## Investor Info Q3 2020

## Lufthansa Group

|  |  | Jul | yoy | Aug | yoy | Sep | yoy | Q3 | yoy |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Lufthansa Group Airlines (incl. Cargo) | Passengers in 1,000 | 2,905 | -80.1\% | 3,265 | -77.0\% | 2,512 | -82.0\% | 8,681 | -79.7\% |
|  | Available seat-kilometers (m) | 6,449 | -80.9\% | 8,288 | -75.3\% | 7,596 | -76.4\% | 22,333 | -77.6\% |
|  | Revenue seat-kilometers (m) | 3,813 | -87.0\% | 4,515 | -84.6\% | 3,504 | -87.2\% | 11,833 | -86.2\% |
|  | Passenger load-factor (\%) | 59.1 | -27.8pts. | 54.5 | -32.8pts. | 46.1 | -38.7pts. | 53.0 | -33.4pts. |
|  | Available Cargo tonne-kilometers (m) | 763 | -50.1\% | 815 | -46.4\% | 838 | -43.6\% | 2,417 | -46.7\% |
|  | Revenue Cargo tonne-kilometers (m) | 548 | -38.9\% | 584 | -34.6\% | 627 | -29.6\% | 1,759 | -34.4\% |
|  | Cargo load-factor (\%) | 71.8 | +13.1pts. | 71.6 | +13.0pts. | 74.8 | +14.9pts. | 72.8 | +13.7pts. |
|  | Number of flights | 29,351 | -73.6\% | 35,009 | -67.7\% | 33,141 | -69.6\% | 97,501 | -70.3\% |
|  | P |  | -82.5\% |  | -79.5 | 1,125 | -83.5\% |  | 81.8\% |
| Lufthansa German Airlines* | Available seat-kilometers (m) | 3,168 | -83.9\% | 4,343 | -77.8\% | 4,196 | -77.9\% | 11,707 | -79.9\% |
|  | Revenue seat-kilometers (m) | 1,752 | -89.7\% | 2,149 | -87.3\% | 1,776 | -88.9\% | 5,677 | -88.7\% |
|  | Passenger load-factor (\%) | 55.3 | -31.5pts. | 49.5 | -37.4pts. | 42.3 | -42.0pts. | 48.5 | -37.5pts. |
|  | Number of flights | 12,949 | -74.6\% | 15,233 | -69.0\% | 15,636 | -69.2\% | 43,818 | -71.0\% |
| thereof <br> Hub FRA | Passengers in 1,000 | 820 | -80.6\% | 921 | -77.7\% | 700 | -82.8\% | 2,441 | -80.3\% |
|  | Available seat-kilometers (m) | 2,231 | -82.5\% | 3,145 | -75.3\% | 3,012 | -75.6\% | 8,387 | -77.8\% |
|  | Revenue seat-kilometers (m) | 1,289 | -88.4\% | 1,623 | -85.4\% | 1,326 | -87.3\% | 4,239 | -87.0\% |
|  | Passenger load-factor (\%) | 57.8 | -29.5pts. | 51.6 | -35.8pts. | 44.0 | -40.4pts. | 50.5 | -35.9pts. |
|  | Number of flights | 7,397 | -73.8\% | 8,939 | -67.9\% | 8,439 | -69.9\% | 24,775 | -70.5\% |
| thereof Hub MUC | Passengers in 1,000 | 383 | -85.0\% | 427 | -81.9\% | 395 | -84.0\% | 1,205 | -83.7\% |
|  | Available seat-kilometers (m) | 898 | -85.0\% | 1,155 | -80.5\% | 1,100 | -81.2\% | 3,153 | -82.2\% |
|  | Revenue seat-kilometers (m) | 447 | -91.4\% | 509 | -90.0\% | 422 | -91.5\% | 1,378 | -91.0\% |
|  | Passenger load-factor (\%) | 49.8 | -37.1pts. | 44.1 | -42.1pts. | 38.4 | -46.1pts. | 43.7 | -42.1pts. |
|  | Number of flights | 4,902 | -75.6\% | 5,632 | -70.2\% | 6,527 | -67.4\% | 17,061 | -71.1\% |
| SWISS | Passengers in 1,000 | 560 | -74.6\% | 546 | -74.9\% | 354 | -82.3\% | 1,460 | -77.1\% |
|  | Available seat-kilometers (m) | 1,474 | -74.6\% | 1,579 | -72.3\% | 1,394 | -73.8\% | 4,448 | -73.6\% |
|  | Revenue seat-kilometers (m) | 789 | -84.6\% | 755 | -85.1\% | 523 | -88.5\% | 2,067 | -86.0\% |
|  | Passenger load-factor (\%) | 53.5 | -34.4pts. | 47.8 | -41.0pts. | 37.5 | -48.1pts. | 46.5 | -41.0pts. |
|  | Number of flights | 5,055 | -68.4\% | 5,408 | -66.0\% | 4,119 | -72.6\% | 14,582 | -68.9\% |
| Austrian Airlines | Passengers in 1,000 | 224 | -85.3\% | 299 | -79.9\% | 238 | -83.8\% | 760 | -83.0\% |
|  | Available seat-kilometers (m) | 385 | -86.4\% | 576 | -79.4\% | 533 | -80.3\% | 1,494 | -82.1\% |
|  | Revenue seat-kilometers (m) | 223 | -90.9\% | 332 | -86.4\% | 265 | -88.4\% | 820 | -88.6\% |
|  | Passenger load-factor (\%) | 57.9 | -28.6pts. | 57.7 | -29.7pts. | 49.6 | -34.8pts. | 54.9 | -31.3pts. |
|  | Number of flights | 3,002 | -77.7\% | 4,122 | -68.5\% | 4,107 | -68.8\% | 11,231 | -71.7\% |
| Brussels Airlines | Passengers in 1,000 | 197 | -81.6\% | 192 | -80.7\% | 128 | -87.0\% | 518 | -83.0\% |
|  | Available seat-kilometers (m) | 459 | -79.5\% | 534 | -76.0\% | 453 | -77.7\% | 1,445 | -77.7\% |
|  | Revenue seat-kilometers (m) | 313 | -83.9\% | 361 | -81.2\% | 279 | -83.4\% | 953 | -82.9\% |
|  | Passenger load-factor (\%) | 68.2 | -18.7 pts. | 67.6 | -19.1pts. | 61.6 | -21.4pts. | 65.9 | -19.7pts. |
|  | Number of flights | 1,722 | -78.4\% | 1,739 | -77.5\% | 1,182 | -84.5\% | 4,643 | -80.1\% |
| Total <br> Network <br> Airlines** | Passengers in 1,000 | 2,214 | -81.2\% | 2,414 | -78.7\% | 1,845 | -83.5\% | 6,474 | -81.1\% |
|  | Available seat-kilometers (m) | 5,486 | -82.0\% | 7,032 | -76.7\% | 6,576 | -77.4\% | 19,094 | -78.7\% |
|  | Revenue seat-kilometers (m) | 3,078 | -88.4\% | 3,597 | -86.4\% | 2,843 | -88.4\% | 9,517 | -87.7\% |
|  | Passenger load-factor (\%) | 56.1 | -30.9pts. | 51.1 | -36.1pts. | 43.2 | -41.3pts. | 49.8 | -36.4pts. |
|  | Number of flights | 22,728 | -74.1\% | 26,502 | -68.9\% | 25,044 | -70.8\% | 74,274 | -71.3\% |

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## LUFTHANSA GROUP

Investor Relations

## Investor Info Q3 2020

## Eurowings

|  |  | Jul | yoy | Aug | yoy | Sep | yoy | Q3 | уоу |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Eurowings | Passengers in 1,000 | 691 | -75.6\% | 851 | -70.1\% | 666 | -76.1\% | 2,207 | -73.9\% |
|  | Available seat-kilometers (m) | 962 | -71.2\% | 1,257 | -62.7\% | 1,020 | -68.0\% | 3,239 | -67.2\% |
|  | Revenue seat-kilometers (m) | 736 | -74.5\% | 919 | -68.7\% | 662 | -76.2\% | 2,316 | -73.1\% |
|  | Passenger load-factor (\%) | 76.4 | -9.8pts. | 73.1 | -14.1pts. | 64.9 | -22.6pts. | 71.5 | -15.4pts. |
|  | Number of flights | 5,853 | -74.2\% | 7,714 | -65.7\% | 7,306 | -67.2\% | 20,873 | -69.1\% |

## Network Airlines \& Cargo*

| By region |  | Jul | yoy | Aug | yoy | Sep | yoy | Q3 | yoy |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Europe | Passengers in 1,000 | 2,051 | -77.4\% | 2,190 | -74.6\% | 1,636 | -81.2\% | 5,877 | -77.7\% |
|  | Available seat-kilometers (m) | 2,904 | -69.8\% | 3,322 | -64.8\% | 2,723 | -70.3\% | 8,949 | -68.3\% |
|  | Revenue seat-kilometers (m) | 2,007 | -75.1\% | 2,184 | -72.2\% | 1,540 | -79.5\% | 5,731 | -75.5\% |
|  | Passenger load-factor (\%) | 69.1 | -14.7pts. | 65.7 | -17.5pts. | 56.6 | -25.2pts. | 64.0 | -18.9pts. |
|  | Available Cargo tonne-kilometers (m) | 40 | -49.6\% | 44 | -42.7\% | 49 | -37.5\% | 132 | -43.3\% |
|  | Revenue Cargo tonne-kilometers (m) | 20 | -30.2\% | 23 | -16.2\% | 28 | -3.8\% | 71 | -16.7\% |
|  | Cargo load-factor (\%) | 49.9 | +13.9pts. | 51.9 | +16.4pts. | 57.6 | +20.2pts. | 53.4 | +17.1pts. |
| America (North und South) | Passengers in 1,000 | 76 | -94.4\% | 100 | -92.6\% | 85 | -93.2\% | 261 | -93.4\% |
|  | Available seat-kilometers (m) | 1,443 | -87.5\% | 2,115 | -81.7\% | 2,229 | -79.5\% | 5,787 | -83.0\% |
|  | Revenue seat-kilometers (m) | 580 | -94.3\% | 754 | -92.7\% | 642 | -93.2\% | 1,976 | -93.4\% |
|  | Passenger load-factor (\%) | 40.2 | -48.4pts. | 35.7 | -53.4pts. | 28.8 | -57.7pts. | 34.1 | -53.9pts. |
|  | Available Cargo tonne-kilometers (m) | 332 | -53.6\% | 387 | -46.7\% | 384 | -45.1\% | 1,103 | -48.5\% |
|  | Revenue Cargo tonne-kilometers (m) | 232 | -40.9\% | 262 | -34.1\% | 279 | -28.2\% | 773 | -34.4\% |
|  | Cargo load-factor (\%) | 69.9 | +15.1pts. | 67.7 | +12.9pts. | 72.5 | +17.1pts. | 70.0 | +15.1pts. |
| Asia/Pacific | Passengers in 1,000 | 37 | -94.7\% | 44 | -93.7\% | 42 | -93.5\% | 124 | -94.0\% |
|  | Available seat-kilometers (m) | 807 | -87.3\% | 1,074 | -83.0\% | 982 | -84.1\% | 2,863 | -84.8\% |
|  | Revenue seat-kilometers (m) | 301 | -94.7\% | 344 | -93.9\% | 324 | -93.9\% | 969 | -94.2\% |
|  | Passenger load-factor (\%) | 37.3 | -52.8pts. | 32.0 | -57.9pts. | 33.0 | -53.3pts. | 33.8 | -55.0pts. |
|  | Available Cargo tonne-kilometers (m) | 361 | -40.1\% | 351 | -40.3\% | 369 | -36.8\% | 1,081 | -39.1\% |
|  | Revenue Cargo tonne-kilometers (m) | 275 | -31.3\% | 276 | -30.2\% | 293 | -27.1\% | 844 | -29.5\% |
|  | Cargo load-factor (\%) | 76.1 | +9.7pts. | 78.7 | +11.5pts. | 79.4 | +10.5pts. | 78.1 | +10.6pts. |
| Middle East/ Africa | Passengers in 1,000 | 50 | -92.2\% | 80 | -88.0\% | 82 | -86.3\% | 212 | -88.9\% |
|  | Available seat-kilometers (m) | 332 | -88.6\% | 521 | -82.1\% | 643 | -77.4\% | 1,496 | -82.8\% |
|  | Revenue seat-kilometers (m) | 190 | -92.3\% | 315 | -87.7\% | 337 | -85.6\% | 842 | -88.6\% |
|  | Passenger load-factor (\%) | 57.2 | -27.8pts. | 60.4 | -27.2pts. | 52.4 | -29.4pts. | 56.3 | -28.6pts. |
|  | Available Cargo tonne-kilometers (m) | 31 | -76.6\% | 34 | -74.5\% | 36 | -71.1\% | 100 | -74.1\% |
|  | Revenue Cargo tonne-kilometers (m) | 22 | -71.8\% | 23 | -68.1\% | 27 | -62.1\% | 72 | -67.4\% |
|  | Cargo load-factor (\%) | 70.6 | +12.2pts. | 69.0 | +13.8pts. | 75.2 | +17.8pts. | 71.7 | +14.7pts. |

* Lufthansa German Airlines incl. Hub FRA. Hub MUC \& regional airlines. SWISS incl. Edelweiss Air. Austrian Airlines. Brussels Airlines. Lufthansa Cargo


## Additional references

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## Investor Info Q3 2020

## Lufthansa Group

|  |  | Q1 | yoy | Q2 | yoy | Q3 | yoy | 9M | yoy |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Lufthansa Group Airlines | Passengers in 1,000 | 21,756 | -26.1\% | 1,719 | -95.7\% | 8,681 | -79.7\% | 32,157 | -71.2\% |
|  | Available seat-kilometers (m) | 64,296 | -19.1\% | 4,307 | -95.5\% | 22,333 | -77.6\% | 90,937 | -66.8\% |
|  | Revenue seat-kilometers (m) | 47,099 | -24.0\% | 2,413 | -97.0\% | 11,833 | -86.2\% | 61,345 | -73.0\% |
|  | Passenger load-factor (\%) | 73.3 | -4.7pts. | 56.0 | -27.3pts. | 53.0 | -33.4pts. | 67.5 | -15.4pts. |
|  | Available Cargo tonne-kilometers (m) | 3,449 | -15.0\% | 2,047 | -54.5\% | 2,417 | -46.7\% | 7,912 | -39.6\% |
|  | Revenue Cargo tonne-kilometers (m) | 2,156 | -15.5\% | 1,447 | -46.6\% | 1,759 | -34.4\% | 5,362 | -32.5\% |
|  | Cargo load-factor (\%) | 62.5 | -0.4pts. | 70.7 | +10.4pts. | 72.8 | +13.7pts. | 67.8 | +7.1pts. |
|  | Number of flights | 209,264 | -21.0\% | 20,990 | -94.0\% | 97,501 | -70.3\% | 327,755 | -63.9\% |
|  |  |  |  |  |  |  |  |  |  |
| Lufthansa German Airlines* | Passengers in 1,000 | 11,192 | -27.1\% | 879 | -95.5\% | 3,736 | -81.8\% | 15,807 | -71.5\% |
|  | Available seat-kilometers (m) | 38,487 | -20.0\% | 2,863 | -94.9\% | 11,707 | -79.9\% | 53,056 | -67.3\% |
|  | Revenue seat-kilometers (m) | 28,117 | -25.4\% | 1,469 | -96.9\% | 5,677 | -88.7\% | 35,263 | -73.8\% |
|  | Passenger load-factor (\%) | 73.1 | -5.3 pts . | 51.3 | -32.1pts. | 48.5 | -37.5pts. | 66.5 | -16.4pts. |
|  | Number of flights | 104,425 | -20.2\% | 11,565 | -92.2\% | 43,818 | -71.0\% | 159,808 | -62.9\% |
| thereof <br> Hub FRA | Passengers in 1,000 | 6,677 | -27.8\% | 701 | -94.1\% | 2,441 | -80.3\% | 9,818 | -70.6\% |
|  | Available seat-kilometers (m) | 24,760 | -20.6\% | 2,452 | -93.3\% | 8,387 | -77.8\% | 35,599 | -66.3\% |
|  | Revenue seat-kilometers (m) | 18,288 | -25.8\% | 1,277 | -95.8\% | 4,239 | -87.0\% | 23,804 | -72.9\% |
|  | Passenger load-factor (\%) | 73.9 | -5.2pts. | 52.1 | -31.7pts. | 50.5 | -35.9pts. | 66.9 | -16.5 pts. |
|  | Number of flights | 56,573 | -21.8\% | 8,415 | -89.8\% | 24,775 | -70.5\% | 89,763 | -62.4\% |
| thereof <br> Hub MUC | Passengers in 1,000 | 4,042 | -27.2\% | 169 | -97.6\% | 1,205 | -83.7\% | 5,416 | -72.9\% |
|  | Available seat-kilometers (m) | 11,120 | -19.3\% | 397 | -97.7\% | 3,153 | -82.2\% | 14,671 | -69.7\% |
|  | Revenue seat-kilometers (m) | 7,891 | -23.8\% | 187 | -98.7\% | 1,378 | -91.0\% | 9,456 | -76.2\% |
|  | Passenger load-factor (\%) | 71.0 | -4.2pts. | 47.0 | -36.2pts. | 43.7 | -42.1pts. | 64.5 | -17.4pts. |
|  | Number of flights | 42,480 | -21.6\% | 2,954 | -94.9\% | 17,061 | -71.1\% | 62,495 | -63.6\% |
| SWISS | Passengers in 1,000 | 3,409 | -21.3\% | 193 | -96.6\% | 1,460 | -77.1\% | 5,062 | -69.2\% |
|  | Available seat-kilometers (m) | 12,618 | -14.5\% | 788 | -95.1\% | 4,448 | -73.6\% | 17,854 | -62.6\% |
|  | Revenue seat-kilometers (m) | 9,425 | -20.1\% | 323 | -97.6\% | 2,067 | -86.0\% | 11,815 | -70.6\% |
|  | Passenger load-factor (\%) | 74.7 | -5.2pts. | 41.0 | -43.1pts. | 46.5 | -41.0pts. | 66.2 | -17.8pts. |
|  | Number of flights | 29,670 | -19.1\% | 2,569 | -94.2\% | 14,582 | -68.9\% | 46,821 | -63.4\% |
| Austrian Airlines | Passengers in 1,000 | 1,933 | -27.2\% | 53 | -98.7\% | 760 | -83.0\% | 2,747 | -75.4\% |
|  | Available seat-kilometers (m) | 4,520 | -19.1\% | 78 | -99.0\% | 1,494 | -82.1\% | 6,092 | -72.2\% |
|  | Revenue seat-kilometers (m) | 3,084 | -24.4\% | 47 | -99.3\% | 820 | -88.6\% | 3,952 | -77.7\% |
|  | Passenger load-factor (\%) | 68.2 | -4.8pts. | 60.9 | -20.7pts. | 54.9 | -31.3pts. | 64.9 | -16.3pts. |
|  | Number of flights | 22,727 | -21.0\% | 908 | -97.6\% | 11,231 | -71.7\% | 34,866 | -67.2\% |
| Brussels Airlines | Passengers in 1,000 | 1,552 | -22.8\% | 39 | -98.6\% | 518 | -83.0\% | 2,108 | -73.3\% |
|  | Available seat-kilometers (m) | 3,695 | -17.3\% | 140 | -97.7\% | 1,445 | -77.7\% | 5,280 | -69.0\% |
|  | Revenue seat-kilometers (m) | 2,717 | -20.8\% | 59 | -98.8\% | 953 | -82.9\% | 3,729 | -73.3\% |
|  | Passenger load-factor (\%) | 73.5 | -3.2pts. | 42.2 | -39.8pts. | 65.9 | -19.7pts. | 70.6 | -11.4pts. |
|  | Number of flights | 13,715 | -19.8\% | 399 | -98.2\% | 4,643 | -80.1\% | 18,757 | -70.0\% |
| Total <br> Network <br> Airlines** | Passengers in 1,000 | 18,057 | -25.4\% | 1,163 | -96.4\% | 6,474 | -81.1\% | 25,694 | -71.6\% |
|  | Available seat-kilometers (m) | 59,304 | -18.6\% | 3,869 | -95.5\% | 19,094 | -78.7\% | 82,267 | -66.9\% |
|  | Revenue seat-kilometers (m) | 43,331 | -23.9\% | 1,899 | -97.4\% | 9,517 | -87.7\% | 54,747 | -73.5\% |
|  | Passenger load-factor (\%) | 73.1 | -5.1pts. | 49.1 | -34.2pts. | 49.8 | -36.4pts. | 66.5 | -16.3pts. |
|  | Number of flights | 169,925 | -19.6\% | 15,441 | -93.8\% | 74,274 | -71.3\% | 259,640 | -64.0\% |

[^1]
## Investor Info Q3 2020

## Eurowings

|  |  | Q1 | yoy | Q2 | yoy | Q3 | yoy | 9M | yoy |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Eurowings | Passengers in 1,000 | 3,699 | -29.1\% | 556 | -92.5\% | 2,207 | -73.9\% | 6,462 | -69.4\% |
|  | Available seat-kilometers (m) | 4,992 | -24.6\% | 438 | -95.0\% | 3,239 | -67.2\% | 8,669 | -65.8\% |
|  | Revenue seat-kilometers (m) | 3,768 | -24.6\% | 514 | -93.0\% | 2,316 | -73.1\% | 6,599 | -68.5\% |
|  | Passenger load-factor (\%) | 75.5 | +0.0pts. | 117.3 | +34.0pts. | 71.5 | -15.4pts. | 76.1 | -6.6pts. |
|  | Number of flights | 37,282 | -27.3\% | 3,289 | -94.7\% | 20,873 | -69.1\% | 61,444 | -66.0\% |

## Network Airlines \& Cargo*

| By region |  | Q1 | yoy | Q2 | yoy | Q3 | yoy | 9M | yoy |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Europe | Passengers in 1,000 | 13,378 | -26.0\% | 1,031 | -95.8\% | 5,877 | -77.7\% | 20,286 | -70.7\% |
|  | Available seat-kilometers (m) | 16,711 | -18.6\% | 1,558 | -94.1\% | 8,949 | -68.3\% | 27,218 | -63.9\% |
|  | Revenue seat-kilometers (m) | 10,948 | -24.5\% | 883 | -95.8\% | 5,731 | -75.5\% | 17,561 | -70.3\% |
|  | Passenger load-factor (\%) | 65.5 | -5.2pts. | 56.7 | -22.9pts. | 64.0 | -18.9pts. | 64.5 | -13.9pts. |
|  | Available Cargo tonne-kilometers (m) | 160 | -15.0\% | 92 | -58.4\% | 132 | -43.3\% | 384 | -40.2\% |
|  | Revenue Cargo tonne-kilometers (m) | 74 | -11.2\% | 53 | -39.6\% | 71 | -16.7\% | 198 | -22.8\% |
|  | Cargo load-factor (\%) | 45.9 | +2.0pts. | 58.4 | +18.1pts. | 53.4 | +17.1pts. | 51.5 | +11.6pts. |
| America (North and South) | Passengers in 1,000 | 2,184 | -21.2\% | 75 | -98.0\% | 261 | -93.4\% | 2,520 | -75.9\% |
|  | Available seat-kilometers (m) | 22,380 | -15.8\% | 1,293 | -96.0\% | 5,787 | -83.0\% | 29,460 | -68.4\% |
|  | Revenue seat-kilometers (m) | 16,984 | -21.2\% | 613 | -97.8\% | 1,976 | -93.4\% | 19,574 | -75.4\% |
|  | Passenger load-factor (\%) | 75.9 | -5.2pts. | 47.4 | -38.8pts. | 34.1 | -53.9pts. | 66.4 | -19.0pts. |
|  | Available Cargo tonne-kilometers (m) | 1,713 | -7.4\% | 859 | -59.2\% | 1,103 | -48.5\% | 3,674 | -39.7\% |
|  | Revenue Cargo tonne-kilometers (m) | 1,054 | -10.1\% | 613 | -48.9\% | 773 | -34.4\% | 2,440 | -31.2\% |
|  | Cargo load-factor (\%) | 61.5 | -1.8pts. | 71.5 | +14.5pts. | 70.0 | +15.1pts. | 66.4 | +8.2pts. |
| Asia/Pacific | Passengers in 1,000 | 1,157 | -31.2\% | 38 | -98.0\% | 124 | -94.0\% | 1,319 | -76.8\% |
|  | Available seat-kilometers (m) | 12,216 | -25.5\% | 866 | -95.3\% | 2,863 | -84.8\% | 15,945 | -70.3\% |
|  | Revenue seat-kilometers (m) | 9,389 | -30.9\% | 335 | -97.9\% | 969 | -94.2\% | 10,693 | -76.8\% |
|  | Passenger load-factor (\%) | 76.9 | -6.0pts. | 38.7 | -46.2pts. | 33.8 | -55.0pts. | 67.1 | -18.6pts. |
|  | Available Cargo tonne-kilometers (m) | 1,235 | -22.5\% | 1,053 | -40.6\% | 1,081 | -39.1\% | 3,369 | -34.5\% |
|  | Revenue Cargo tonne-kilometers (m) | 845 | -22.0\% | 745 | -37.3\% | 844 | -29.5\% | 2,434 | -29.8\% |
|  | Cargo load-factor (\%) | 68.4 | +0.5pts. | 70.8 | +3.7pts. | 78.1 | +10.6pts. | 72.3 | +4.8pts. |
| Middle East/ Africa | Passengers in 1,000 | 1,338 | -20.2\% | 19 | -98.9\% | 212 | -88.9\% | 1,569 | -70.8\% |
|  | Available seat-kilometers (m) | 7,997 | -14.3\% | 152 | -98.3\% | 1,496 | -82.8\% | 9,645 | -64.0\% |
|  | Revenue seat-kilometers (m) | 6,010 | -17.6\% | 67 | -99.0\% | 842 | -88.6\% | 6,919 | -68.0\% |
|  | Passenger load-factor (\%) | 75.2 | -3.0pts. | 44.3 | -35.7pts. | 56.3 | -28.6pts. | 71.7 | -9.2pts. |
|  | Available Cargo tonne-kilometers (m) | 341 | -19.5\% | 44 | -89.1\% | 100 | -74.1\% | 484 | -60.0\% |
|  | Revenue Cargo tonne-kilometers (m) | 184 | -13.8\% | 35 | -85.1\% | 72 | -67.4\% | 290 | -56.5\% |
|  | Cargo load-factor (\%) | 53.9 | +3.6pts. | 80.0 | +21.2pts. | 71.7 | +14.7pts. | 60.0 | +4.7pts. |

*Lufthansa German Airlines incl. Hub FRA. Hub MUC \& regional airlines. SWISS incl. Edelweiss Air. Austrian Airlines. Brussels Airlines. Lufthansa Cargo

## Additional references

$\square$


[^0]:    * Lufthansa German Airlines incl. Hub FRA. Hub MUC \& regional airlines
    ** Lufthansa German Airlines incl. Hub FRA. Hub MUC \& regional airlines. SWISS incl. Edelweiss Air. Austrian Airlines. Brussels Airlines

[^1]:    * Lufthansa German Airlines incl. Hub FRA. Hub MUC \& regional airlines
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