hedges. Hedged items and hedges have identical maturities, up to 2031 at the latest. The hedged cash flows balance each other fully, so that the valuation units are fully effective. As of 31 December 2018, provisions for onerous contracts of EUR 7m are recognised for impending losses regarding other internal interest rate hedges.

<b>T16 INTEREST RATE HEDGES</b>				
31.12.2018 in €m	Volume of hedged item	Market value	Maturities up to	Carrying amounts of other provisions
External hedges with hedged item	4,015	16	2030	-
External hedges without hedged item	1,282	-20	2027	23
External hedges for subsidiaries	614	-	2028	-
Internal hedges with subsidiaries	182	-5	2031	7

The fair values of interest rate derivatives correspond to their respective market values, which are measured using appropriate mathematical methods, such as discounting future cash flows. Discounting takes market standard interest rates and the residual term of the respective instruments into account.

#### FUEL HEDGING

As of 31 December 2018, exposure to fuel prices was as follows:

<b>T17 FUEL PRICE EXPOSURE</b>			
		2019	2020
Fuel requirement	in thousand t	6,079	6,165
Hedging instruments	in thousand t	4,791	1,775
Hedge ratio	in %	79%	29%

For the financial year 2018, there are no hedges for the price difference between gas oil and crude oil and between kerosene and crude oil as of the balance sheet date.

Suitable forward transactions, spread options and combinations of hedges are arranged with external counterparties to hedge price risks from future fuel requirements. They have been combined with the hedged items as valuation units to improve presentation of the earnings position, while market value changes are recognised according to the net hedge presentation method.

<b>T18 FUEL PRICE HEDGES</b>				
31.12.2018	Volume of hedged items in thousand t	Market value in €m	Maturities up to	Carrying amount of other assets
Spread options for fuel hedging	6,391	-236	2020	95
Hedging combinations for fuel hedging	175	-10	2020	3

The market prices of options used to hedge fuel prices are determined using acknowledged option pricing models. The market values correspond to the price at which an independent third party would assume the rights and/or obligations from the financial instrument.

#### FINANCIAL INSTRUMENTS HELD AS FINANCIAL INVESTMENTS

<b>T19 BALANCE SHEET ITEMS - FINANCIAL INSTRUMENTS</b>			
in €m	Market values 31.12.2018	Carrying amounts 31.12.2018	
Shares in affiliated companies	1,770	1,770	
Loans to affiliated companies	62	65	
Other loans	2	2	

Shares in affiliated companies held at fair value relate to an equity interest of 100% in Crane Strategic Investment

S.C.S., Belgium. This is an equity investment in a foreign investment vehicle within the meaning of Section 1 Paragraphs 1 and 2 of the German Investment Code (KAGB). No distribution was made in the reporting year. It can be returned on a daily basis without any restriction. The investment serves to hold a strategic minimum liquidity.

As of the reporting date, the loans to affiliated companies include another foreign currency loan to Swiss International Air Lines AG. Due to the exchange rate the fair value is lower than the carrying amount at the balance sheet date.

## NOTES TO THE INCOME STATEMENT

### 18 Traffic revenue

#### T20 TRAFFIC REVENUE BY TRAFFIC REGION

in €m	2018	2017
Europe	5,689	5,871
North America	4,159	4,177
Asia / Pacific	2,780	2,816
South America	1,019	1,051
Africa	582	576
Middle East	448	521
	<b>14,677</b>	<b>15,012</b>

#### T21 TRAFFIC REVENUE BY SECTOR

in €m	2018	2017
Scheduled	14,140	14,509
Charter	537	503
	<b>14,677</b>	<b>15,012</b>

In the reporting year, the presentation of passenger-related airport fees and charges on a gross basis was harmonised to improve the clarity of the earnings position. Airport fees and charges directly related to transporting passengers (such as passenger-based landing fees and security fees) are now shown in the income statement on a net basis. This produced a netting potential in the reporting year of EUR 1,033m. The same approach in financial year 2017 would have produced a netting amount of EUR 970m. In this context, the recognition date for credit card fees and ticket service fees was changed to the date the document for the first flight segment is used. This results in a shift of EUR 16m into the revenues of the following year.

### 19 Other revenue

#### T22 OTHER REVENUE

in €m	2018	2017
Travel services (commissions / fees)	503	530
Aircraft on operating leases	231	148
Matrix allocation	205	-
Ground services / in-flight sales	175	170
Services rendered	135	169
Staff secondment	52	58
Rent for land / buildings	50	49
Other	55	48
	<b>1,406</b>	<b>1,172</b>

As in the previous year, 84% of other revenue was generated in Europe.

To improve the presentation of the earnings position, the previous practice of netting costs within the Group was changed in the reporting year to the recognition of internal costs on a gross basis within the context of the new organisational structures (matrix). These adjustments increased revenue in the reporting year by EUR 205m. Adjusting the figures for financial year 2017 accordingly would increase recognised revenue by EUR 128m.

Non-periodic revenues amounted to EUR 98m in the financial year and are mainly attributable to revenues from unused flight documents from previous years.

### 20 Other operating income

#### T23 OTHER OPERATING INCOME

in €m	2018	2017
Proceeds on the disposal of non-current assets	12	7
Exchange rate gains from foreign currency translation	611	1,001
Reversal of provisions	217	283
Compensation received for damages	12	11
Earnings from write-backs on assets	74	18
Other operating income	232	201
	<b>1,158</b>	<b>1,521</b>

Non-periodic income amounts to EUR 235m in the financial year and is largely determined by income from the reversal of provisions.

### 21 Cost of materials and services

#### T24 COST OF MATERIALS AND SERVICES

in €m	2018	2017
Aircraft fuel and lubricants	3,272	2,911
Other costs of raw materials, consumables and supplies and goods purchased	77	66
Cost of services purchased	6,653	7,312
	<b>10,002</b>	<b>10,289</b>

### 22 Staff costs

#### T25 STAFF COSTS

in €m	2018	2017
Wages and salaries	2,454	2,422
Social security, pensions and benefit contributions	680	396
of which for retirement benefits	372	90
	<b>3,134</b>	<b>2,818</b>

## T26 AVERAGE NUMBER OF EMPLOYEES

	2018	2017
Flight staff	25,627	24,482
Ground staff	11,800	11,992
Trainees	45	57
	<b>37,472</b>	<b>36,531</b>

## 23 Depreciation, amortisation and impairment

Depreciation, amortisation and impairment of intangible assets, aircraft and other property, plant and equipment are detailed in the statement of changes in non-current assets. Total depreciation and amortisation in financial year 2018 is shown in the statement of changes in non-current assets and includes amortisation of financial investments.

## 24 Other operating expenses

### T27 OTHER OPERATING EXPENSES

in €m	2018	2017
Sales commission paid to agencies	218	221
Rental and maintenance expenses	174	167
Expenses for computerised distribution systems	287	278
Impairment charges / depreciation and amortisation of current assets	43	15
Courses / training for flight staff	79	82
Advertising and sales promotions	232	207
Exchange rate losses from foreign currency translation	598	821
Payment system expenses (especially credit card commission payments)	161	166
Insurance for flight operations	24	24
Travel expenses	235	233
Auditing, consulting and legal expenses	108	122
Other operating expenses	653	659
	<b>2,812</b>	<b>2,995</b>

To improve the presentation of the earnings position, the previous practice of netting costs within the Group was changed in the reporting year to the recognition of internal costs on a gross basis within the context of the new organisational structures (matrix). These adjustments increased other operating expenses in the reporting year by EUR 128m. Adjusting the figures for financial year 2017 accordingly would increase recognised other operating expenses by EUR 90m.

The non-periodic expenses in the current fiscal year are insignificant.

## 25 Result from equity investments

Income/expenses from profit and loss transfer agreements are shown including tax contributions. Income from equity investments consists primarily of the dividends from

AirTrust AG and the accrued dividends from the Austrian leasing companies for the financial year 2018 due to aligning the timing of profit recognition.

### T28 RESULT FROM EQUITY INVESTMENTS

in €m	2018	2017
Income from profit transfer agreements	620	1,409
Expenses from loss transfer agreements	378	277
Income from equity investments	700	713
of which from affiliated companies	695	710
	<b>942</b>	<b>1,845</b>

## 26 Net interest

### T29 NET INTEREST

in €m	2018	of which affiliated companies	2017	of which affiliated companies
Income from other securities and non-current financial loans	42	40	46	41
Other interest and similar income	96	10	78	11
Interest and similar expenses	-1,471	-1	-252	-16
of which accrued interest	-734	-	-744	-
of which from market valuation of pension fund assets	-568	-	733	-
	<b>-1,333</b>	<b>49</b>	<b>-128</b>	<b>35</b>

The significant increase in interest expenses results from the negative performance of plan assets.

## 27 Impairment of investments and current securities

Impairment losses of EUR 46m were recognised on investments due to their expected permanent reduction in value. They stemmed essentially from the impairment loss of EUR 35m recognised on the carrying amount for Lufthansa Crane Strategic Investment S.C.S.

## 28 Taxes

### T30 TAXES

in €m	2018	2017
Income taxes	-58	297
of which deferred taxes (income)	-421	-353
Other taxes	41	48
	<b>- 17</b>	<b>345</b>

Taxes on income and earnings and other taxes also include net items amounting to EUR 110m from previous years.

## OTHER DISCLOSURES

### 29 Supervisory Board and Executive Board

The members of the Supervisory Board and the Executive Board are listed on p. 28.

The principles of the remuneration system and the amount of remuneration paid to the individual Executive Board and Supervisory Board members are shown and explained in detail in the remuneration report. The remuneration report forms part of the combined management report.

#### EXECUTIVE BOARD

Remuneration for the Executive Board members active in the reporting year is as follows:

<b>T31 TOTAL REMUNERATION OF EXECUTIVE BOARD MEMBERS</b>		
in €k	2018	2017
Basic salary	4,832	4,831
Other	427	449
One-year variable remuneration	4,845	5,430
Long-term variable remuneration	1,018	990
Share programme 1)	1,893	3,031
<b>Total remuneration</b>	<b>13,015</b>	<b>14,731</b>
Staff costs of pension commitments	3,191	3,119

1) Fair value at the time the options are granted

The Executive Board's remuneration consists of the following components:

- **Fixed annual salary.** Basic remuneration, paid monthly as a salary.
- **Variable annual remuneration.** The variable remuneration is based on the EBIT margin for the Lufthansa Group. 50% of this bonus is multiplied by an individual performance factor and paid the following year and therefore on an annual basis. The remaining 50% are carried forward for another two years. At the end of the assessment period, which runs for three years in total, the amount carried forward is to be multiplied by a factor of between 0 and 2 (bonus/malus factor). 70% of this factor depends on the EACC achieved over the three-year period and 30% depends on sustainability parameters such as environmental protection, customer satisfaction and staff commitment.
- **Share-based remuneration.** Executive Board members are also required to participate in the share programmes for managers (with their own parameters, which are structured differently from those of the general managers' programme). The programmes are scheduled to run for four years. These arrangements ensure that the variable remuneration components are primarily based on performance over several years.

- **Other benefits.** Other benefits include, in particular, the non-cash benefit of using company cars, the discount granted in connection with share programmes, benefits from concessionary travel in accordance with the relevant IATA regulations and attendance fees, and also daily allowances for work on the supervisory boards of affiliated companies.

In addition to the provision for the one-year variable remuneration of EUR 4,845k (previous year: EUR 5,430k), provisions totalling EUR 1,018k (previous year: EUR 990k) were recognised for the future payment of long-term variable remuneration for the Executive Board members active as of 31 December 2018.

Executive Board members hold the following shares in the current share programmes:

<b>T32 SHARE PROGRAMMES EXECUTIVE BOARD</b>				
	2018	2017	2016	2015
Carsten Spohr	10,125	6,525	15,120	13,365
Thorsten Dirks	6,750	4,350	-	-
Harry Hohmeister	6,750	4,350	10,080	8,910
Ulrik Svensson	6,750	4,350	-	-
Bettina Volkens	6,750	4,350	10,080	8,910

Expenses of EUR 3,232k for share-based remuneration were recognised for current share programmes. This represents the fair value of the options granted during the financial year and changes in the value of options granted in prior years.

Current payments to former members of the Executive Board and their surviving dependants came to EUR 6.8m (previous year: EUR 5.2m). This includes payments by subsidiaries as well as benefits in kind and concessionary travel.

Pension obligations towards former Executive Board members and their surviving dependants amount to EUR 62.2m (previous year: EUR 62.8m).

### 30 Supervisory Board

Expenses for the fixed remuneration of Supervisory Board members came to EUR 2,107k for financial year 2018 (previous year: EUR 2,164k). Other remuneration, mainly attendance fees, amounted to EUR 68k (previous year: EUR 89k).

The Deutsche Lufthansa AG Supervisory Board members were also paid EUR 17k (previous year: EUR 17k) for work on supervisory boards of Group companies. In addition to their Supervisory Board remuneration, employee representatives on the Supervisory Board received compensation for their work in the form of wages and salaries including pension entitlements amounting to EUR 1.1m in total (previous year: EUR 1.0m).

In the reporting year, as in the previous year, no loans or advance payments were made to members of the Executive Board or Supervisory Board.

### 31 Proposal on the appropriation of distributable profit

The financial statements are based on the proposal of using distributable earnings of EUR 380m to pay a dividend of EUR 0.80 per share.

### 32 Events after the balance sheet date

No particularly significant events have occurred since the close of the financial year that are not reflected in either the balance sheet or the income statement.

### 33 Declaration of compliance in accordance with Section 161 German Stock Corporation Act (AktG)

The declaration of compliance with the German Corporate Governance Code required by Section 161 of the German Stock Corporation Act (AktG) was issued by the Executive Board and Supervisory Board and made public permanently as part of the declaration on corporate governance in line with Section 289f HGB on the Company's website at [www.lufthansagroup.com/declaration-of-compliance](http://www.lufthansagroup.com/declaration-of-compliance).

### 34 Auditors' fees

Auditors' fees recognised in expenses in the financial year in accordance with Section 319 Paragraph 1 HGB are made up as follows:

#### T33 AUDITORS' FEES

in €m	2018	2017
Audit services	3.2	3.6
Other certification services	0.2	0.2
Tax advisory services	0.6	0.7
Other services	0.1	0.1
	<b>4.1</b>	<b>4.6</b>

The auditing services mainly consist of fees for auditing the consolidated financial statements, the review of the half-yearly financial statements and the audit of the financial statements of Deutsche Lufthansa AG and its consolidated subsidiaries.



## Declaration by the legal representatives

We declare that, to the best of our knowledge and according to the applicable accounting standards, the financial statements give a true and fair view of the net assets, the financial and earnings positions of the Company, and that the management report, which has been combined with the Group management report, includes a fair view of the course of business, including the business result and the situation of the Company, and suitably presents the principal opportunities and risks to its future development.

Cologne, 5 March 2019

Deutsche Lufthansa Aktiengesellschaft

Carsten Spohr  
Chairman of the Executive  
Board and CEO

Thorsten Dirks  
Member of the Executive Board  
Chief Commercial Officer  
Eurowings

Harry Hohmeister  
Member of the Executive Board  
Chief Commercial Officer  
Network Airlines

Detlef Kayser  
Member of the Executive Board  
Chief Officer Airline Resources  
& Operations Standards  
(since 1 January 2019)

Ulrik Svensson  
Member of the Executive Board  
Chief Financial Officer

Bettina Volken  
Member of the Executive Board  
Corporate Human Resources  
and Legal Affairs

## INDEPENDENT AUDITOR'S REPORT

To Deutsche Lufthansa AG, Köln

### REPORT ON THE AUDIT OF THE ANNUAL FINANCIAL STATEMENTS AND OF THE MANAGEMENT REPORT

#### Audit Opinions

We have audited the annual financial statements of Deutsche Lufthansa AG, Köln, which comprise the balance sheet as at 31 December 2018, and the statement of profit and loss for the financial year from 1 January to 31 December 2018, and notes to the financial statements, including the presentation of the recognition and measurement policies. In addition, we have audited the management report of Deutsche Lufthansa AG, which is combined with the group management report, for the financial year from 1 January to 31 December 2018. In accordance with the German legal requirements, we have not audited the content of those parts of the management report listed in the "Other Information" section of our auditor's report.

In our opinion, on the basis of the knowledge obtained in the audit,

- the accompanying annual financial statements comply, in all material respects, with the requirements of German commercial law and give a true and fair view of the assets, liabilities and financial position of the Company as at 31 December 2018 and of its financial performance for the financial year from 1 January to 31 December 2018 in compliance with German Legally Required Accounting Principles, and
- the accompanying management report as a whole provides an appropriate view of the Company's position. In all material respects, this management report is consistent with the annual financial statements, complies with German legal requirements and appropriately presents the opportunities and risks of future development. Our audit opinion on the management report does not cover the content of those parts of the management report listed in the "Other Information" section of our auditor's report.

Pursuant to § [Article] 322 Abs. [paragraph] 3 Satz [sentence] 1 HGB [Handelsgesetzbuch: German Commercial Code], we declare that our audit has not led to any reservations relating to the legal compliance of the annual financial statements and of the management report.

#### Basis for the Audit Opinions

We conducted our audit of the annual financial statements and of the management report in accordance with § 317 HGB and the EU Audit Regulation (No. 537/2014, referred to subsequently as "EU Audit Regulation") in compliance with German Generally Accepted Standards for Financial Statement Audits promulgated by the Institut der Wirtschaftsprüfer [Institute of Public Auditors in Germany] (IDW). Our responsibilities under those requirements and

principles are further described in the "Auditor's Responsibilities for the Audit of the Annual Financial Statements and of the Management Report" section of our auditor's report. We are independent of the Company in accordance with the requirements of European law and German commercial and professional law, and we have fulfilled our other German professional responsibilities in accordance with these requirements. In addition, in accordance with Article 10 (2) point (f) of the EU Audit Regulation, we declare that we have not provided non-audit services prohibited under Article 5 (1) of the EU Audit Regulation. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions on the annual financial statements and on the management report.

#### Key Audit Matters in the Audit of the Annual Financial Statements

Key audit matters are those matters that, in our professional judgment, were of most significance in our audit of the annual financial statements for the financial year from 1 January to 31 December 2018. These matters were addressed in the context of our audit of the annual financial statements as a whole, and in forming our audit opinion thereon; we do not provide a separate audit opinion on these matters.

In our view, the matters of most significance in our audit were as follows:

- ① Recognition of traffic revenue, including provision for unused flight documents
- ② Accounting treatment of aircraft, including investments in aircraft ownership companies
- ③ Pension provisions
- ④ Accounting treatment of hedging transactions

Our presentation of these key audit matters has been structured in each case as follows:

- ① Matter and issue
- ② Audit approach and findings
- ③ Reference to further information

Hereinafter we present the key audit matters:

- ① Recognition of traffic revenue, including the provision for unused flight documents

① Until they are used due to departure, sold flight documents are recognized as a provision for unused flight documents in the Company's annual financial statements. Once a passenger coupon has been used due to departure, the corresponding traffic revenue is recognized as revenue in the income statement. First of all, the part of the flight documents that has not yet been used in the financial year and is still valid in the following year is added to the provision for unused flight documents. In addition, based on historical data, the amount of expired flight documents

which are expected to not be used is estimated; this amount is also recognized as a provision for unused flight documents. In the financial year 2018, the Company realized traffic revenue of EUR 14.7 billion in total.

From our point of view, the recognition of traffic revenue was of particular significance for our audit, as recognition and measurement of this item, which is specific to the business model and significant in amount, are dependent to a large extent on the estimates and assumptions of the executive directors regarding the use behavior of flight documents, to which calculation processes that are, in some cases, complex are applied.

② We also included our specialists in the Risk Assurance Service (RAS) to audit traffic revenue. With their support, we evaluated, among other things, the appropriateness and effectiveness of the established internal control system used to settle and realize traffic revenue, including the IT systems used by the Company. To the extent that we were not able to conduct our own evaluation of the internal control system of services relating to IT systems or processes outsourced to third parties, we obtained an assurance report attesting to the appropriateness and effectiveness of the internal control system established by the service provider (ISAE 3402 Type II or SSAE 16), which our specialists assessed. In our audit of the provision for unused flight documents, we reconstructed among other things the individual steps used in the calculations. Specifically, we examined the open flight documents and their measurement by year of sale and validity. Furthermore, we considered the consistency and continuity of the method used to calculate the flight prices, fees, taxes and other levies attributable to the flight documents no longer expected to be used. Thereby, we were able to satisfy ourselves that the estimates and assumptions made by the executive directors were consistently derived and sufficiently documented.

③ The disclosures on traffic revenue and the provisions for unused flight documents are contained in sections 13) and 18) of the notes to the annual financial statements.

② Accounting treatment of aircraft, including investments in aircraft ownership companies

① Under the balance sheet item “Aircraft”, the Company reports aircraft and prepayments on newly ordered aircraft in the amount of EUR 6.4 billion in its annual financial statements. The aircraft reported include, on the one hand, the aircraft that are legally owned and used by the Company. On the other hand, the Company leases aircraft from aircraft ownership companies in which the Company holds a direct or indirect stake and the investments in which are reported under “Long-term financial assets” in an amount of EUR 1.1 billion, and from external lessors. The Company reports leased aircraft in its annual financial statements when they are attributable to it for economic purposes. The economic attribution is based on the general principles of German commercial law and – where applicable – on the fiscal decrees on leasing.

In accordance with German commercial law, the aircraft are measured at cost less depreciation and write-downs. The depreciation was calculated based on the average actual useful life of the aircraft at the Company. In the event of a permanent impairment due to changes in an aircraft’s use situation, a write-down to the lower fair value is made, taking into account a market price overview published on a regular basis by Aircraft Value Analysis Company Ltd.

Investments in aircraft ownership companies are measured in accordance with German commercial law at the lower of cost and fair value. The fair value of the investment is determined based on the fair value of the aircraft held by the aircraft ownership company, which is derived from the prices observed on the market, taking into account a market price overview published on a regular basis by Aircraft Value Analysis Company Ltd.

In our view, these matters were of particular significance in the context of our audit because the recognition and measurement of these items – which are significant in terms of its amount – are based to a large extent on estimates and assumptions made by the Company’s executive directors.

② As part of our audit, we evaluated whether the aircraft additions and disposals, as well as the prepayments on aircraft, had been recognized completely and accurately based on purchase agreements and transfer documents/ based on payment plans derived from the aircraft orders and proof of payment, among other things. We assessed whether the carrying amounts of the investments in the aircraft ownership companies had been recognized completely and accurately on the basis of company resolutions, transfer documents and proof of payment. Together with our specialists from Risk Assurance Service (RAS) we assessed the appropriateness and effectiveness of the established internal control system related to the IT system used. We also requested proof of who the aircraft owner and holder was, in the form of a confirmation issued by the German Federal Aviation Authority, on a sample basis. We also verified whether the approval of the supervisory board had been obtained for aircraft orders. We assessed the lease agreements concluded for aircraft with regard to their correct allocation of beneficial ownership. We also evaluated the appropriateness of the measurement assumptions used by the executive directors to arrive at the aircraft depreciation, as well as the fair values of the aircraft and aircraft ownership companies, taking the available information into account. In individual cases in which the fair value was lower than the carrying amount and no write-downs were applied, we assessed whether there was a permanent impairment. We also examined whether profit and loss transfers had been recognized in full and accurately based on company resolutions and annual financial statements. Based on our audit procedures, we were able to satisfy ourselves that the estimates and assumptions made by the executive directors were substantiated and sufficiently documented.

③ The disclosures on the aircraft and prepayments on aircraft and the long-term financial assets are contained in

sections 2), 3) and 4) of the notes to the annual financial statements.

### 3 Pension provisions

① There are various pension plans and plan assets in place for the individual Deutsche Lufthansa AG employee groups. If the settlement amount of the respective pension obligation in accordance with German commercial law exceeds the fair value of the plan assets, then the net amount for the pension plan in question is reported on the liabilities side under the balance sheet item “Provisions for pensions and similar obligations”. Otherwise, it is reported on the assets side under the balance sheet item “Excess of plan assets over pension liability”. The “Provisions for pensions and similar obligations” of EUR 1.1 billion reported in the balance sheet correspond to the balance of the direct obligations from the Company’s pension plans in the amount of EUR 10.0 billion and the fair value of the plan assets of EUR 8.9 billion.

The direct pension obligations are measured using the projected unit credit method. This requires assumptions to be made in particular about long-term rates of growth in salaries and pensions, average life expectancy, and staff turnover. The Company’s plan assets are measured at fair value, which in turn involves making estimates that are subject to uncertainties.

From our point of view, these matters were of particular significance as part of our audit, as the recognition and measurement of these items, which are significant in amount, are to a large extent based on the estimates and assumptions made by the Company’s executive directors.

② As part of our audit we evaluated the actuarial expert reports obtained and the professional qualifications of the external experts. Due to the specific features of the actuarial calculations, we were assisted by internal specialists from Pension Consulting. Together with them, we evaluated the numerical data, the actuarial parameters and the valuation methods and assumptions on which the valuations were based for appropriateness. On this basis, we then assessed the calculations of the figures presented on the balance sheet, the accounting entries for the provisions and the disclosures in the balance sheet and the notes to the financial statements based on the expert opinions. Our evaluation of the fair values of plan assets was based on bank confirmations submitted to us. Based on our audit procedures, we were able to satisfy ourselves that the estimates and assumptions made by the executive directors were substantiated and sufficiently documented.

③ The Company’s disclosures relating to the pension provisions and plan assets are contained in sections 2) and 13) of the notes to the annual financial statements.

### 4 Accounting treatment of hedging transactions

① The Company uses a variety of derivative financial instruments to hedge against currency, fuel price and interest rate risks arising from its ordinary business activities. The

hedging policy defined by the executive directors serves as the basis for these transactions and is documented in corresponding internal guidelines. Currency risks arise primarily from sale transactions, procurement transactions (in particular fuel and investments in aircraft) and financing denominated in foreign currencies. The risk associated with changes in fuel prices results from future procurement transactions that are subject to market price risks. The risk of changes in interest rates results from floating and fixed-rate financing. In addition to the hedging instruments for its own business activities, the Company also concludes derivative financial instruments with its subsidiaries to hedge against interest rate and currency risks assumed in the context of hedging transactions of subsidiaries within the Group.

The positive fair values of the derivative financial instruments used for hedging purposes amounted to EUR 1.2 billion at the balance sheet date and the negative fair values amounted to EUR 0.7 billion. As far as possible, the derivative financial instruments are combined with the respective hedged transactions into hedging relationships for accounting purposes under German commercial law. The consequence of this is that, due to the application of the net hedge presentation method, changes in the values or cash flows of the derivative financial instruments over the term of the hedging relationship are not reflected in the financial statements, provided that the hedging relationship is effective. If the hedging relationship is ineffective and results in a net loss, a provision for anticipated losses is recognized. In this regard, provisions amounting to EUR 60 million were recognized as at balance sheet date.

In our view, these matters were of particular significance due to the high complexity and number of hedging instruments as well as the extensive accounting requirements.

② As part of our audit and together with the assistance of our internal specialists from Corporate Treasury Solutions, among other things we assessed the contractual and financial bases of the hedging relationship between the hedged transactions and the derivative financial instruments as hedging instruments, together with the accounting treatment adopted including the impact on earnings. We assessed the requirements for recognizing and accounting for hedging relationships, including the ineffective amounts. Together with our specialists, we also assessed the Company’s risk management system related to derivative financial instruments, including the internal activities to monitor compliance with the hedging policy. We evaluated the Company’s internal guidelines on hedging against currency, interest rate and fuel price risks, in particular with respect to a risk management strategy documented in writing and the assignment of responsibilities by the executive directors, and assessed their appropriateness and functionality. Our audit of the fair values also used market data and the underlying contractual data to evaluate the measurement methods. We obtained bank confirmations as at balance sheet date for the purpose of assessing the completeness of the hedging instruments and the correctness of the fair values of the currency, interest rate and fuel price derivatives. With respect to the effectiveness of the hedging relationships,

we essentially carried out a retrospective assessment of the past hedge effectiveness and of the expected hedge effectiveness in the future. In doing so, we were able to satisfy ourselves that the conditions for the recognition of valuation units are sufficiently substantiated and documented.

③ The Company's disclosures relating to the hedging transactions are contained in sections 2) and 17) of the notes to the annual financial statements.

#### OTHER INFORMATION

The executive directors are responsible for the other information. The other information comprises the following non-audited parts of the management report:

- the statement on corporate governance pursuant to § 289f HGB and § 315d HGB included in section "Corporate Governance" of the management report
- the corporate governance report pursuant to No. 3.10 of the German Corporate Governance Code

The other information comprises further the separate non-financial report pursuant to § 289b Abs. 3 HGB and § 315b Abs. 3 HGB. Our audit opinions on the annual financial statements and on the management report do not cover the other information, and consequently we do not express an audit opinion or any other form of assurance conclusion thereon.

In connection with our audit, our responsibility is to read the other information and, in so doing, to consider whether the other information

- is materially inconsistent with the annual financial statements, with the management report or our knowledge obtained in the audit, or
- otherwise appears to be materially misstated.

#### RESPONSIBILITIES OF THE EXECUTIVE DIRECTORS AND THE SUPERVISORY BOARD FOR THE ANNUAL FINANCIAL STATEMENTS AND THE MANAGEMENT REPORT

The executive directors are responsible for the preparation of the annual financial statements that comply, in all material respects, with the requirements of German commercial law, and that the annual financial statements give a true and fair view of the assets, liabilities, financial position and financial performance of the Company in compliance with German Legally Required Accounting Principles. In addition, the executive directors are responsible for such internal control as they, in accordance with German Legally Required Accounting Principles, have determined necessary to enable the preparation of annual financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the annual financial statements, the executive directors are responsible for assessing the Company's ability to continue as a going concern. They also have the responsibility for disclosing, as applicable, matters related to going concern. In addition, they are responsible for financial re-

porting based on the going concern basis of accounting, provided no actual or legal circumstances conflict therewith.

Furthermore, the executive directors are responsible for the preparation of the management report that as a whole provides an appropriate view of the Company's position and is, in all material respects, consistent with the annual financial statements, complies with German legal requirements, and appropriately presents the opportunities and risks of future development. In addition, the executive directors are responsible for such arrangements and measures (systems) as they have considered necessary to enable the preparation of a management report that is in accordance with the applicable German legal requirements, and to be able to provide sufficient appropriate evidence for the assertions in the management report.

The supervisory board is responsible for overseeing the Company's financial reporting process for the preparation of the annual financial statements and of the management report.

#### AUDITOR'S RESPONSIBILITIES FOR THE AUDIT OF THE ANNUAL FINANCIAL STATEMENTS AND OF THE MANAGEMENT REPORT

Our objectives are to obtain reasonable assurance about whether the annual financial statements as a whole are free from material misstatement, whether due to fraud or error, and whether the management report as a whole provides an appropriate view of the Company's position and, in all material respects, is consistent with the annual financial statements and the knowledge obtained in the audit, complies with the German legal requirements and appropriately presents the opportunities and risks of future development, as well as to issue an auditor's report that includes our audit opinions on the annual financial statements and on the management report.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with § 317 HGB and the EU Audit Regulation and in compliance with German Generally Accepted Standards for Financial Statement Audits promulgated by the Institut der Wirtschaftsprüfer (IDW) will always detect a material misstatement. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these annual financial statements and this management report.

We exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the annual financial statements and of the management report, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our audit opinions. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve

collusion, forgery, intentional omissions, misrepresentations, or the override of internal controls.

- Obtain an understanding of internal control relevant to the audit of the annual financial statements and of arrangements and measures (systems) relevant to the audit of the management report in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an audit opinion on the effectiveness of these systems of the Company.
- Evaluate the appropriateness of accounting policies used by the executive directors and the reasonableness of estimates made by the executive directors and related disclosures.
- Conclude on the appropriateness of the executive directors' use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in the auditor's report to the related disclosures in the annual financial statements and in the management report or, if such disclosures are inadequate, to modify our respective audit opinions. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Company to cease to be able to continue as a going concern.
- Evaluate the overall presentation, structure and content of the annual financial statements, including the disclosures, and whether the annual financial statements present the underlying transactions and events in a manner that the annual financial statements give a true and fair view of the assets, liabilities, financial position and financial performance of the Company in compliance with German Legally Required Accounting Principles.
- Evaluate the consistency of the management report with the annual financial statements, its conformity with German law, and the view of the Company's position it provides.
- Perform audit procedures on the prospective information presented by the executive directors in the management report. On the basis of sufficient appropriate audit evidence we evaluate, in particular, the significant assumptions used by the executive directors as a basis for the prospective information, and evaluate the proper derivation of the prospective information from these assumptions. We do not express a separate audit opinion on the prospective information and on the assumptions used as a basis. There is a substantial unavoidable risk that future events will differ materially from the prospective information.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any

significant deficiencies in internal control that we identify during our audit.

We also provide those charged with governance with a statement that we have complied with the relevant independence requirements, and communicate with them all relationships and other matters that may reasonably be thought to bear on our independence, and where applicable, the related safeguards.

From the matters communicated with those charged with governance, we determine those matters that were of most significance in the audit of the annual financial statements of the current period and are therefore the key audit matters. We describe these matters in our auditor's report unless law or regulation precludes public disclosure about the matter.

#### OTHER LEGAL AND REGULATORY REQUIREMENTS

##### Further Information pursuant to Article 10 of the EU Audit Regulation

We were elected as auditor by the annual general meeting on 8 May 2018. We were engaged by the supervisory board on 18 June 2018. We have been the auditor of the Deutsche Lufthansa AG, Köln, without interruption since the financial year 1955.

We declare that the audit opinions expressed in this auditor's report are consistent with the additional report to the audit committee pursuant to Article 11 of the EU Audit Regulation (long-form audit report).

#### GERMAN PUBLIC AUDITOR RESPONSIBLE FOR THE ENGAGEMENT

The German Public Auditor responsible for the engagement is Eckhard Sprinkmeier.

Düsseldorf, March 5, 2019

PricewaterhouseCoopers GmbH  
Wirtschaftsprüfungsgesellschaft

Petra Justenhoven  
Wirtschaftsprüferin  
(German Public Auditor)

Eckhard Sprinkmeier  
Wirtschaftsprüfer  
(German Public Auditor)



## SUPERVISORY BOARD AND EXECUTIVE BOARD

### Supervisory Board

#### Jürgen Weber

Former Chairman of the Supervisory Board Deutsche Lufthansa AG  
Honorary Chairman

#### Voting members

#### Karl-Ludwig Kley

Chairman of the Supervisory Board  
E.ON SE  
Chairman

#### Christine Behle

Member of the National Executive Board of the trade union ver.di  
Employee representative \*  
Deputy Chairwoman

#### Nicoley Baublies

Purser and member of the Board of the UFO e.V. trade union and Chairman of the Executive Board of the IGL trade union  
Employee representative \*  
(until 8 May 2018)

#### Alexander Behrens

Flight attendant and member of the trade union UFO e.V.  
Employee representative \*  
(since 8 May 2018)

#### Jörg Cebulla

Flight captain  
Employee representative

#### Herbert Hainer

Former Chairman of the Executive Board  
adidas AG

#### Christian Hirsch

Administrative employee  
Employee representative  
(since 8 May 2018)

#### Robert Kimmitt

Senior International Counsel  
Wilmer Cutler Pickering Hale and Dorr LLP, USA  
(until 8 May 2018)

#### Carsten Knobel

Member of the Executive Board and CFO  
Henkel AG & Co. KGaA  
(since 9 January 2018)

#### Holger Benjamin Koch

Senior Director Airport/Industry Charges LH Group & Commercial Provider Management  
Employee representative  
(since 8 May 2018)

#### Martin Koehler

Former head of the Aviation Competence Center at The Boston Consulting Group

#### Doris Krüger

Senior Director Future Innovation Strategy, Lufthansa Group  
Employee representative  
(until 8 May 2018)

#### Eckhard Lieb

Training coordinator  
Employee representative  
(until 8 May 2018)

#### Jan-Willem Marquardt

Flight captain and member of the Vereinigung Cockpit pilots' union  
Employee representative \*  
(until 8 May 2018)

#### Martina Merz

Former CEO Chassis Brakes International, Netherlands

#### Ralf Müller

State certified technician  
Employee representative  
(until 8 May 2018)

#### Michael Nilles

Executive Member of the Board of Directors and CDO  
Schindler Group, Switzerland  
(since 8 May 2018)

#### Monika Ribar

President of the Board of Directors (VRP), Schweizerische Bundesbahnen SBB AG, Switzerland

#### Birgit Rohleder

Group leader IT  
Employee representative  
(since 8 May 2018)

#### Miriam Sapiro

Director & Vice Chairman (Public Affairs)  
Sard Verbinen & Co., USA

#### Ilja Schulz

Flight captain and member of the Vereinigung Cockpit pilots' union  
Employee representative \*  
(since 8 May 2018)

#### Olivia Stelz

Purser  
Employee representative  
(since 8 May 2018)

#### Andreas Strache

Flight manager  
Employee representative  
(until 8 May 2018)

#### Stephan Sturm

Chairman of the Executive Board and CEO  
Fresenius Management SE

#### Christina Weber

Administrative employee  
Employee representative

#### Birgit Weinreich

Flight attendant  
Employee representative  
(until 8 May 2018)

#### Klaus Winkler

Engine technician  
Employee representative  
(since 8 May 2018)

#### Matthias Wissmann

President of the International Organization of Motor Vehicle Manufacturers (OICA)

\* Trade union representative in accordance with Section 7 Paragraph 2 Co-determination Act (MitbestG)

## Executive Board (structure since 1 January 2019)

### **Carsten Spohr**

Chairman of the Executive Board and CEO

### **Thorsten Dirks**

Member of the Executive Board

Chief Commercial Officer Eurowings

### **Harry Hohmeister**

Member of the Executive Board

Chief Commercial Officer

Network Airlines

### **Detlef Kayser**

Member of the Executive Board

Chief Officer Airline Resources &  
Operations Standards

(since 1 January 2019)

### **Ulrik Svensson**

Member of the Executive Board

Chief Financial Officer

### **Bettina Volkens**

Member of the Executive Board

Corporate Human Resources and Legal Affairs



## MANDATES

### Other mandates of the Supervisory Board members of Deutsche Lufthansa AG

(as of 31 December 2018)

#### Karl-Ludwig Kley

- a) BMW AG <sup>3)</sup> (Deputy Chairman)  
E.ON SE <sup>3)</sup> (Chairman)

#### Christine Behle

- a) Bochum-Gelsenkirchener  
Bahngesellschaft mbH  
Bochum-Gelsenkirchener  
Straßenbahnen AG  
BREMER LAGERHAUS-  
GESELLSCHAFT <sup>3)</sup>  
- Aktiengesellschaft von 1877 -  
(Deputy Chairwoman)  
Dortmunder Stadtwerke AG  
(DSW21) / Dortmunder Stadt-  
werke Holding GmbH

#### Jörg Cebulla

- a) Sparda-Bank Hessen eG
- b) Albatros Versicherungsdienste  
GmbH

#### Herbert Hainer

- a) Allianz SE <sup>3)</sup>  
FC Bayern München AG  
(Deputy Chairman)
- b) Accenture plc., Irland <sup>3)</sup>

#### Carsten Knobel

- b) Henkel Central Eastern Europe  
GmbH, Austria <sup>2)</sup> (Chairman)  
Henkel (China) Investment Co.  
Ltd., China <sup>2)</sup>  
Henkel & Cie. AG, Switzerland <sup>2)</sup>  
(Deputy Chairman)  
Henkel Ltd., United Kingdom <sup>2)</sup>  
Henkel of America Inc., USA <sup>2)</sup>  
(Chairman)

#### Martin Koehler

- a) Delton AG  
(until 31 December 2018)  
Delton Technology SE  
(Deputy Chairman)
- b) American Funds Investment  
Fund, managed by the Capital  
Group, USA  
FlixMobility GmbH

#### Eckhard Lieb (at his departures on 8 May 2018)

- b) Albatros Versicherungsdienste  
GmbH

#### Martina Merz

- a) Thyssenkrupp AG <sup>3)</sup> (Chairwo-  
man since 1 February 2019)
- b) AB Volvo, Sweden <sup>3)</sup>  
Imerys SA, France <sup>3)</sup>  
NV Bekaert SA, Belgium <sup>3)</sup>  
(until 8 May 2019)  
SAF-HOLLAND SA,  
Luxembourg <sup>3)</sup> (Chairwoman)

#### Michael Nilles

- a) Lufthansa Technik AG
- b) Schindler Digital Group AG,  
Switzerland <sup>2)</sup> (Chairman)  
Schindler Holding AG, Switzer-  
land <sup>3)</sup> (Board of Directors)  
Schindler IT Services AG,  
Switzerland <sup>2)</sup> (Chairman)

#### Monika Ribar

- b) Chain IQ Group AG, Switzerland  
Schweizerische Bundesbahnen  
SBB AG, Switzerland (President  
of the Board of Directors, VRP)  
Sika AG, Switzerland <sup>3)</sup>

#### Miriam Sapiro

- b) Project HOPE, USA

#### Stephan Sturm

- a) Fresenius Kabi AG <sup>1)</sup> (Chairman)  
Fresenius Medical Care  
Management AG <sup>1)</sup> (Chairman)
- b) VAMED AG, Austria (Deputy  
Chairman)

#### Christina Weber

- a) LSG Lufthansa Service  
Holding AG

- a) Membership of German supervisory boards required by law
- b) Membership of comparable monitoring bodies at companies in Germany and abroad
- 1) Group mandate in accordance with Section 100 Paragraph 2 Sentence 2 AktG
- 2) Other group mandatet
- 3) Listed company

## Mandates of the Executive Board members of Deutsche Lufthansa AG

(as of 31 December 2018)

### Carsten Spohr

- a) Lufthansa Technik AG <sup>1)</sup>  
(Chairman)  
Thyssenkrupp AG
- b) SN Airholding SA/NV, Belgium

### Thorsten Dirks

- a) Eurowings GmbH <sup>1)</sup> (Chairman)  
Germanwings GmbH <sup>1)</sup>  
(Chairman)
- b) Günes Ekspres Havacilik A.S.  
(Sun Express), Turkey  
SN Airholding SA/NV, Belgium

### Harry Hohmeister

- a) Lufthansa Cargo AG <sup>1)</sup>  
(Chairman)
- b) Aircraft Maintenance and Engineering Corporation (AMECO),  
China  
Austrian Airlines AG, Austria  
(Chairman)  
Miles & More GmbH (Chairman)  
Swiss International Air Lines AG,  
Switzerland

### Detlef Kayser (Member of the Executive Board since 1 January 2019)

- a) Aerodata AG  
Lufthansa Technik AG <sup>1)</sup>
- b) Günes Ekspres Havacilik A.S.  
(Sun Express), Turkey  
Iumics GmbH & Co. KG  
Miles & More GmbH

### Ulrik Svensson

- a) LSG Lufthansa Service  
Holding AG <sup>1)</sup>  
Lufthansa Cargo AG <sup>1)</sup>  
Lufthansa Technik AG <sup>1)</sup>
- b) Austrian Airlines AG, Austria  
(Deputy Chairman)  
Lufthansa AirPlus Servicekarten  
GmbH (Chairman)  
Miles & More GmbH (Deputy  
Chairman)  
ÖLH Österreichische  
Luftverkehrs-Holding GmbH,  
Austria (Deputy Chairman)  
SN Airholding SA/NV, Belgium  
Swiss International Air Lines AG,  
Switzerland

### Bettina Volkens

- a) LSG Lufthansa Service Holding  
AG <sup>1)</sup> (Chairwoman)

a) Membership of German supervisory boards required by law

b) Membership of comparable monitoring bodies at companies in Germany and abroad

1) Group mandate in accordance with Section 100 Paragraph 2 Sentence 2 AktG

## LIST OF SHAREHOLDINGS – SIGNIFICANT EQUITY INVESTMENTS

T34	SIGNIFICANT EQUITY INVESTMENTS	Stake	Result taxes *	Shareholders' equity *
Name, registered office	in %	in €m	in €m	
Aerococina S.A. de C.V., Mexico-City, Mexico	51.98%	2	10	
Aerologic GmbH, Leipzig, Germany	50.00%	5 <sup>3)</sup>	33 <sup>3)</sup>	
AFS Aviation Fuel Services GmbH, Hamburg, Germany	33.33%	2 <sup>2) 8)</sup>	2 <sup>2) 8)</sup>	
Air Dolomiti S.p.A. Linee Aeree Regionali Europee, Dossobuono di Villafranca (Verona), Italy	100.00%	-6	50	
Aircraft Maintenance and Engineering Corp., Beijing, China	25.00%	22 <sup>2) 3)</sup>	258 <sup>2) 3)</sup>	
AIRO Catering Services - Ukraine, Boryspil, Ukraine	100.00%	-- <sup>4)</sup>	0 <sup>1)</sup>	
AIRO Catering Services Eesti OÜ, Tallinn, Estonia	100.00%	0 <sup>1)</sup>	2	
Airo Catering Services Latvija SIA, Marupe, Latvia	100.00%	0 <sup>1)</sup>	0 <sup>1)</sup>	
AIRO Catering Services Sweden AB, Upplands Väsby, Sweden	100.00%	0 <sup>1)</sup>	11	
AirPlus Air Travel Card Vertriebsgesellschaft mbH i.L., Vienna, Austria	100.00%	34	2	
AirPlus Holding GmbH, Vienna, Austria	100.00%	31	1	
AirPlus International AG, Kloten, Switzerland	100.00%	2	15	
AirPlus International Limited, London, United Kingdom	100.00%	9	25	
AirPlus International S.r.l., Bologna, Italy	100.00%	5	27	
AirPlus International, Inc., Alexandria, USA	100.00%	1	17	
AirPlus Payment Management Co., Ltd., Shanghai, China	100.00%	4	41	
AirTrust AG, Zug, Switzerland	100.00%	428	98	
ALMEIDA & CADIMA, LDA, Lisbon, Portugal	100.00%	0 <sup>1)</sup>	0 <sup>1)</sup>	
Alpha LSG Limited, Manchester, United Kingdom	50.00%	6 <sup>3)</sup>	14 <sup>3)</sup>	
Arlington Services Mexico, S.A. de C.V., Mexico-City, Mexico	100.00%	2	15	
Arlington Services Panama S.A., Panama-City, Panama	100.00%	11	10	
Arlington Services, Inc., Wilmington, USA	100.00%	0 <sup>1)</sup>	2	
AUA Beteiligungen Gesellschaft m.b.H., Vienna-Airport, Austria	100.00%	18	10	
Austrian Airlines AG, Vienna-Airport, Austria	100.00%	86	442	
Austrian Airlines Lease and Finance Company Ltd., Guernsey, United Kingdom	100.00%	9	52	
AVIAPIT-SOCHI OOO, Sotschi, Russia	100.00%	0 <sup>1)</sup>	1	
AviationPower GmbH, Hamburg, Germany	49.00%	3 <sup>2) 9)</sup>	9 <sup>2) 9)</sup>	
Bahia Catering Ltda., Sao Cristovao (Salvador), Brasil	100.00%	0 <sup>1)</sup>	2	
BCC Corporate NV/SA, Brussels, Belgium	100.00%	-3	8	
Belém Serviços de Bordo Ltda., CRP Belém, Brasil	70.00%	0 <sup>1)</sup>	0 <sup>1)</sup>	
BizJet International Sales & Support, Inc., Tulsa, USA	100.00%	0 <sup>1)</sup>	16	
Brussels Airlines NV/SA, Brussels, Belgium	100.00%	-7	11	
Capital Gain International (1986) Ltd., Hong Kong, China	100.00%	1	4	
Cater Suprimento de Refeicoes, Ltda., Rio de Janeiro, Brasil	100.00%	-1	-6	
Caterair Servicos de Bordo e Hotelaria Ltda., Rio de Janeiro, Brasil	100.00%	2	7	
CateringPor - Catering de Portugal, S.A., Lisbon, Portugal	49.00%	2 <sup>2) 3)</sup>	7 <sup>2) 3)</sup>	
Charm Food Service Co. Ltd., Incheon, South Korea	80.00%	0 <sup>1)</sup>	4	
CLS Catering Services Ltd., Vancouver, British Columbia, Kanada	70.00%	4	25	
Comercializadora de Servicios Limitada, Santiago de Chile, Chile	100.00%	0 <sup>1)</sup>	0 <sup>1)</sup>	
Comisariato de Baja California, S.A. de C.V., Tijuana, Mexico	51.00%	1	2	
Comisariatos Gotre, S.A. de C.V., Torreon, Mexico	51.00%	0 <sup>1)</sup>	1	
Constance Food Group, Inc., New York, USA	100.00%	2	17	
Cosmo Enterprise Co., Ltd., Narita City, Japan	20.00%	-- <sup>4)</sup>	-- <sup>4)</sup>	
Crane Strategic Investment S.C.S., Grevenmacher, Luxembourg	100.00%	-- <sup>4)</sup>	-- <sup>4)</sup>	
Delvag Versicherungs-AG, Cologne, Germany	100.00%	2 <sup>2)</sup>	53 <sup>2)</sup>	
Diners Club Spain S.A., Madrid, Spain	25.00%	2 <sup>2) 3)</sup>	13 <sup>2) 3)</sup>	
DLH Fuel Company mbH, Hamburg, Germany	100.00%	3 <sup>2) 9)</sup>	7 <sup>2) 9)</sup>	
Edelweiss Air AG, Kloten, Switzerland	100.00%	38	99	

<b>T34</b>	<b>SIGNIFICANT EQUITY INVESTMENTS</b>	<b>Stake</b>	<b>Result taxes *</b>	<b>Shareholders' equity *</b>
Name, registered office	in %	in €m	in €m	
EME Aero Sp.z.o.o, Jasionka, Poland	50.00%	-7 <sup>2)</sup>	24 <sup>2)</sup>	
Eurowings Aviation GmbH, Cologne, Germany	100.00%	10	1	
Eurowings Digital GmbH, Cologne, Germany	100.00%	0 <sup>1)</sup>	0 <sup>1)</sup>	
Eurowings Europe GmbH, Vienna-Airport, Austria	100.00%	5	2	
Eurowings GmbH, Düsseldorf, Germany	100.00%	-154	107	
Eurowings Technik GmbH, Cologne, Germany	100.00%	-1	0 <sup>1)</sup>	
Evertaste GmbH, Alzey, Germany	100.00%	3	1	
Evertaste Limited, West Drayton, United Kingdom	51.00%	1	2	
Evertaste Oy, Vantaa, Finland	100.00%	-2	-2	
Evertaste S.r.l., Fiumicino, Italy	100.00%	0 <sup>1)</sup>	4	
Fortaleza Serviços de Bordo Ltda., Fortaleza, Brasil	70.00%	0 <sup>1)</sup>	1	
Gansu HNA LSG Sky Chefs Co., Ltd, Lanzhou, China	49.00%	1 <sup>2) 3)</sup>	4 <sup>2) 3)</sup>	
Germanwings GmbH, Cologne, Germany	100.00%	-50	58	
Global Brand Management AG, Basel, Switzerland	100.00%	44	455	
Günes Ekspres Havacilik Anonim Sirketi (Sun Express), Antalya, Turkey	50.00%	24	126	
Hamburger Gesellschaft für Flughafenanlagen mbH, Hamburg, Germany	100.00%	2	207	
Hawker Pacific Aerospace, Sun Valley, USA	100.00%	-10	15	
HEICO Aerospace Holdings Corp., 33021 Florida, USA	20.00%	45 <sup>3)</sup>	255 <sup>3)</sup>	
Hong Kong Beijing Air Catering Ltd., Hong Kong, China	45.00%	8 <sup>2) 3)</sup>	6 <sup>2) 3)</sup>	
Hong Kong Shanghai Air Catering Ltd., Hong Kong, China	45.00%	0 <sup>2) 3)</sup>	8 <sup>2) 3)</sup>	
Inflight Catering (Pty) Ltd., Johannesburg, South Africa	100.00%	-- <sup>4)</sup>	-- <sup>4)</sup>	
Inflight Catering Services Limited, Dar es Salaam, Tanzania	61.99%	0 <sup>1)</sup>	3	
Inflite Holdings (Cayman) Ltd., Grand Cayman, Cayman Islands	49.00%	6 <sup>3)</sup>	36 <sup>3)</sup>	
Inflite Holdings (St. Lucia) Ltd., Castries, St. Lucia	49.00%	6 <sup>3)</sup>	25 <sup>3)</sup>	
International Food Services Ltd., Hong Kong, China	100.00%	0 <sup>1)</sup>	4	
Inversiones Turísticas Aeropuerto Panama, S.A., Panama-City, Panama	100.00%	-- <sup>4)</sup>	-- <sup>4)</sup>	
JASEN Grundstücksgesellschaft mbH & Co. oHG, Grünwald, Germany	100.00%	1	25	
Jettainer Americas, Inc., Wilmington, USA	100.00%	1	6	
Jettainer GmbH, Raunheim, Germany	100.00%	1	5	
LeaseAir GmbH & Co. Verkehrsflugzeuge V KG, Düsseldorf, Germany	100.00%	8	38	
LHAMI LEASING LIMITED, Dublin, Ireland	100.00%	-1	739	
LHAMIH LIMITED, Dublin, Ireland	100.00%	0 <sup>1)</sup>	4,257	
LHBD Holding Limited, London, United Kingdom	100.00%	0 <sup>1)</sup>	0 <sup>1)</sup>	
LSG Asia GmbH, Neu-Isenburg, Germany	100.00%	23	0 <sup>1)</sup>	
LSG Catering (Thailand) Ltd., Bangkok, Thailand	100.00%	3	2	
LSG Catering China Ltd., Hong Kong, China	100.00%	0 <sup>1)</sup>	-4	
LSG Catering Guam, Inc., Guam, USA	100.00%	8	-1	
LSG Catering Hong Kong Ltd., Hong Kong, China	100.00%	11	88	
LSG Catering Saipan, Inc., Saipan, Micronesia	100.00%	7	0 <sup>1)</sup>	
LSG France SAS, Paris, France	100.00%	-2	0 <sup>1)</sup>	
LSG Helvetia SAS, Paris, France	100.00%	-2	-1	
LSG Holding Asia Ltd., Hong Kong, China	86.88%	5	18	
LSG Linearis S.A.S., Paris, France	100.00%	0 <sup>1)</sup>	0 <sup>1)</sup>	
LSG Lufthansa Service - Sky Chefs do Brasil Catering, Refeições Ltda., Guarulhos, Brasil	100.00%	-7	-22	
LSG Lufthansa Service Asia Ltd., Hong Kong, China	100.00%	27	34	
LSG Lufthansa Service Cape Town (Pty) Ltd., Cape Town, South Africa	100.00%	-- <sup>4)</sup>	0 <sup>1)</sup>	
LSG Lufthansa Service Catering- und Dienstleistungsgesellschaft mbH, Neu-Isenburg, Germany	100.00%	0 <sup>1)</sup>	2	
LSG Lufthansa Service Enterprises Ltd., Hong Kong, China	100.00%	2	1	
LSG Lufthansa Service Europa/Afrika GmbH, Neu-Isenburg, Germany	100.00%	26	207	
LSG Lufthansa Service Guam, Inc., Guam, USA	100.00%	3	8	

<b>T34</b>	<b>SIGNIFICANT EQUITY INVESTMENTS</b>	<b>Stake</b>	<b>Result taxes *</b>	<b>Shareholders' equity *</b>
Name, registered office	in %	in €m	in €m	
LSG Lufthansa Service Holding AG, Neu-Isenburg, Germany	100.00%	-39	659	
LSG Lufthansa Service Hong Kong Ltd., Hong Kong, China	41.62% <sup>5)</sup>	10	25	
LSG Lufthansa Service Saipan, Inc., Saipan, Micronesia	100.00%	1	7	
LSG Sky Chefs - First Catering Schweiz AG, Bassersdorf, Switzerland	60.00%	1	1	
LSG Sky Chefs (India) Private Ltd., Mumbai, India	100.00%	0 <sup>1)</sup>	6	
LSG Sky Chefs (Qingdao) Co., Ltd., Laixi City, China	100.00%	0 <sup>1)</sup>	1	
LSG Sky Chefs (Thailand) Ltd., Bangkok, Thailand	64.30%	4	12	
LSG Sky Chefs Argentina S.A., Buenos Aires, Argentina	100.00%	8	9	
LSG Sky Chefs Belgium N.V., Zaventem, Belgium	100.00%	1	12	
LSG Sky Chefs Berlin GmbH, Neu-Isenburg, Germany	100.00%	0 <sup>1)</sup>	1	
LSG Sky Chefs Bremen GmbH, Neu-Isenburg, Germany	100.00%	0 <sup>1)</sup>	-2	
LSG Sky Chefs Brussels International BVBA, Zaventem, Belgium	100.00%	0 <sup>1)</sup>	-4	
LSG Sky Chefs Czechia spol. s.r.o., Bor, Czechia	100.00%	0 <sup>1)</sup>	4	
LSG Sky Chefs Danmark A/S, Dragør, Denmark	100.00%	0 <sup>1)</sup>	1	
LSG Sky Chefs de Venezuela C.A., Caracas, Venezuela	99.99%	2	2	
LSG Sky Chefs Düsseldorf GmbH, Neu-Isenburg, Germany	100.00%	-2	0 <sup>1)</sup>	
LSG Sky Chefs Europe GmbH, Neu-Isenburg, Germany	100.00%	0 <sup>1)</sup>	0 <sup>1)</sup>	
LSG Sky Chefs Frankfurt International GmbH, Neu-Isenburg, Germany	100.00%	-9	5	
LSG Sky Chefs Frankfurt ZD GmbH, Neu-Isenburg, Germany	100.00%	-18	11	
LSG Sky Chefs Hamburg GmbH, Neu-Isenburg, Germany	100.00%	-2	-5	
LSG Sky Chefs Havacilik Hizmetleri A.S., Sefaköy-Istanbul, Turkey	100.00%	-2	-4	
LSG Sky Chefs Istanbul Catering Hizmetleri A.S., Istanbul, Turkey	100.00% <sup>6)</sup>	0 <sup>1)</sup>	10	
LSG Sky Chefs Kenya Limited, Nairobi, Kenya	50.20%	-2	4	
LSG Sky Chefs Köln GmbH, Neu-Isenburg, Germany	100.00%	0 <sup>1)</sup>	5	
LSG Sky Chefs Korea Co Ltd., Incheon, South Korea	80.00%	10	113	
LSG Sky Chefs Leipzig GmbH, Neu-Isenburg, Germany	100.00%	0 <sup>1)</sup>	-1	
LSG Sky Chefs Lounge GmbH, Neu-Isenburg, Germany	100.00%	2	0 <sup>1)</sup>	
LSG Sky Chefs Lounge, Inc., Wilmington, USA	100.00%	-- <sup>4)</sup>	0 <sup>1)</sup>	
LSG Sky Chefs Malmö AB, Stockholm, Sweden	100.00%	0 <sup>1)</sup>	1	
LSG Sky Chefs München GmbH, Neu-Isenburg, Germany	100.00%	4	-32	
LSG Sky Chefs New Zealand Limited, Auckland, New Zealand	100.00%	1	26	
LSG Sky Chefs Norge AS, Gardermoen, Norway	100.00%	2	2	
LSG Sky Chefs North America Solutions, Inc., Wilmington, USA	100.00%	9	14	
LSG Sky Chefs Objekt- und Verwaltungsgesellschaft mbH, Neu-Isenburg, Germany	100.00%	4	118	
LSG Sky Chefs RPC West GmbH, Neu-Isenburg, Germany	100.00%	0 <sup>1)</sup>	0 <sup>1)</sup>	
LSG Sky Chefs Rus, Moscow, Russia	100.00%	1	2	
LSG Sky Chefs S.p.A., Fiumicino, Italy	100.00%	5	17	
LSG Sky Chefs Schweiz AG, Bassersdorf, Switzerland	100.00%	0 <sup>1)</sup>	5	
LSG Sky Chefs South Africa (Proprietary) Ltd., Johannesburg, South Africa	100.00%	-2	-5	
LSG Sky Chefs Spain, S.A., Madrid, Spain	100.00%	0 <sup>1)</sup>	0 <sup>1)</sup>	
LSG Sky Chefs Supply Chain Solutions, Inc., Wilmington, USA	100.00%	-3	5	
LSG Sky Chefs Sverige AB, Stockholm, Sweden	100.00%	2	2	
LSG Sky Chefs TAAG Angola S.A., Luanda, Angola	40.00% <sup>5)</sup>	5	6	
LSG Sky Chefs UK Ltd., West Drayton, United Kingdom	100.00%	0 <sup>1)</sup>	0 <sup>1)</sup>	
LSG Sky Chefs USA, Inc., Wilmington, USA	100.00%	0 <sup>1)</sup>	485	
LSG Sky Chefs Verwaltungsgesellschaft mbH, Neu-Isenburg, Germany	100.00%	-89	122	
LSG South America GmbH, Neu-Isenburg, Germany	100.00%	23	5	
LSG Transalpino SAS, Paris, France	100.00%	0 <sup>1)</sup>	0 <sup>1)</sup>	
LSG/Sky Chefs Europe Holdings Ltd., West Drayton, United Kingdom	100.00%	-2	47	
LSG-Food & Nonfood Handel GmbH, Neu-Isenburg, Germany	100.00%	0 <sup>1)</sup>	1	

<b>T34</b>	<b>SIGNIFICANT EQUITY INVESTMENTS</b>	<b>Stake</b>	<b>Result taxes *</b>	<b>Shareholders' equity *</b>
Name, registered office	in %	in €m	in €m	
LSY GmbH, Norderstedt, Germany	100.00%	3	518	
Luftfahrtgesellschaft Walter mit beschränkter Haftung, Dortmund, Germany	100.00%	5	6	
Lufthansa AirPlus Servicekarten GmbH, Neu-Isenburg, Germany	100.00%	35	177	
Lufthansa Asset Management GmbH, Frankfurt am Main, Germany	100.00%	9	4,031	
Lufthansa Asset Management Leasing GmbH, Frankfurt am Main, Germany	100.00%	-2	24	
Lufthansa Aviation Training Berlin GmbH, Berlin, Germany	100.00%	0 <sup>1)</sup>	8	
Lufthansa Aviation Training Germany GmbH, Frankfurt am Main, Germany	100.00%	10	31	
Lufthansa Aviation Training GmbH, Hallbergmoos, Germany	100.00%	0 <sup>1)</sup>	118	
Lufthansa Aviation Training Switzerland AG, Kloten, Switzerland	100.00%	5	56	
Lufthansa Bombardier Aviation Services GmbH, Schönefeld, Germany	51.00%	0 <sup>2) 3)</sup>	4 <sup>2) 3)</sup>	
Lufthansa Cargo AG, Frankfurt am Main, Germany	100.00%	159	235	
Lufthansa CityLine GmbH, Munich-Airport, Germany	100.00%	27	109	
Lufthansa Commercial Holding GmbH, Frankfurt am Main, Germany	100.00%	36	5,571	
Lufthansa Engineering and Operational Services GmbH, Frankfurt am Main, Germany	100.00%	5 <sup>2)</sup>	5 <sup>2)</sup>	
Lufthansa Global Business Services GmbH, Frankfurt am Main, Germany	100.00%	-2	-4	
Lufthansa Global Tele Sales GmbH, Berlin, Germany	100.00%	-1 <sup>2)</sup>	7 <sup>2)</sup>	
Lufthansa Industry Solutions AS GmbH, Norderstedt, Germany	100.00%	6	4	
Lufthansa Industry Solutions BS GmbH, Raunheim, Germany	100.00%	4	6	
Lufthansa Industry Solutions GmbH & Co. KG, Norderstedt, Germany	100.00%	17	43	
Lufthansa Leasing Austria 1. Beteiligungs GmbH, Salzburg, Austria	100.00%	4	4	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 10, Salzburg, Austria	100.00%	37	49	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 12, Salzburg, Austria	100.00%	26	35	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 14, Salzburg, Austria	100.00%	49	72	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 15, Salzburg, Austria	100.00%	16	24	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 16, Salzburg, Austria	100.00%	13	26	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 17, Salzburg, Austria	100.00%	11	16	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 18, Salzburg, Austria	100.00%	5	15	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 19, Salzburg, Austria	100.00%	4	6	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 20, Salzburg, Austria	100.00%	11	17	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 21, Salzburg, Austria	100.00%	18	27	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 22, Salzburg, Austria	100.00%	11	94	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 24, Salzburg, Austria	100.00%	4	75	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 25, Salzburg, Austria	100.00%	3	70	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 26, Salzburg, Austria	100.00%	6	217	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 27, Salzburg, Austria	100.00%	6	35	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 28, Salzburg, Austria	100.00%	31	266	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 29, Salzburg, Austria	100.00%	-1	37	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 30, Salzburg, Austria	100.00%	2	23	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 31, Salzburg, Austria	100.00%	2	26	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 32, Salzburg, Austria	100.00%	12	126	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 33, Salzburg, Austria	100.00%	1	67	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 34, Salzburg, Austria	100.00%	2	32	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 35, Salzburg, Austria	100.00%	-- <sup>4)</sup>	-- <sup>4)</sup>	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 36, Salzburg, Austria	100.00%	-- <sup>4)</sup>	-- <sup>4)</sup>	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 37, Salzburg, Austria	100.00%	-- <sup>4)</sup>	-- <sup>4)</sup>	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 38, Salzburg, Austria	100.00%	-- <sup>4)</sup>	-- <sup>4)</sup>	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 39, Salzburg, Austria	100.00%	-2	22	
Lufthansa Leasing Austria GmbH & Co. OG Nr. 50, Salzburg, Austria	100.00%	24	46	
Lufthansa Malta Aircraft-Leasing Ltd, St. Julians, Malta	100.00%	140	1,219	
Lufthansa Malta Blues LP, St. Julians, Malta	99.99%	0 <sup>1)</sup>	62	

<b>T34</b>	<b>SIGNIFICANT EQUITY INVESTMENTS</b>	<b>Stake</b>	<b>Result taxes *</b>	<b>Shareholders' equity *</b>
Name, registered office	in %	in €m	in €m	
Lufthansa Malta Corporate Finance Limited, St. Julians, Malta	100.00%	8	613	
Lufthansa Malta Finance Holding Limited, St. Julians, Malta	100.00%	6	635	
Lufthansa Malta Working Capital Solutions Limited, St. Julians, Malta	100.00%	0 <sup>1)</sup>	0 <sup>1)</sup>	
Lufthansa Process Management GmbH, Neu-Isenburg, Germany	100.00%	1	0 <sup>1)</sup>	
Lufthansa Seeheim GmbH, Seeheim-Jugenheim, Germany	100.00%	-1	3	
Lufthansa Systems Americas, Inc., Irving, USA	100.00%	1	3	
Lufthansa Systems GmbH & Co. KG, Raunheim, Germany	100.00%	6	-18	
Lufthansa Technik AERO Alzey GmbH, Alzey, Germany	100.00%	35	46	
Lufthansa Technik AG, Hamburg, Germany	100.00%	123	679	
Lufthansa Technik Airmotive Ireland Holdings Ltd., Dublin, Ireland	100.00%	-1	163	
Lufthansa Technik Airmotive Ireland Leasing Ltd., Dublin, Ireland	100.00%	37	209	
Lufthansa Technik Budapest Repülögép Nagyjavító Kft., Budapest, Hungary	100.00%	1	9	
Lufthansa Technik Component Services LLC, Tulsa, USA	100.00%	2	11	
Lufthansa Technik Immobilien- und Verwaltungsgesellschaft mbH, Hamburg, Germany	100.00%	2	35	
Lufthansa Technik Landing Gear Services UK Ltd., Kestrel Way, Hayes, United Kingdom	100.00%	-7	-8	
Lufthansa Technik Logistik GmbH, Hamburg, Germany	100.00%	1	4	
Lufthansa Technik Logistik Services GmbH, Hamburg, Germany	100.00%	-3	2	
Lufthansa Technik Maintenance International GmbH, Frankfurt am Main, Germany	100.00%	-4	8	
Lufthansa Technik Malta Limited, Luqa, Malta	92.00%	4	5	
Lufthansa Technik North America Holding Corp., Tulsa, USA	100.00%	0 <sup>1)</sup>	239	
Lufthansa Technik Objekt- und Verwaltungsgesellschaft mbH, Hamburg, Germany	100.00%	7	141	
Lufthansa Technik Philippines, Inc., Manila, Philippines	51.00%	33	83	
Lufthansa Technik Puerto Rico LLC, San Juan, Puerto Rico	100.00%	1	9	
Lufthansa Technik Shannon Limited, Claire, Ireland	100.00%	2	35	
Lufthansa Technik Sofia OOD, Sofia, Bulgaria	75.10%	3	18	
MARDU Grundstücks-Verwaltungsgesellschaft mbH & Co. oHG, Grünwald, Germany	100.00%	12	159	
Miles & More GmbH, Neu-Isenburg, Germany	100.00%	72	37	
MIM IFE Limited, Dublin, Ireland	100.00%	0 <sup>1)</sup>	1	
MUSA Grundstücks-Verwaltungsgesellschaft mbH & Co. oHG, Grünwald, Germany	100.00%	4	34	
Myanmar LSG Lufthansa Service Ltd., Yangon, Myanmar	100.00%	2	8	
N3 Engine Overhaul Services GmbH & Co. KG, Arnstadt, Germany	50.00%	23 <sup>3)</sup>	112 <sup>3)</sup>	
Nanjing Lukou International Airport LSG Catering Co Ltd., Nanjing, China	40.00%	3 <sup>2) 3)</sup>	11 <sup>2) 3)</sup>	
Natal Catering Ltda., Aeroporto São Gonçalo do Amarante, Brasil	70.00%	0 <sup>1)</sup>	0 <sup>1)</sup>	
Oakfield Farms Solutions, L.L.C., Wilmington, Delaware, USA	100.00%	3	7	
ÖLB Österreichische Luftverkehrs-Beteiligungs GmbH, Vienna-Airport, Austria	100.00%	0 <sup>1)</sup>	352	
ÖLH Österreichische Luftverkehrs-Holding GmbH, Vienna-Airport, Austria	100.00%	7) 1	172	
ÖLP Österreichische Luftverkehrs-Privatstiftung, Vienna-Airport, Austria	0.00%	5) 0 <sup>1)</sup>	0 <sup>1)</sup>	
Quinto Grundstücksgesellschaft mbH & Co. oHG, Grünwald, Germany	99.73%	3	78	
Retail In Motion Asia Limited, Hong Kong, China	100.00%	0 <sup>1)</sup>	1	
Retail in Motion GmbH, Neu-Isenburg, Germany	100.00%	7	16	
Retail in Motion Latin America SpA, Santiago de Chile, Chile	100.00%	0 <sup>1)</sup>	1	
Retail in Motion Limited, Dublin, Ireland	100.00%	2	47	
Retail In Motion Mexico S. de R.L. de C.V., Mexico-City, Mexico	51.00%	0 <sup>1)</sup>	0 <sup>1)</sup>	
Retail Inmotion Middle East L.L.C., Abu Dhabi, United Arab Emirates	100.00%	-1	-1	
SC International Services, Inc., Wilmington, USA	100.00%	16	480	
SCIS Air Security Corporation, Wilmington, USA	100.00%	12	14	
ServCater Internacional Ltda., Guarulhos, Brasil	90.00%	-5	-19	
Shanghai Pudong International Airport Cargo Terminal Co. Ltd., Shanghai, China	29.00%	79 <sup>2) 3)</sup>	183 <sup>2) 3)</sup>	
Siam Flight Services Ltd., Bangkok, Thailand	49.00%	3	4	
Silver Wings Bulgaria OOD, Sofia, Bulgaria	28.75%	8) 1	6	

<b>T34</b>	<b>SIGNIFICANT EQUITY INVESTMENTS</b>	<b>Stake</b>	<b>Result taxes *</b>	<b>Shareholders' equity *</b>
Name, registered office	in %	in €m	in €m	
Sky Chefs Argentine, Inc., Wilmington, USA	100.00%	-- <sup>4)</sup>	0 <sup>1)</sup>	
Sky Chefs Chile SpA, Santiago de Chile, Chile	100.00%	-2	16	
Sky Chefs De Mexico, S.A. de C.V., Mexico-City, Mexico	51.00%	7	14	
Sky Chefs de Panama, S.A., Panama-City, Panama	100.00%	4	23	
Sky Chefs Things Remembered Services FZE, Lagos, Nigeria	51.00%	-2	-2	
Sky Chefs Things Remembered Services Limited, Lagos, Nigeria	51.00%	0 <sup>1)</sup>	0 <sup>1)</sup>	
Sky Chefs, Inc., Wilmington, USA	100.00%	37	-91	
SkylogistiX GmbH, Neu-Isenburg, Germany	51.00%	1	1	
SN Airholding SA/NV, Brussels, Belgium	100.00%	0 <sup>1)</sup>	194	
Spairliners GmbH, Hamburg, Germany	50.00%	6 <sup>2) 3)</sup>	74 <sup>2) 3)</sup>	
Spiriant Asia Pacific Limited, Hong Kong, China	100.00%	0 <sup>1)</sup>	1	
Spiriant Bahrain Limited W.L.L., Manama, Bahrain	60.00%	0 <sup>1)</sup>	0 <sup>1)</sup>	
Spiriant GmbH, Neu-Isenburg, Germany	100.00%	7	9	
Supply Chain S.à.r.l., Senningerberg, Luxembourg	100.00%	6	18	
Swiss Aviation Software AG, Basel, Switzerland	100.00%	11	18	
Swiss Global Air Lines AG, Basel, Switzerland	100.00%	0 <sup>1)</sup>	0 <sup>1)</sup>	
Swiss International Air Lines AG, Basel, Switzerland	100.00%	421	1,856	
Terminal 2 Gesellschaft mbH & Co oHG, Munich-Airport, Germany	40.00%	77	62	
TGV DLH, Düsseldorf, Germany	100.00%	-27	1,770	
time:matters GmbH, Neu-Isenburg, Germany	100.00%	8	1	
time:matters Holding GmbH, Neu-Isenburg, Germany	100.00%	13	70	
time:matters Spare Parts Logistics GmbH, Neu-Isenburg, Germany	100.00%	1	0 <sup>1)</sup>	
Tolmachevo Catering OOO, Novosibirsk, Russia	26.00%	2 <sup>2) 3)</sup>	1 <sup>2) 3)</sup>	
Wenzhou Longwan International Airport LSG Sky Chefs Co Ltd, Wenzhou City, China	40.00%	-- <sup>4)</sup>	-- <sup>4)</sup>	
Western Aire Chef, Inc., Wilmington, USA	100.00%	3	4	
XEOS Sp.z.o.o., Warsaw, Poland	51.00%	-32 <sup>2) 3)</sup>	221 <sup>2) 3)</sup>	
Xian Eastern Air Catering Co. Ltd, Xian, China	30.00%	3 <sup>2) 3)</sup>	6 <sup>2) 3)</sup>	
Yunnan Eastern Air Catering Co. Ltd., Kunming, China	24.90%	3 <sup>2) 3)</sup>	11 <sup>2) 3)</sup>	
ZAO Aeromar, Moscow Region, Russia	49.00%	22 <sup>3)</sup>	66 <sup>3)</sup>	
ZAO AeroMEAL, Yemelyanovo, Russia	100.00%	0 <sup>1)</sup>	1	

\* IFRS disclosures

1 < EUR 500k

2 Local GAAP disclosures

3 Financial statements from 2017

4 No figures available

5 Management responsibility for this company lies with the LH Group

7 33.34% of the equity stake and 50.01% of voting rights are attributed via a call option

6 50.20% of equity and voting rights come from ÖLP

8 28.75% of the equity stake and voting rights are attributed via a call option

9 Financial statements from 2016



## Publishing information

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### Further information

Comprehensive, up-to-date information about Lufthansa's economic development, including the Group annual report and interim reports, is available online at

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