## Investor Info Q4 2020

## Lufthansa Group

|  |  | Oct | yoy | Nov | yoy | Dec | yoy | Q4 | yoy |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Lufthansa Group Airlines (incl. Cargo) | Passengers in 1,000 | 2,011 | -84.9\% | 950 | -90.8\% | 1,237 | -87.4\% | 4,198 | -87.5\% |
|  | Available seat-kilometers (m) | 7,238 | -77.3\% | 5,511 | -79.2\% | 6,142 | -76.6\% | 18,891 | -77.7\% |
|  | Revenue seat-kilometers (m) | 3,055 | -88.5\% | 2,053 | -90.4\% | 3,009 | -85.9\% | 8,117 | -88.2\% |
|  | Passenger load-factor (\%) | 42.2 | -40.7pts. | 37.3 | -43.2pts. | 49.0 | -32.1pts. | 43.0 | -38.6pts. |
|  | Available Cargo tonne-kilometers (m) | 902 | -39.4\% | 912 | -36.3\% | 865 | -36.8\% | 2,679 | -37.5\% |
|  | Revenue Cargo tonne-kilometers (m) | 691 | -25.3\% | 689 | -26.6\% | 632 | -26.4\% | 2,011 | -26.1\% |
|  | Cargo load-factor (\%) | 76.6 | +14.4pts. | 75.5 | +10.0pts. | 73.0 | +10.3pts. | 75.1 | +11.6pts. |
|  | Number of flights | 29,643 | -72.2\% | 16,690 | -81.1\% | 16,812 | -80.0\% | 63,145 | -77.3\% |
|  |  |  |  |  |  |  |  |  |  |
| Lufthansa German Airlines* | Passengers in 1,000 | 986 | -85.1\% | 532 | -90.1\% | 670 | -86.5\% | 2,188 | -87.1\% |
|  | Available seat-kilometers (m) | 4,175 | -77.9\% | 3,438 | -78.5\% | 3,811 | -75.6\% | 11,424 | -77.4\% |
|  | Revenue seat-kilometers (m) | 1,645 | -89.5\% | 1,282 | -90.0\% | 1,874 | -85.3\% | 4,801 | -88.3\% |
|  | Passenger load-factor (\%) | 39.4 | -43.1pts. | 37.3 | -43.0pts. | 49.2 | -32.4pts. | 42.0 | -39.5pts. |
|  | Number of flights | 15,225 | -69.8\% | 8,719 | -80.0\% | 8,464 | -79.3\% | 32,408 | -76.0\% |
| thereof <br> Hub FRA | Passengers in 1,000 | 638 | -83.7\% | 401 | -87.3\% | 559 | -81.0\% | 1,598 | -84.0\% |
|  | Available seat-kilometers (m) | 3,162 | -74.1\% | 2,782 | -72.7\% | 3,314 | -66.7\% | 9,258 | -71.4\% |
|  | Revenue seat-kilometers (m) | 1,265 | -87.4\% | 1,079 | -87.0\% | 1,686 | -79.5\% | 4,030 | -84.8\% |
|  | Passenger load-factor (\%) | 40.0 | -42.3pts. | 38.8 | -42.5pts. | 50.9 | -31.7pts. | 43.5 | -38.5pts. |
|  | Number of flights | 8,634 | -69.0\% | 5,504 | -76.7\% | 6,093 | -72.3\% | 20,231 | -72.5\% |
| thereof <br> Hub MUC | Passengers in 1,000 | 324 | -86.6\% | 122 | -93.8\% | 103 | -94.4\% | 549 | -91.2\% |
|  | Available seat-kilometers (m) | 911 | -84.4\% | 576 | -87.9\% | 421 | -90.9\% | 1,908 | -87.5\% |
|  | Revenue seat-kilometers (m) | 347 | -92.8\% | 166 | -95.6\% | 141 | -96.2\% | 653 | -94.7\% |
|  | Passenger load-factor (\%) | 38.1 | -44.8pts. | 28.8 | -50.5pts. | 33.4 | -46.4pts. | 34.3 | -46.6pts. |
|  | Number of flights | 6,037 | -69.6\% | 2,971 | -83.1\% | 2,270 | -86.4\% | 11,278 | -79.2\% |
| SWISS | Passengers in 1,000 | 274 | -86.0\% | 125 | -91.8\% | 215 | -86.4\% | 615 | -87.9\% |
|  | Available seat-kilometers (m) | 1,334 | -75.7\% | 1,073 | -78.2\% | 1,228 | -76.0\% | 3,635 | -76.6\% |
|  | Revenue seat-kilometers (m) | 450 | -90.3\% | 298 | -92.7\% | 506 | -88.1\% | 1,255 | -90.3\% |
|  | Passenger load-factor (\%) | 33.7 | -51.1pts. | 27.8 | -54.9pts. | 41.3 | -41.7pts. | 34.5 | -49.0pts. |
|  | Number of flights | 3,416 | -76.9\% | 1,936 | -84.1\% | 2,662 | -78.6\% | 8,014 | -79.6\% |
| Austrian Airlines | Passengers in 1,000 | 180 | -86.9\% | 83 | -92.3\% | 105 | -89.3\% | 368 | -89.3\% |
|  | Available seat-kilometers (m) | 475 | -81.8\% | 279 | -86.1\% | 280 | -86.0\% | 1,034 | -84.4\% |
|  | Revenue seat-kilometers (m) | 213 | -90.1\% | 103 | -93.4\% | 144 | -90.8\% | 460 | -91.3\% |
|  | Passenger load-factor (\%) | 44.9 | -37.9pts. | 36.9 | -41.1pts. | 51.3 | -26.5pts. | 44.5 | -35.4pts. |
|  | Number of flights | 3,519 | -72.0\% | 1,998 | -81.2\% | 1,927 | -80.5\% | 7,444 | -77.5\% |
| Brussels Airlines | Passengers in 1.000 | 98 | -89.2\% | 63 | -91.8\% | 93 | -86.8\% | 254 | -89.3\% |
|  | Available seat-kilometers (m) | 432 | -77.1\% | 339 | -78.3\% | 437 | -71.5\% | 1,208 | -75.7\% |
|  | Revenue seat-kilometers (m) | 237 | -84.5\% | 186 | -85.0\% | 276 | -77.0\% | 699 | -82.4\% |
|  | Passenger load-factor (\%) | 54.9 | -26.2pts. | 54.9 | -24.8pts. | 63.2 | -15.3pts. | 57.9 | -21.9pts. |
|  | Number of flights | 1,032 | -85.7\% | 662 | -89.1\% | 829 | -85.4\% | 2,523 | -86.7\% |
| Total <br> Network <br> Airlines** | Passengers in 1,000 | 1,538 | -85.7\% | 803 | -90.8\% | 1,084 | -86.8\% | 3,425 | -87.6\% |
|  | Available seat-kilometers (m) | 6,416 | -77.8\% | 5,130 | -79.0\% | 5,755 | -76.3\% | 17,301 | -77.7\% |
|  | Revenue seat-kilometers (m) | 2,545 | -89.4\% | 1,870 | -90.5\% | 2,800 | -85.8\% | 7,215 | -88.6\% |
|  | Passenger load-factor (\%) | 39.7 | -43.2pts. | 36.4 | -44.1pts. | 48.6 | -32.7pts. | 41.7 | -40.0pts. |
|  | Number of flights | 23,192 | -72.5\% | 13,315 | -81.5\% | 13,876 | -79.7\% | 50,383 | -77.5\% |

[^0]
## Investor Info Q4 2020

## Eurowings

|  |  | Oct | yoy | Nov | yoy | Dec | yoy | Q4 | уоу |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Eurowings | Passengers in 1.000 | 473 | -81.6\% | 146 | -91.2\% | 153 | -90.6\% | 773 | -86.8\% |
|  | Available seat-kilometers (m) | 822 | -73.0\% | 381 | -81.3\% | 387 | -80.4\% | 1,590 | -77.5\% |
|  | Revenue seat-kilometers (m) | 509 | -80.0\% | 183 | -88.6\% | 210 | -86.5\% | 902 | -84.2\% |
|  | Passenger load-factor (\%) | 62.0 | -21.6pts. | 48.1 | -30.6pts. | 54.2 | -24.5pts. | 56.8 | -24.0pts. |
|  | Number of flights | 5,597 | -74.0\% | 2,580 | -83.4\% | 2,208 | -85.2\% | 10,385 | -80.0\% |

## Network Airlines \& Cargo*

| By region |  | Oct | yoy | Nov | yoy | Dec | yoy | Q4 | yoy |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Europe | Passengers in 1.000 | 1,330 | -84.0\% | 599 | -90.9\% | 772 | -87.3\% | 2,701 | -87.1\% |
|  | Available seat-kilometers (m) | 2,350 | -73.4\% | 1,161 | -83.5\% | 1,321 | -80.2\% | 4,832 | -78.6\% |
|  | Revenue seat-kilometers (m) | 1,259 | -82.1\% | 563 | -89.3\% | 733 | -84.9\% | 2,556 | -85.1\% |
|  | Passenger load-factor (\%) | 53.6 | -26.0pts. | 48.5 | -26.7pts. | 55.5 | -17.2pts. | 52.9 | -23.3pts. |
|  | Available Cargo tonne-kilometers (m) | 47 | -40.7\% | 39 | -42.1\% | 36 | -38.5\% | 120 | -39.2\% |
|  | Revenue Cargo tonne-kilometers (m) | 26 | -16.5\% | 22 | -31.5\% | 18 | -36.8\% | 65 | -26.3\% |
|  | Cargo load-factor (\%) | 56.5 | +16.4pts. | 56.0 | +8.6pts. | 50.5 | +1.4pts. | 54.0 | +9.5pts. |
| America (North und South) | Passengers in 1.000 | 82 | -93.2\% | 78 | -91.8\% | 130 | -87.4\% | 290 | -90.9\% |
|  | Available seat-kilometers (m) | 2,340 | -78.3\% | 2,130 | -75.7\% | 2,243 | -75.4\% | 6,713 | -76.6\% |
|  | Revenue seat-kilometers (m) | 639 | -93.0\% | 616 | -91.6\% | 1,041 | -86.9\% | 2,295 | -90.6\% |
|  | Passenger load-factor (\%) | 27.3 | -57.7pts. | 28.9 | -54.5pts. | 46.4 | -40.7pts. | 34.2 | -51.0pts. |
|  | Available Cargo tonne-kilometers (m) | 411 | -41.3\% | 383 | -41.1\% | 332 | -35.8\% | 1,055 | -35.8\% |
|  | Revenue Cargo tonne-kilometers (m) | 309 | -24.9\% | 275 | -32.4\% | 223 | -25.4\% | 743 | -24.0\% |
|  | Cargo load-factor (\%) | 75.1 | +16.4pts. | 71.9 | +9.3pts. | 67.1 | +9.4pts. | 70.4 | +10.9pts. |
| Asia/Pacific | Passengers in 1.000 | 26 | -96.0\% | 34 | -94.0\% | 46 | -91.6\% | 105 | -94.0\% |
|  | Available seat-kilometers (m) | 831 | -86.7\% | 956 | -82.5\% | 964 | -81.7\% | 2,752 | -83.8\% |
|  | Revenue seat-kilometers (m) | 216 | -95.9\% | 261 | -94.3\% | 354 | -92.0\% | 831 | -94.2\% |
|  | Passenger load-factor (\%) | 26.1 | -58.5pts. | 27.3 | -56.5 pts . | 36.7 | -47.1pts. | 30.2 | -53.8pts. |
|  | Available Cargo tonne-kilometers (m) | 399 | -31.3\% | 436 | -24.7\% | 315 | -27.3\% | 1,057 | -23.7\% |
|  | Revenue Cargo tonne-kilometers (m) | 320 | -21.8\% | 348 | -17.0\% | 259 | -18.9\% | 846 | -17.2\% |
|  | Cargo load-factor (\%) | 80.3 | +9.7pts. | 79.9 | +7.4pts. | 82.2 | +8.5pts. | 80.0 | +6.3pts. |
| Middle East/ Africa | Passengers in 1.000 | 99 | -83.8\% | 92 | -84.5\% | 136 | -76.9\% | 328 | -81.8\% |
|  | Available seat-kilometers (m) | 896 | -70.4\% | 882 | -72.4\% | 1,227 | -61.8\% | 3,005 | -68.1\% |
|  | Revenue seat-kilometers (m) | 430 | -82.6\% | 430 | -83.0\% | 672 | -73.6\% | 1,532 | -79.7\% |
|  | Passenger load-factor (\%) | 48.1 | -33.4pts. | 48.7 | -30.6pts. | 54.8 | -24.3pts. | 51.0 | -29.0pts. |
|  | Available Cargo tonne-kilometers (m) | 45 | -64.5\% | 55 | -60.1\% | 65 | -42.4\% | 143 | -56.3\% |
|  | Revenue Cargo tonne-kilometers (m) | 36 | -51.3\% | 43 | -45.8\% | 38 | -38.4\% | 98 | -47.2\% |
|  | Cargo load-factor (\%) | 79 | +21.4pts. | 80 | +20.9pts. | 58.1 | +3.8pts. | 68.1 | +11.8pts. |

[^1]
## Additional references

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## Investor Info FY 2020

## Lufthansa Group

|  |  | Q1 | yoy | Q2 | yoy | Q3 | yoy | Q4 | yoy | 12M | yoy |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Lufthansa Group Airlines | Passengers in 1,000 | 21,756 | -26.1\% | 1,719 | -95.7\% | 8,681 | -79.7\% | 4,198 | -87.5\% | 36,354 | -75.0\% |
|  | Available seat-kilometers (m) | 64,296 | -19.1\% | 4,307 | -95.5\% | 22,333 | -77.6\% | 18,891 | -77.7\% | 109,828 | -69.4\% |
|  | Revenue seat-kilometers (m) | 47,099 | -24.0\% | 2,413 | -97.0\% | 11,833 | -86.2\% | 8,117 | -88.2\% | 69,462 | -76.6\% |
|  | Passenger load-factor (\%) | 73.3 | -4.7pts. | 56.0 | -27.3pts. | 53.0 | -33.4pts. | 43.0 | -38.6pts. | 63.2 | -19.4pts. |
|  | Available Cargo tonne-kilometers (m) | 3,449 | -15.0\% | 2,047 | -54.5\% | 2,417 | -46.7\% | 2,679 | -37.5\% | 10,591 | -39.1\% |
|  | Revenue Cargo tonne-kilometers (m) | 2,156 | -15.5\% | 1,447 | -46.6\% | 1,759 | -34.4\% | 2,011 | -26.1\% | 7,373 | -30.9\% |
|  | Cargo load-factor (\%) | 62.5 | -0.4pts. | 70.7 | +10.4pts. | 72.8 | +13.7pts. | 75.1 | +11.6pts. | 69.6 | +8.4pts. |
|  | Number of flights | 209,264 | -21.0\% | 20,990 | -93.3\% | 97,501 | -70.3\% | 63,145 | -77.3\% | 390,900 | -67.1\% |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Lufthansa German Airlines* | Passengers in 1,000 | 11,192 | -27.1\% | 879 | -95.5\% | 3,736 | -81.8\% | 2,188 | -87.1\% | 17,996 | -75.2\% |
|  | Available seat-kilometers (m) | 38,487 | -20.0\% | 2,863 | -94.9\% | 11,707 | -79.9\% | 11,424 | -77.4\% | 64,480 | -69.7\% |
|  | Revenue seat-kilometers (m) | 28,117 | -25.4\% | 1,469 | -96.9\% | 5,677 | -88.7\% | 4,801 | -88.3\% | 40,064 | -77.2\% |
|  | Passenger load-factor (\%) | 73.1 | -5.3pts. | 51.3 | -32.1pts. | 48.5 | -37.5pts. | 42.0 | -39.5pts. | 62.1 | -20.4pts. |
|  | Number of flights | 104,425 | -20.2\% | 11,565 | -92.2\% | 43,818 | -71.0\% | 32,408 | -76.0\% | 192,216 | -66.0\% |
| thereof Hub FRA | Passengers in 1,000 | 6,677 | -27.8\% | 701 | -94.1\% | 2,441 | -80.3\% | 1,598 | -84.0\% | 11,367 | -73.8\% |
|  | Available seat-kilometers (m) | 24,760 | -20.6\% | 2,452 | -93.3\% | 8,387 | -77.8\% | 9,258 | -71.4\% | 44,857 | -67.5\% |
|  | Revenue seat-kilometers (m) | 18,288 | -25.8\% | 1,277 | -95.8\% | 4,239 | -87.0\% | 4,030 | -84.8\% | 27,505 | -76.0\% |
|  | Passenger load-factor (\%) | 73.9 | -5.2pts. | 52.1 | -31.7pts. | 50.5 | -35.9pts. | 43.5 | -38.5pts. | 61.3 | -21.7pts. |
|  | Number of flights | 56,573 | -21.8\% | 8,415 | -89.8\% | 24,775 | -70.5\% | 20,231 | -72.5\% | 109,994 | -64.8\% |
| thereof Hub MUC | Passengers in 1,000 | 4,042 | -27.2\% | 169 | -97.6\% | 1,205 | -83.7\% | 549 | -91.2\% | 5,966 | -77.2\% |
|  | Available seat-kilometers (m) | 11,120 | -19.3\% | 397 | -97.7\% | 3,153 | -82.2\% | 1,908 | -87.5\% | 16,578 | -74.0\% |
|  | Revenue seat-kilometers (m) | 7,891 | -23.8\% | 187 | -98.7\% | 1,378 | -91.0\% | 653 | -94.7\% | 10,109 | -80.6\% |
|  | Passenger load-factor (\%) | 71.0 | -4.2pts. | 47.0 | -36.2pts. | 43.7 | -42.1pts. | 34.3 | -46.6pts. | 61.0 | -20.6pts. |
|  | Number of flights | 42,480 | -21.6\% | 2,954 | -94.9\% | 17,061 | -71.1\% | 11,278 | -79.2\% | 73,773 | -67.3\% |
| SWISS | Passengers in 1,000 | 3,409 | -21.3\% | 193 | -96.6\% | 1,460 | -77.1\% | 615 | -87.9\% | 5,677 | -73.6\% |
|  | Available seat-kilometers (m) | 12,618 | -14.5\% | 788 | -95.1\% | 4,448 | -73.6\% | 3,635 | -76.6\% | 21,489 | -66.1\% |
|  | Revenue seat-kilometers (m) | 9,425 | -20.1\% | 323 | -97.6\% | 2,067 | -86.0\% | 1,255 | -90.3\% | 13,069 | -75.4\% |
|  | Passenger load-factor (\%) | 74.7 | -5.2pts. | 41.0 | -43.1pts. | 46.5 | -41.0pts. | 34.5 | -49.0pts. | 60.8 | -23.1pts. |
|  | Number of flights | 29,670 | -19.1\% | 2,569 | -94.2\% | 14,582 | -68.9\% | 8,014 | -79.6\% | 54,835 | -67.2\% |
| Austrian Airlines | Passengers in 1,000 | 1,933 | -27.2\% | 53 | -98.7\% | 760 | -83.0\% | 368 | -89.3\% | 3,114 | -78.7\% |
|  | Available seat-kilometers (m) | 4,520 | -19.1\% | 78 | -99.0\% | 1,494 | -82.1\% | 1,034 | -84.4\% | 7,127 | -75.0\% |
|  | Revenue seat-kilometers (m) | 3,084 | -24.4\% | 47 | -99.3\% | 820 | -88.6\% | 460 | -91.3\% | 4,412 | -80.9\% |
|  | Passenger load-factor (\%) | 68.2 | -4.8pts. | 60.9 | -20.7pts. | 54.9 | -31.3pts. | 44.5 | -35.4pts. | 61.9 | -18.9pts. |
|  | Number of flights | 22,727 | -21.0\% | 908 | -97.6\% | 11,231 | -71.7\% | 7,444 | -77.5\% | 42,310 | -69.6\% |
| Brussels Airlines | Passengers in 1,000 | 1,552 | -22.8\% | 39 | -98.6\% | 518 | -83.0\% | 254 | -89.3\% | 2,362 | -77.0\% |
|  | Available seat-kilometers (m) | 3,695 | -17.3\% | 140 | -97.7\% | 1,445 | -77.7\% | 1,208 | -75.7\% | 6,487 | -70.5\% |
|  | Revenue seat-kilometers (m) | 2,717 | -20.8\% | 59 | -98.8\% | 953 | -82.9\% | 699 | -82.4\% | 4,428 | -75.3\% |
|  | Passenger load-factor (\%) | 73.5 | -3.2pts. | 42.2 | -39.8pts. | 65.9 | -19.7pts. | 57.9 | -21.9pts. | 68.3 | -13.2pts. |
|  | Number of flights | 13,715 | -19.8\% | 399 | -98.2\% | 4,643 | -80.1\% | 2,523 | -86.7\% | 21,280 | -73.9\% |
| Total <br> Network <br> Airlines** | Passengers in 1,000 | 18,057 | -25.4\% | 1,163 | -96.4\% | 6,474 | -81.1\% | 3,425 | -87.6\% | 29,119 | -75.4\% |
|  | Available seat-kilometers (m) | 59,304 | -18.6\% | 3,869 | -95.5\% | 19,094 | -78.7\% | 17,301 | -77.7\% | 99,568 | -69.5\% |
|  | Revenue seat-kilometers (m) | 43,331 | -23.9\% | 1,899 | -97.4\% | 9,517 | -87.7\% | 7,215 | -88.6\% | 61,961 | -77.0\% |
|  | Passenger load-factor (\%) | 73.1 | -5.1pts. | 49.1 | -34.2pts. | 49.8 | -36.5pts. | 41.7 | -40.0pts. | 62.2 | -20.4pts. |
|  | Number of flights | 169,925 | -19.6\% | 15,441 | -93.8\% | 74,274 | -71.3\% | 50,383 | -77.5\% | 310,023 | -67.2\% |

[^2]
## LUFTHANSA GROUP

Investor Relations

## Investor Info FY 2020

## Eurowings

|  |  | Q1 | yoy | Q2 | yoy | Q3 | yoy | Q4 | yoy | 12M | yoy |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Eurowings | Passengers in 1,000 | 3,699 | -29.1\% | 556 | -92.5\% | 2,207 | -73.9\% | 773 | -86.8\% | 7,235 | -73.2\% |
|  | Available seat-kilometers (m) | 4,992 | -24.6\% | 438 | -95.0\% | 3,239 | -67.2\% | 1,590 | -77.5\% | 10,260 | -68.3\% |
|  | Revenue seat-kilometers (m) | 3,768 | -24.6\% | 514 | -93.0\% | 2,316 | -73.1\% | 902 | -84.2\% | 7,501 | -71.8\% |
|  | Passenger load-factor (\%) | 75.5 | +0.0pts. | 117.3 | +34.1pts. | 71.5 | -15.5pts. | 56.8 | -24.0pts. | 73.1 | -9.2pts. |
|  | Number of flights | 37,282 | -27.3\% | 3,289 | -94.7\% | 20,873 | -69.1\% | 10,385 | -80.0\% | 71,829 | -69.1\% |

## Network Airlines \& Cargo*

| By region |  | Q1 | yoy | Q2 | yoy | Q3 | yoy | Q4 | yoy | 12M | yoy |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Europe | Passengers in 1,000 | 13,378 | -26.0\% | 1,031 | -95.8\% | 5,877 | -77.7\% | 2,701 | -87.1\% | 22,988 | -74.5\% |
|  | Available seat-kilometers (m) | 16,711 | -18.6\% | 1,558 | -94.1\% | 8,949 | -68.3\% | 4,832 | -78.6\% | 32,049 | -67.2\% |
|  | Revenue seat-kilometers (m) | 10,948 | -24.5\% | 883 | -95.8\% | 5,731 | -75.5\% | 2,556 | -85.1\% | 20,117 | -73.6\% |
|  | Passenger load-factor (\%) | 65.5 | -5.2pts. | 56.7 | -22.9pts. | 64.0 | -18.9pts. | 52.9 | -23.3pts. | 62.8 | -15.1pts. |
|  | Available Cargo tonne-kilometers (m) | 160 | -15.0\% | 92 | -58.4\% | 132 | -43.3\% | 120 | -39.2\% | 492 | -39.2\% |
|  | Revenue Cargo tonne-kilometers (m) | 74 | -11.2\% | 53 | -39.6\% | 71 | -16.7\% | 65 | -26.3\% | 254 | -21.8\% |
|  | Cargo load-factor (\%) | 45.9 | +2.0pts. | 58.4 | +18.1pts. | 53.4 | +17.1pts. | 54.0 | +9.5pts. | 51.7 | +11.5pts. |
| America (North and South) | Passengers in 1,000 | 2,184 | -21.2\% | 75 | -98.0\% | 261 | -93.4\% | 290 | -90.9\% | 2,810 | -79.4\% |
|  | Available seat-kilometers (m) | 22,380 | -15.8\% | 1,293 | -96.0\% | 5,787 | -83.0\% | 6,713 | -76.6\% | 36,172 | -70.3\% |
|  | Revenue seat-kilometers (m) | 16,984 | -21.2\% | 613 | -97.8\% | 1,976 | -93.4\% | 2,295 | -90.6\% | 21,869 | -79.0\% |
|  | Passenger load-factor (\%) | 75.9 | -5.2pts. | 47.4 | -38.8pts. | 34.1 | -53.9pts. | 34.2 | -51.0pts. | 60.5 | -24.9pts. |
|  | Available Cargo tonne-kilometers (m) | 1,713 | -7.4\% | 859 | -59.2\% | 1,103 | -48.5\% | 1,055 | -35.8\% | 4,332 | -35.9\% |
|  | Revenue Cargo tonne-kilometers (m) | 1,054 | -10.1\% | 613 | -48.9\% | 773 | -34.4\% | 743 | -24.0\% | 2,916 | -25.7\% |
|  | Cargo load-factor (\%) | 61.5 | -1.8pts. | 71.5 | +14.5pts. | 70.0 | +15.1pts. | 70.4 | +10.9pts. | 67.3 | +9.3pts. |
| Asia/Pacific | Passengers in 1,000 | 1,157 | -31.2\% | 38 | -98.0\% | 124 | -94.0\% | 105 | -94.0\% | 1,424 | -80.8\% |
|  | Available seat-kilometers (m) | 12,216 | -25.5\% | 866 | -95.3\% | 2,863 | -84.8\% | 2,752 | -83.8\% | 18,696 | -73.5\% |
|  | Revenue seat-kilometers (m) | 9,389 | -30.9\% | 335 | -97.9\% | 969 | -94.2\% | 831 | -94.2\% | 11,524 | -80.9\% |
|  | Passenger load-factor (\%) | 76.9 | -6.0pts. | 38.7 | -46.2pts. | 33.8 | -55.0pts. | 30.2 | -53.8pts. | 61.6 | -23.6pts. |
|  | Available Cargo tonne-kilometers (m) | 1,235 | -22.5\% | 1,053 | -40.6\% | 1,081 | -39.1\% | 1,057 | -23.7\% | 3,998 | -29.0\% |
|  | Revenue Cargo tonne-kilometers (m) | 845 | -22.0\% | 745 | -37.3\% | 844 | -29.5\% | 846 | -17.2\% | 2,971 | -24.6\% |
|  | Cargo load-factor (\%) | 68.4 | +0.5pts. | 70.8 | +3.7pts. | 78.1 | +10.6pts. | 80.0 | +6.3pts. | 74.3 | +4.4pts. |
| Middle East/ Africa | Passengers in 1,000 | 1,338 | -20.2\% | 19 | -98.9\% | 212 | -88.9\% | 328 | -81.8\% | 1,897 | -73.5\% |
|  | Available seat-kilometers (m) | 7,997 | -14.3\% | 152 | -98.3\% | 1,496 | -82.8\% | 3,005 | -68.1\% | 12,650 | -65.0\% |
|  | Revenue seat-kilometers (m) | 6,010 | -17.6\% | 67 | -99.0\% | 842 | -88.6\% | 1,532 | -79.7\% | 8,451 | -71.1\% |
|  | Passenger load-factor (\%) | 75.2 | -3.0pts. | 44.3 | -35.7pts. | 56.3 | -28.6pts. | 51.0 | -29.0pts. | 66.8 | -13.9pts. |
|  | Available Cargo tonne-kilometers (m) | 341 | -19.5\% | 44 | -89.1\% | 100 | -74.1\% | 143 | -56.3\% | 528 | -59.5\% |
|  | Revenue Cargo tonne-kilometers (m) | 184 | -13.8\% | 35 | -85.1\% | 72 | -67.4\% | 98 | -47.2\% | 319 | -54.9\% |
|  | Cargo load-factor (\%) | 53.9 | +3.6pts. | 80.0 | +21.2pts. | 71.7 | +14.7pts. | 68.1 | +11.8pts. | 60.5 | +6.1pts. |

[^3]Additional references


[^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, SWISS incl. Edelweiss Air, Austrian Airlines, Brussels Airlines, Lufthansa Cargo

[^2]:    * 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

[^3]:    * Lufthansa German Airlines incl. Hub FRA, Hub MUC \& regional airlines, SWISS incl. Edelweiss Air, Austrian Airlines, Brussels Airlines, Lufthansa Cargo

