# Investor Info Q2 2021

## Lufthansa Group

| | | Apr | yoy | vs.2019 | May | yoy | vs.2019 | Jun | yoy | vs.2019 | Q2 | yoy | vs.2019 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total Lufthansa Group Airlines (incl. Cargo)** | Passengers in 1,000 | 1,446 | 500.9% | -88.5% | 2,201 | 433.7% | -83.3% | 3,328 | 212.3% | -75.9% | 6,976 | 305.8% | -82.4% |
| | Available seat-kilometers (m) | 7,455 | 585.1% | -75.7% | 8,943 | 963.4% | -72.3% | 10,919 | 359.2% | -66.1% | 27,317 | 534.3% | -71.3% |
| | Revenue seat-kilometers (m) | 3,309 | 538.6% | -87.0% | 4,347 | 730.1% | -83.4% | 6,379 | 365.2% | -76.8% | 14,034 | 481.6% | -82.3% |
| | Passenger load-factor (%) | 44.4 | -3.2pts | -39.0pts | 48.6 | -13.7pts | -32.6pts | 58.4 | +0.7pts | -26.9pts | 51.4 | -4.6pts | -31.9pts |
| | Available Cargo tonne-kilometers (m) | 917 | 39.1% | -38.2% | 992 | 33.5% | -35.2% | 944 | 38.3% | -36.4% | 2,852 | 36.8% | -36.6% |
| | Revenue Cargo tonne-kilometers (m) | 702 | 65.3% | -21.2% | 744 | 47.5% | -19.9% | 688 | 36.5% | -22.8% | 2,134 | 48.9% | -21.3% |
| | Cargo load-factor (%) | 76.5 | +12.1pts | +16.6pts | 75.1 | +7.1pts | +14.3pts | 72.8 | -1.0pts | +12.8pts | 74.8 | +6.1pts | +14.5pts |
| | Number of flights | 20,393 | 347.4% | -79.7% | 25,208 | 405.1% | -76.7% | 33,823 | 199.6% | -68.2% | 79,424 | 281.1% | -74.8% |
| **Lufthansa German Airlines*** | Passengers in 1,000 | 807 | 569.2% | -87.2% | 1,125 | 443.9% | -83.0% | 1,634 | 196.5% | -75.6% | 3,567 | 305.9% | -81.8% |
| | Available seat-kilometers (m) | 4,648 | 473.4% | -74.4% | 5,446 | 783.3% | -71.7% | 6,299 | 338.6% | -66.6% | 16,393 | 472.6% | -70.8% |
| | Revenue seat-kilometers (m) | 2,038 | 473.2% | -86.5% | 2,518 | 702.6% | -84.0% | 3,629 | 353.6% | -77.4% | 8,185 | 457.0% | -82.5% |
| | Passenger load-factor (%) | 43.8 | 0.0pts | -39.3pts | 46.2 | -4.7pts | -35.5pts | 57.6 | +1.9pts | -27.8pts | 49.9 | -1.4pts | -33.5pts |
| | Number of flights | 10,845 | 291.7% | -77.6% | 12,831 | 366.4% | -75.0% | 16,314 | 169.9% | -66.8% | 39,990 | 245.8% | -73.2% |
| **thereof Hub FRA** | Passengers in 1,000 | 652 | 481.0% | -82.9% | 838 | 353.9% | -78.7% | 1,149 | 184.6% | -71.6% | 2,639 | 276.6% | -77.6% |
| | Available seat-kilometers (m) | 3,893 | 397.0% | -66.7% | 4,391 | 644.4% | -65.1% | 5,153 | 377.7% | -58.0% | 13,437 | 448.0% | -63.2% |
| | Revenue seat-kilometers (m) | 1,758 | 406.9% | -82.0% | 2,051 | 577.9% | -80.1% | 2,938 | 368.3% | -72.2% | 6,748 | 428.5% | -78.0% |
| | Passenger load-factor (%) | 45.2 | +0.9pts | -38.4pts | 46.7 | -4.6pts | -35.1pts | 57.0 | -1.1pts | -28.9pts | 50.2 | -1.9pts | -33.6pts |
| | Number of flights | 7,742 | 241.8% | -71.3% | 8,698 | 279.8% | -69.1% | 10,679 | 176.7% | -61.1% | 27,119 | 222.3% | -67.1% |
| **thereof Hub MUC** | Passengers in 1,000 | 141 | 1717.9% | -93.7% | 263 | 1115.6% | -89.1% | 474 | 239.2% | -80.1% | 878 | 419.1% | -87.5% |
| | Available seat-kilometers (m) | 571 | 2198.1% | -89.4% | 861 | 3229.1% | -85.1% | 1,130 | 226.1% | -80.4% | 2,563 | 544.9% | -84.9% |
| | Revenue seat-kilometers (m) | 192 | 2417.5% | -95.7% | 359 | 3298.1% | -92.4% | 685 | 306.0% | -86.1% | 1,236 | 561.1% | -91.2% |
| | Passenger load-factor (%) | 33.6 | +2.9pts | -48.7pts | 41.6 | +0.8pts | -40.4pts | 60.6 | +11.9pts | -24.6pts | 48.2 | +1.2pts | -35.0pts |
| | Number of flights | 2,869 | 487.9% | -84.7% | 3,844 | 746.7% | -81.2% | 5,391 | 167.9% | -71.8% | 12,104 | 309.7% | -79.3% |
| **SWISS** | Passengers in 1,000 | 204 | 1104.2% | -89.2% | 301 | 985.8% | -83.8% | 449 | 202.6% | -77.4% | 954 | 394.2% | -83.4% |
| | Available seat-kilometers (m) | 1,398 | 707.2% | -74.0% | 1,601 | 1798.9% | -70.4% | 1,740 | 227.8% | -67.9% | 4,739 | 501.2% | -70.7% |
| | Revenue seat-kilometers (m) | 553 | 862.2% | -87.9% | 636 | 1452.9% | -85.6% | 817 | 264.1% | -82.3% | 2,006 | 521.2% | -85.3% |
| | Passenger load-factor (%) | 39.5 | +6.4pts | -45.7pts | 39.7 | -8.8pts | -41.8pts | 47.0 | +4.7pts | -38.4pts | 42.3 | +1.3pts | -41.7pts |
| | Number of flights | 2,560 | 433.3% | -82.2% | 3,276 | 482.9% | -78.0% | 4,694 | 207.4% | -68.4% | 10,530 | 309.9% | -76.1% |
| **Austrian Airlines** | Passengers in 1,000 | 167 | 18509.6% | -86.8% | 261 | 203909.4% | -80.4% | 376 | 621.7% | -74.1% | 804 | 1413.3% | -80.2% |
| | Available seat-kilometers (m) | 567 | 3676.3% | -77.8% | 664 | 224429.1% | -75.3% | 845 | 1266.7% | -69.1% | 2,075 | 2590.6% | -74.0% |
| | Revenue seat-kilometers (m) | 238 | 3401.0% | -88.5% | 348 | 213846.4% | -83.7% | 520 | 1189.5% | -77.3% | 1,106 | 2239.7% | -83.0% |
| | Passenger load-factor (%) | 42.0 | -3.3pts | -39.4pts | 52.4 | -2.6pts | -27.1pts | 61.5 | -3.7pts | -22.4pts | 53.3 | -8.0pts | -28.3pts |
| | Number of flights | 2,959 | 3301.1% | -75.1% | 3,569 | 4789.0% | -71.8% | 4,332 | 479.1% | -66.9% | 10,860 | 1096.0% | -71.2% |
| **Brussels Airlines** | Passengers in 1,000 | 81 | 3547.0% | -91.2% | 144 | 28939.5% | -84.6% | 259 | 624.5% | -73.7% | 485 | 1158.0% | -83.0% |
| | Available seat-kilometers (m) | 433 | 2075.3% | -77.7% | 550 | 1935.4% | -73.3% | 928 | 898.4% | -54.9% | 1,910 | 1266.1% | -68.5% |
| | Revenue seat-kilometers (m) | 251 | 2440.3% | -84.5% | 350 | 32208.8% | -78.5% | 586 | 1119.4% | -66.2% | 1,187 | 1910.4% | -76.1% |
| | Passenger load-factor (%) | 58.0 | +8.3pts | -25.1pts | 63.6 | +59.6pts | -15.3pts | 63.2 | +11.5pts | -21.1pts | 62.1 | +19.9pts | -19.9pts |
| | Number of flights | 841 | 4847.1% | -88.3% | 1,265 | 7806.3% | -83.2% | 2,398 | 555.2% | -67.9% | 4,504 | 1028.8% | -79.7% |
| **Total Network Airlines**** | Passengers in 1,000 | 1,260 | 795.1% | -87.8% | 1,831 | 678.5% | -82.9% | 2,718 | 245.2% | -75.4% | 5,809 | 399.3% | -81.9% |
| | Available seat-kilometers (m) | 7,045 | 591.6% | -74.8% | 8,261 | 1034.4% | -71.9% | 9,811 | 362.5% | -66.2% | 25,117 | 549.3% | -70.9% |
| | Revenue seat-kilometers (m) | 3,080 | 616.8% | -86.8% | 3,851 | 982.1% | -83.9% | 5,552 | 398.9% | -77.5% | 12,483 | 557.5% | -82.6% |
| | Passenger load-factor (%) | 43.7 | +1.5pts | -39.7pts | 46.6 | -2.3pts | -34.6pts | 56.6 | +4.1pts | -28.6pts | 49.7 | +0.6pts | -33.6pts |
| | Number of flights | 17,205 | 413.1% | -78.8% | 20,941 | 515.5% | -75.6% | 27,736 | 219.3% | -66.9% | 65,882 | 326.7% | -73.8% |

* 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.

# Investor Info Q2 2021

## Eurowings

| | | Apr | yoy | vs.2019 | May | yoy | vs.2019 | Jun | yoy | vs.2019 | Q2 | yoy | vs.2019 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Eurowings | Passengers in 1,000 | 187 | 86.9% | -91.4% | 369 | 108.6% | -85.3% | 610 | 119.1% | -77.9% | 1,166 | 109.9% | -84.3% |
| | Available seat-kilometers (m) | 410 | 489.1% | -84.5% | 683 | 505.1% | -77.1% | 1,107 | 332.4% | -65.2% | 2,200 | 401.7% | -75.0% |
| | Revenue seat-kilometers (m) | 229 | 159.0% | -89.5% | 495 | 195.4% | -79.3% | 826 | 220.0% | -70.0% | 1,551 | 201.5% | -78.9% |
| | Passenger load-factor (%) | 55.9 | -71.3pts | -26.8pts | 72.6 | -76.1pts | -7.8pts | 74.6 | -26.2pts | -11.8pts | 70.5 | -46.8pts | -12.8pts |
| | Number of flights | 2,523 | 349.7% | -86.4% | 3,565 | 321.9% | -83.3% | 5,447 | 189.3% | -75.1% | 11,535 | 250.7% | -81.3% |

## Network Airlines & Cargo*

| By region | | Apr | yoy | vs.2019 | May | yoy | vs.2019 | Jun | yoy | vs.2019 | Q2 | yoy | vs.2019 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Europe | Passengers in 1,000 | 919 | 810.2% | -88.4% | 1,457 | 590.4% | -82.3% | 2,185 | 203.8% | -74.4% | 4,561 | 342.3% | -81.5% |
| | Available seat-kilometers (m) | 1,785 | 435.7% | -79.0% | 2,404 | 710.7% | -73.5% | 3,429 | 269.6% | -62.0% | 7,619 | 389.1% | -71.3% |
| | Revenue seat-kilometers (m) | 918 | 954.9% | -86.3% | 1,521 | 791.4% | -78.3% | 2,260 | 261.3% | -69.5% | 4,698 | 432.1% | -77.8% |
| | Passenger load-factor (%) | 51.4 | +25.3pts | -27.7pts | 63.2 | +5.7pts | -14.2pts | 65.9 | -1.5pts | -16.2pts | 61.7 | +5.0pts | -17.9pts |
| | Available Cargo tonne-kilometers (m) | 38 | 33.7% | -47.4% | 39 | 45.1% | -47.6% | 42 | 12.0% | -43.4% | 119 | 28.3% | -46.1% |
| | Revenue Cargo tonne-kilometers (m) | 21 | 19.4% | -28.2% | 22 | 20.9% | -28.1% | 22 | 15.3% | -23.8% | 65 | 18.5% | -26.7% |
| | Cargo load-factor (%) | 56.5 | -6.8pts | +15.1pts | 55.3 | -11.1pts | +15.0pts | 52.5 | +1.5pts | +13.5pts | 54.7 | -4.5pts | +14.5pts |
| America (North und South) | Passengers in 1.000 | 139 | 630.9% | -88.0% | 170 | 957.4% | -86.5% | 269 | 574.8% | -79.2% | 578 | 670.9% | -84.5% |
| | Available seat-kilometers (m) | 2,756 | 667.8% | -73.1% | 3,293 | 1217.0% | -70.6% | 3,766 | 450.2% | -66.1% | 9,815 | 658.8% | -69.9% |
| | Revenue seat-kilometers (m) | 1,107 | 562.2% | -87.4% | 1,293 | 902.2% | -86.4% | 2,018 | 536.8% | -79.4% | 4,419 | 620.6% | -84.3% |
| | Passenger load-factor (%) | 40.2 | -6.4pts | -45.7pts | 39.3 | -12.3pts | -45.4pts | 53.6 | +7.3pts | -34.5pts | 45.0 | -2.4pts | -41.2pts |
| | Available Cargo tonne-kilometers (m) | 411 | 44.1% | -39.3% | 466 | 45.5% | -35.8% | 449 | 52.6% | -36.2% | 1,325 | 47.4% | -37.0% |
| | Revenue Cargo tonne-kilometers (m) | 304 | 58.7% | -21.5% | 341 | 62.5% | -16.8% | 318 | 49.7% | -21.2% | 962 | 56.9% | -19.8% |
| | Cargo load-factor (%) | 74.0 | +6.8pts | +16.8pts | 73.1 | +7.7pts | +16.7pts | 70.8 | -1.4pts | +13.4pts | 72.6 | +4.4pts | +15.6pts |
| Asia/Pacific | Passengers in 1,000 | 46 | 164.9% | -92.9% | 40 | 613.1% | -93.8% | 48 | 213.9% | -92.6% | 134 | 249.6% | -93.1% |
| | Available seat-kilometers (m) | 1,099 | 274.0% | -82.1% | 1,133 | 662.2% | -81.8% | 1,048 | 147.9% | -82.8% | 3,280 | 279.1% | -82.2% |
| | Revenue seat-kilometers (m) | 350 | 120.1% | -93.3% | 269 | 444.8% | -94.8% | 358 | 183.1% | -93.2% | 978 | 191.8% | -93.8% |
| | Passenger load-factor (%) | 31.9 | -22.3pts | -53.1pts | 23.8 | -9.5pts | -59.6pts | 34.2 | +4.2pts | -52.4pts | 29.8 | -8.9pts | -55.1pts |
| | Available Cargo tonne-kilometers (m) | 403 | 21.6% | -32.4% | 406 | 5.4% | -32.0% | 366 | 11.4% | -36.8% | 1,175 | 12.4% | -33.7% |
| | Revenue Cargo tonne-kilometers (m) | 327 | 60.0% | -16.9% | 324 | 20.6% | -20.5% | 289 | 12.6% | -25.2% | 940 | 28.8% | -20.8% |
| | Cargo load-factor (%) | 81.3 | +19.5pts | +15.2pts | 79.9 | +10.1pts | +11.6pts | 78.9 | +0.8pts | +12.3pts | 80.1 | +10.2pts | +13.0pts |
| Middle East/ Africa | Passengers in 1,000 | 155 | 4589.4% | -76.4% | 165 | 6364.1% | -70.0% | 217 | 1558.1% | -62.4% | 536 | 2735.6% | -69.9% |
| | Available seat-kilometers (m) | 1,405 | 4209.8% | -55.1% | 1,431 | 4239.3% | -49.9% | 1,568 | 1717.1% | -43.1% | 4,403 | 2799.7% | -49.6% |
| | Revenue seat-kilometers (m) | 704 | 4243.6% | -73.1% | 768 | 11104.0% | -64.2% | 917 | 1971.8% | -58.8% | 2,389 | 3448.7% | -65.8% |
| | Passenger load-factor (%) | 50.1 | +0.4pts | -33.7pts | 53.7 | +32.9pts | -21.5pts | 58.5 | +7.2pts | -22.3pts | 54.2 | +9.9pts | -25.8pts |
| | Available Cargo tonne-kilometers (m) | 66 | 341.8% | -53.1% | 81 | 663.2% | -38.9% | 88 | 283.6% | -31.5% | 234 | 384.7% | -41.5% |
| | Revenue Cargo tonne-kilometers (m) | 49 | 362.9% | -38.3% | 58 | 595.7% | -29.2% | 60 | 266.8% | -19.3% | 166 | 373.7% | -29.1% |
| | Cargo load-factor (%) | 74.6 | +3.4pts | +17.9pts | 71.8 | -7.0pts | +9.8pts | 67.9 | -3.1pts | +10.3pts | 71.1 | -1.6pts | +12.4pts |

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

## Additional references

# Investor Info Q2 2021

## Lufthansa Group

| | | Q1 | yoy | vs.2019 | Q2 | yoy | vs.2019 | 6M | yoy | v. 2019 |
|---|---|---|---|---|---|---|---|---|---|---|
| **Total Lufthansa Group Airlines (incl. Cargo)** | Passengers in 1,000 | 3,043 | -86.0% | -89.7% | 6,976 | 305.8% | -82.4% | 10,022 | -57.3% | -85.5% |
| | Available seat-kilometers (m) | 16,843 | -73.8% | -78.8% | 27,317 | 534.3% | -71.3% | 44,171 | -35.6% | -74.7% |
| | Revenue seat-kilometers (m) | 7,584 | -83.9% | -87.8% | 14,034 | 481.6% | -82.3% | 21,616 | -56.3% | -84.7% |
| | Passenger load-factor (%) | 45.0 | -28.3pts | -32.9pts | 51.4 | -4.6pts | -31.9pts | 48.9 | -23.3pts | -31.9pts |
| | Available Cargo tonne-kilometers (m) | 2,528 | -26.2% | -37.7% | 2,852 | 36.8% | -36.6% | 5,381 | -1.5% | -37.1% |
| | Revenue Cargo tonne-kilometers (m) | 1,940 | -10.1% | -23.9% | 2,134 | 48.9% | -21.3% | 4,074 | 13.3% | -22.6% |
| | Cargo load-factor (%) | 76.7 | +13.7pts | +13.9pts | 74.8 | +6.1pts | +14.5pts | 75.7 | +9.9pts | +14.2pts |
| | Number of flights | 41,011 | -80.4% | -84.5% | 79,424 | 281.1% | -74.8% | 120,435 | -47.6% | -79.2% |
| **Lufthansa German Airlines*** | Passengers in 1,000 | 1,866 | -83.3% | -87.8% | 3,567 | 305.9% | -81.8% | 5,432 | -55.0% | -84.5% |
| | Available seat-kilometers (m) | 10,890 | -71.7% | -77.4% | 16,393 | 472.6% | -70.8% | 27,283 | -34.0% | -73.8% |
| | Revenue seat-kilometers (m) | 4,979 | -82.3% | -86.8% | 8,185 | 457.0% | -82.5% | 13,164 | -55.5% | -84.4% |
| | Passenger load-factor (%) | 45.7 | -27.4pts | -32.6pts | 49.9 | -1.4pts | -33.5pts | 48.2 | -23.4pts | -32.8pts |
| | Number of flights | 22,358 | -78.6% | -82.9% | 39,990 | 245.8% | -73.2% | 62,348 | -46.2% | -77.7% |
| **thereof Hub FRA** | Passengers in 1,000 | 1,624 | -75.7% | -82.4% | 2,639 | 276.6% | -77.6% | 4,263 | -42.2% | -79.7% |
| | Available seat-kilometers (m) | 9,519 | -61.6% | -69.5% | 13,437 | 448.0% | -63.2% | 22,956 | -15.6% | -66.1% |
| | Revenue seat-kilometers (m) | 4,504 | -75.4% | -81.7% | 6,748 | 428.5% | -78.0% | 11,252 | -42.5% | -79.6% |
| | Passenger load-factor (%) | 47.3 | -26.5pts | -31.7pts | 50.2 | -1.9pts | -33.6pts | 49.0 | -22.9pts | -32.6pts |
| | Number of flights | 17,616 | -68.9% | -75.6% | 27,119 | 222.3% | -67.1% | 44,735 | -31.2% | -71.1% |
| **thereof Hub MUC** | Passengers in 1,000 | 213 | -94.7% | -96.2% | 878 | 419.1% | -87.5% | 1,091 | -74.1% | -91.3% |
| | Available seat-kilometers (m) | 978 | -91.2% | -92.9% | 2,563 | 544.9% | -84.9% | 3,540 | -69.3% | -88.5% |
| | Revenue seat-kilometers (m) | 284 | -96.4% | -97.3% | 1,236 | 561.1% | -91.2% | 1,519 | -81.2% | -93.8% |
| | Passenger load-factor (%) | 29.0 | -41.9pts | -46.1pts | 48.2 | +1.2pts | -35.0pts | 42.9 | -27.2pts | -36.7pts |
| | Number of flights | 4,462 | -89.5% | -91.8% | 12,104 | 309.7% | -79.3% | 16,566 | -63.5% | -85.3% |
| **SWISS** | Passengers in 1,000 | 386 | -88.7% | -91.1% | 954 | 394.2% | -83.4% | 1,343 | -62.7% | -86.7% |
| | Available seat-kilometers (m) | 3,408 | -73.0% | -76.9% | 4,739 | 501.2% | -70.7% | 8,159 | -39.1% | -73.6% |
| | Revenue seat-kilometers (m) | 1,210 | -87.2% | -89.7% | 2,006 | 521.2% | -85.3% | 3,214 | -67.0% | -87.3% |
| | Passenger load-factor (%) | 35.5 | -39.2pts | -44.4pts | 42.3 | +1.3pts | -41.7pts | 39.4 | -33.3pts | -42.7pts |
| | Number of flights | 5,150 | -82.6% | -86.0% | 10,530 | 309.9% | -76.1% | 15,680 | -51.4% | -80.6% |
| **Austrian Airlines** | Passengers in 1,000 | 308 | -84.1% | -88.4% | 804 | 1413.3% | -80.2% | 1,112 | -44.0% | -83.4% |
| | Available seat-kilometers (m) | 831 | -81.6% | -85.1% | 2,075 | 2590.6% | -74.0% | 2,906 | -36.8% | -78.6% |
| | Revenue seat-kilometers (m) | 437 | -85.8% | -89.3% | 1,106 | 2239.7% | -83.0% | 1,543 | -50.7% | -85.4% |
| | Passenger load-factor (%) | 52.6 | -15.6pts | -20.4pts | 53.3 | -8.0pts | -28.3pts | 53.1 | -15.0pts | -25.0pts |
| | Number of flights | 5,426 | -76.1% | -81.1% | 10,860 | 1096.0% | -71.2% | 16,286 | -31.1% | -75.5% |
| **Brussels Airlines** | Passengers in 1,000 | 192 | -87.7% | -90.5% | 485 | 1158.0% | -83.0% | 676 | -57.5% | -86.1% |
| | Available seat-kilometers (m) | 1,056 | -71.4% | -76.4% | 1,910 | 1266.1% | -68.5% | 2,966 | -22.6% | -71.8% |
| | Revenue seat-kilometers (m) | 614 | -77.4% | -82.1% | 1,187 | 1910.4% | -76.1% | 1,801 | -35.1% | -78.6% |
| | Passenger load-factor (%) | 58.2 | -15.3pts | -18.6pts | 62.1 | +19.9pts | -19.9pts | 60.7 | -11.7pts | -19.1pts |
| | Number of flights | 1,791 | -86.9% | -89.5% | 4,504 | 1028.8% | -79.7% | 6,295 | -55.4% | -84.0% |
| **Total Network Airlines**** | Passengers in 1,000 | 2,752 | -84.8% | -88.6% | 5,809 | 399.3% | -81.9% | 8,564 | -55.4% | -84.8% |
| | Available seat-kilometers (m) | 16,186 | -72.7% | -77.8% | 25,117 | 549.3% | -70.9% | 41,314 | -34.6% | -74.0% |
| | Revenue seat-kilometers (m) | 7,240 | -83.3% | -87.3% | 12,483 | 557.5% | -82.6% | 19,721 | -56.4% | -84.7% |
| | Passenger load-factor (%) | 44.7 | -28.4pts | -33.4pts | 49.7 | +0.6pts | -33.6pts | 47.7 | -23.9pts | -33.2pts |
| | Number of flights | 34,721 | -79.6% | -83.6% | 65,882 | 326.7% | -73.8% | 100,603 | -45.7% | -78.2% |

\* 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.

# Investor Info Q2 2021

## Eurowings

| | | Q1 | yoy | vs.2019 | Q2 | yoy | vs.2019 | 6M | yoy | yoy |
|---|---|---|---|---|---|---|---|---|---|---|
| Eurowings | Passengers in 1,000 | 292 | -92.1% | -94.4% | 1,166 | 109.9% | -84.3% | 1,458 | -65.7% | -88.5% |
| | Available seat-kilometers (m) | 657 | -86.8% | -90.1% | 2,200 | 401.7% | -75.0% | 2,857 | -47.4% | -81.5% |
| | Revenue seat-kilometers (m) | 344 | -90.9% | -93.1% | 1,551 | 201.5% | -78.9% | 1,895 | -55.8% | -84.6% |
| | Passenger load-factor (%) | 52.3 | -23.2pts | -23.1pts | 70.5 | -46.8pts | -12.8pts | 66.3 | -12.6pts | -13.6pts |
| | Number of flights | 4,319 | -88.4% | -91.6% | 11,535 | 250.7% | -81.3% | 15,854 | -60.9% | -86.0% |

## Network Airlines & Cargo*

| By region | | Q1 | yoy | vs.2019 | Q2 | yoy | vs.2019 | 6M | yoy | yoy |
|---|---|---|---|---|---|---|---|---|---|---|
| Europe | Passengers in 1,000 | 1,933 | -85.6% | -89.3% | 4,561 | 342.3% | -81.5% | 6,495 | -54.9% | -84.8% |
| | Available seat-kilometers (m) | 3,258 | -80.5% | -84.1% | 7,619 | 389.1% | -71.3% | 10,876 | -40.5% | -76.9% |
| | Revenue seat-kilometers (m) | 1,828 | -83.3% | -87.4% | 4,698 | 432.1% | -77.8% | 6,526 | -44.8% | -81.7% |
| | Passenger load-factor (%) | 56.1 | -9.4pts | -14.6pts | 61.7 | +5.0pts | -17.9pts | 60.0 | -4.8pts | -15.7pts |
| | Available Cargo tonne-kilometers (m) | 109 | -32.2% | -42.4% | 119 | 28.3% | -46.1% | 227 | -3.8% | -44.4% |
| | Revenue Cargo tonne-kilometers (m) | 63 | -15.0% | -23.9% | 65 | 18.5% | -26.7% | 128 | -1.2% | -25.4% |
| | Cargo load-factor (%) | 58.1 | +11.8pts | +14.2pts | 54.7 | -4.5pts | +14.5pts | 56.4 | +1.5pts | +14.4pts |
| America (North und South) | Passengers in 1.000 | 344 | -84.2% | -87.6% | 578 | 670.9% | -84.5% | 923 | -59.1% | -85.8% |
| | Available seat-kilometers (m) | 6,825 | -69.5% | -74.3% | 9,815 | 658.8% | -69.9% | 16,652 | -29.7% | -71.9% |
| | Revenue seat-kilometers (m) | 2,754 | -83.8% | -87.2% | 4,419 | 620.6% | -84.3% | 7,170 | -59.3% | -85.6% |
| | Passenger load-factor (%) | 40.3 | -35.6pts | -40.7pts | 45.0 | -2.4pts | -41.2pts | 43.1 | -31.2pts | -40.8pts |
| | Available Cargo tonne-kilometers (m) | 1,123 | -34.0% | -39.3% | 1,325 | 47.4% | -37.0% | 2,448 | -5.1% | -38.1% |
| | Revenue Cargo tonne-kilometers (m) | 856 | -18.8% | -27.0% | 962 | 56.9% | -19.8% | 1,818 | 9.0% | -23.3% |
| | Cargo load-factor (%) | 76.2 | +14.2pts | +12.9pts | 72.6 | +4.4pts | +15.6pts | 74.3 | +9.6pts | +14.3pts |
| Asia/Pacific | Passengers in 1,000 | 139 | -88.0% | -91.8% | 134 | 249.6% | -93.1% | 272 | -77.2% | -92.5% |
| | Available seat-kilometers (m) | 2,809 | -77.0% | -82.9% | 3,280 | 279.1% | -82.2% | 6,089 | -53.5% | -82.5% |
| | Revenue seat-kilometers (m) | 1,048 | -88.8% | -92.3% | 978 | 191.8% | -93.8% | 2,026 | -79.2% | -93.1% |
| | Passenger load-factor (%) | 37.3 | -39.6pts | -45.6pts | 29.8 | -8.9pts | -55.1pts | 33.3 | -41.0pts | -50.7pts |
| | Available Cargo tonne-kilometers (m) | 1,124 | -8.6% | -29.5% | 1,175 | 12.4% | -33.7% | 2,299 | 1.5% | -31.7% |
| | Revenue Cargo tonne-kilometers (m) | 897 | 5.9% | -17.2% | 940 | 28.8% | -20.8% | 1,837 | 16.4% | -19.1% |
| | Cargo load-factor (%) | 79.8 | +10.9pts | +11.8pts | 80.1 | +10.2pts | +13.0pts | 79.9 | +10.2pts | +12.5pts |
| Middle East/ Africa | Passengers in 1,000 | 336 | -74.9% | -80.0% | 536 | 2735.6% | -69.9% | 873 | -35.7% | -74.8% |
| | Available seat-kilometers (m) | 3,294 | -58.8% | -64.7% | 4,403 | 2799.7% | -49.6% | 7,697 | -5.5% | -57.4% |
| | Revenue seat-kilometers (m) | 1,610 | -73.2% | -77.9% | 2,389 | 3448.7% | -65.8% | 3,999 | -34.2% | -72.0% |
| | Passenger load-factor (%) | 48.9 | -26.3pts | -29.2pts | 54.2 | +9.9pts | -25.8pts | 51.9 | -22.7pts | -27.1pts |
| | Available Cargo tonne-kilometers (m) | 173 | -48.8% | -59.1% | 234 | 384.7% | -41.5% | 407 | 6.3% | -50.5% |
| | Revenue Cargo tonne-kilometers (m) | 125 | -31.9% | -41.3% | 166 | 373.7% | -29.1% | 292 | 33.1% | -34.9% |
| | Cargo load-factor (%) | 72.2 | +17.9pts | +21.9pts | 71.1 | -1.6pts | +12.4pts | 71.6 | +14.4pts | +17.2pts |

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

## Additional references

lufthansagroup.com/investor-relations | investor.relations@dlh.de | T +49 69 696-28000
Lufthansa Group Investor Info Q2 2021

Page 4 of 4