



# Investor Info Q3 2022

## Lufthansa Group

|  |                                      | Jul    | yoy      | vs.2019 | Aug    | yoy      | vs.2019 | Sep    | yoy      | vs.2019 | Q3      | yoy      | vs.2019 |
|--|--------------------------------------|--------|----------|---------|--------|----------|---------|--------|----------|---------|---------|----------|---------|
| Total Lufthansa Group Airlines (incl. Cargo) | Passengers in 1,000                  | 11,208 | 86.3%    | -23.3%  | 11,257 | 61.0%    | -20.6%  | 10,875 | 64.4%    | -22.2%  | 33,340  | 69.9%    | -22.0%  |
|  | Available seat-kilometers (m)        | 26,096 | 63.6%    | -22.8%  | 26,589 | 53.5%    | -20.8%  | 25,005 | 50.5%    | -22.4%  | 77,690  | 55.7%    | -22.0%  |
|  | Revenue seat-kilometers (m)          | 22,951 | 113.4%   | -21.9%  | 22,785 | 81.8%    | -22.2%  | 21,191 | 91.6%    | -22.5%  | 66,927  | 94.9%    | -22.2%  |
|  | Passenger load-factor (%)            | 87.9   | +20.5pts | +1.0pts | 85.7   | +13.3pts | -1.6pts | 84.7   | +18.2pts | -0.1pts | 86.1    | +17.3pts | -0.2pts |
|  | Available Cargo tonne-kilometers (m) | 1,293  | 24.3%    | -15.5%  | 1,248  | 22.5%    | -18.0%  | 1,248  | 21.2%    | -16.0%  | 3,789   | 22.7%    | -16.5%  |
|  | Revenue Cargo tonne-kilometers (m)   | 726    | 2.9%     | -19.2%  | 671    | 1.1%     | -24.9%  | 708    | 1.7%     | -20.5%  | 2,104   | 1.9%     | -21.5%  |
|  | Cargo load-factor (%)                | 56.1   | -11.7pts | -2.6pts | 53.7   | -11.4pts | -4.9pts | 56.7   | -10.9pts | -3.2pts | 55.5    | -11.3pts | -3.6pts |
|  | Number of flights                    | 79,342 | 46.1%    | -28.7%  | 84,611 | 45.2%    | -22.0%  | 81,220 | 40.1%    | -25.4%  | 245,173 | 43.8%    | -25.4%  |
| Lufthansa German Airlines*                   | Passengers in 1,000                  | 5,246  | 92.8%    | -25.4%  | 5,440  | 73.3%    | -19.1%  | 5,191  | 69.5%    | -23.7%  | 15,877  | 77.9%    | -22.8%  |
|  | Available seat-kilometers (m)        | 14,474 | 75.3%    | -26.2%  | 14,952 | 65.2%    | -23.4%  | 14,009 | 56.6%    | -26.3%  | 43,435  | 65.5%    | -25.3%  |
|  | Revenue seat-kilometers (m)          | 12,641 | 133.8%   | -25.8%  | 12,776 | 100.3%   | -24.7%  | 11,849 | 104.7%   | -26.1%  | 37,267  | 112.1%   | -25.5%  |
|  | Passenger load-factor (%)            | 87.3   | +21.8pts | +0.5pts | 85.4   | +15.0pts | -1.4pts | 84.6   | +19.9pts | +0.2pts | 85.8    | +18.9pts | -0.2pts |
|  | Number of flights                    | 35,923 | 43.0%    | -29.7%  | 40,028 | 52.0%    | -18.6%  | 37,544 | 42.1%    | -26.0%  | 113,495 | 45.7%    | -24.8%  |
| thereof Hub FRA                              | Passengers in 1,000                  | 2,938  | 64.3%    | -30.3%  | 2,994  | 46.5%    | -27.4%  | 2,795  | 49.0%    | -31.2%  | 8,728   | 52.9%    | -29.6%  |
|  | Available seat-kilometers (m)        | 8,512  | 33.8%    | -33.2%  | 8,646  | 29.7%    | -32.1%  | 8,090  | 25.7%    | -34.4%  | 25,249  | 29.8%    | -33.3%  |
|  | Revenue seat-kilometers (m)          | 7,478  | 82.0%    | -32.8%  | 7,426  | 58.9%    | -33.3%  | 6,868  | 68.9%    | -34.1%  | 21,771  | 69.5%    | -33.4%  |
|  | Passenger load-factor (%)            | 87.8   | +23.3pts | +0.5pts | 85.9   | +15.8pts | -1.5pts | 84.9   | +21.7pts | +0.4pts | 86.2    | +20.2pts | -0.2pts |
|  | Number of flights                    | 18,698 | 20.9%    | -33.8%  | 20,453 | 27.6%    | -26.6%  | 18,701 | 23.7%    | -33.3%  | 57,852  | 24.1%    | -31.2%  |
| thereof Hub MUC                              | Passengers in 1,000                  | 1,907  | 121.6%   | -25.2%  | 2,000  | 99.0%    | -15.2%  | 1,956  | 80.8%    | -20.8%  | 5,862   | 98.9%    | -20.5%  |
|  | Available seat-kilometers (m)        | 4,294  | 138.0%   | -28.3%  | 4,593  | 114.0%   | -22.3%  | 4,333  | 95.7%    | -25.9%  | 13,219  | 114.5%   | -25.5%  |
|  | Revenue seat-kilometers (m)          | 3,841  | 206.8%   | -26.1%  | 3,916  | 151.2%   | -23.2%  | 3,742  | 145.6%   | -24.3%  | 11,499  | 165.3%   | -24.5%  |
|  | Passenger load-factor (%)            | 89.5   | +20.1pts | +2.6pts | 85.3   | +12.6pts | -1.0pts | 86.4   | +17.5pts | +1.9pts | 87.7    | +16.7pts | +1.1pts |
|  | Number of flights                    | 14,069 | 64.8%    | -30.0%  | 15,787 | 74.5%    | -16.6%  | 15,036 | 50.6%    | -24.9%  | 44,892  | 62.8%    | -24.0%  |
| SWISS  | Passengers in 1,000                  | 1,719  | 68.9%    | -22.1%  | 1,642  | 39.3%    | -24.6%  | 1,533  | 55.0%    | -23.4%  | 4,894   | 53.6%    | -23.3%  |
|  | Available seat-kilometers (m)        | 4,308  | 49.3%    | -25.8%  | 4,232  | 35.9%    | -25.6%  | 4,015  | 41.6%    | -24.7%  | 12,556  | 42.1%    | -25.4%  |
|  | Revenue seat-kilometers (m)          | 3,857  | 104.7%   | -24.5%  | 3,680  | 66.9%    | -27.2%  | 3,420  | 90.0%    | -25.1%  | 10,956  | 86.0%    | -25.6%  |
|  | Passenger load-factor (%)            | 89.5   | +24.3pts | +1.6pts | 86.9   | +16.1pts | -1.8pts | 85.2   | +21.7pts | -0.5pts | 87.3    | +20.6pts | -0.2pts |
|  | Number of flights                    | 12,552 | 43.8%    | -21.4%  | 12,537 | 33.4%    | -21.3%  | 11,848 | 39.7%    | -21.3%  | 36,937  | 38.8%    | -21.3%  |
| Austrian Airlines                            | Passengers in 1,000                  | 1,376  | 88.5%    | -9.8%   | 1,330  | 53.2%    | -10.5%  | 1,320  | 80.7%    | -9.9%   | 4,026   | 72.9%    | -10.1%  |
|  | Available seat-kilometers (m)        | 2,362  | 60.4%    | -16.3%  | 2,373  | 48.4%    | -15.2%  | 2,283  | 61.4%    | -15.7%  | 7,018   | 56.4%    | -15.7%  |
|  | Revenue seat-kilometers (m)          | 2,137  | 108.6%   | -12.5%  | 2,058  | 73.0%    | -15.9%  | 1,955  | 112.8%   | -14.5%  | 6,150   | 96.3%    | -14.3%  |
|  | Passenger load-factor (%)            | 90.5   | +20.9pts | +3.9pts | 86.7   | +12.4pts | -0.7pts | 85.6   | +20.7pts | +1.2pts | 87.6    | +17.8pts | +1.5pts |
|  | Number of flights                    | 10,000 | 43.6%    | -25.9%  | 10,299 | 32.1%    | -21.3%  | 10,274 | 42.9%    | -22.0%  | 30,573  | 39.3%    | -23.1%  |
| Brussels Airlines                            | Passengers in 1,000                  | 795    | 63.4%    | -26.0%  | 749    | 37.9%    | -24.8%  | 752    | 49.3%    | -23.4%  | 2,296   | 49.8%    | -24.8%  |
|  | Available seat-kilometers (m)        | 1,793  | 25.7%    | -20.0%  | 1,774  | 20.7%    | -20.0%  | 1,619  | 23.4%    | -20.2%  | 5,186   | 23.2%    | -20.1%  |
|  | Revenue seat-kilometers (m)          | 1,542  | 55.4%    | -20.8%  | 1,485  | 37.2%    | -22.8%  | 1,334  | 47.7%    | -20.8%  | 4,360   | 46.4%    | -21.5%  |
|  | Passenger load-factor (%)            | 86.0   | +16.4pts | -0.9pts | 83.7   | +10.0pts | -3.0pts | 82.4   | +13.6pts | -0.7pts | 84.1    | +13.3pts | -1.5pts |
|  | Number of flights                    | 5,435  | 37.1%    | -31.8%  | 5,405  | 27.7%    | -30.0%  | 5,376  | 34.2%    | -29.4%  | 16,216  | 32.9%    | -30.5%  |
| Eurowings                                    | Passengers in 1,000                  | 2,072  | 95.4%    | -26.9%  | 2,096  | 65.3%    | -26.2%  | 2,080  | 56.3%    | -25.2%  | 6,248   | 70.7%    | -26.1%  |
|  | Available seat-kilometers (m)        | 3,159  | 65.0%    | -5.4%   | 3,257  | 56.0%    | -3.2%   | 3,078  | 46.4%    | -3.3%   | 9,495   | 55.5%    | -4.0%   |
|  | Revenue seat-kilometers (m)          | 2,774  | 91.9%    | -3.8%   | 2,787  | 66.3%    | -5.0%   | 2,633  | 59.7%    | -5.4%   | 8,193   | 71.8%    | -4.7%   |
|  | Passenger load-factor (%)            | 87.8   | +12.3pts | +1.5pts | 85.6   | +5.3pts  | -1.6pts | 85.5   | +7.1pts  | -1.9pts | 86.3    | +8.2pts  | -0.7pts |
|  | Number of flights                    | 14,611 | 64.0%    | -35.7%  | 15,563 | 57.3%    | -30.8%  | 15,370 | 36.6%    | -30.9%  | 45,544  | 51.5%    | -32.5%  |
| Total Group Airlines**                       | Passengers in 1,000                  | 11,208 | 86.3%    | -23.3%  | 11,257 | 61.0%    | -20.6%  | 10,875 | 64.4%    | -22.2%  | 33,340  | 69.9%    | -22.0%  |
|  | Available seat-kilometers (m)        | 26,096 | 63.6%    | -22.8%  | 26,589 | 53.5%    | -20.8%  | 25,005 | 50.5%    | -22.4%  | 77,690  | 55.7%    | -22.0%  |
|  | Revenue seat-kilometers (m)          | 22,951 | 113.4%   | -21.9%  | 22,785 | 81.8%    | -22.2%  | 21,191 | 91.6%    | -22.5%  | 66,927  | 94.9%    | -22.2%  |
|  | Passenger load-factor (%)            | 87.9   | +20.5pts | +1.0pts | 85.7   | +13.3pts | -1.6pts | 84.7   | +18.2pts | -0.1pts | 86.1    | +17.3pts | -0.2pts |
|  | Number of flights                    | 78,521 | 46.3%    | -28.9%  | 83,832 | 45.5%    | -22.1%  | 80,412 | 40.3%    | -25.6%  | 242,765 | 44.0%    | -25.6%  |

\* 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



# Investor Info Q3 2022

## Group Airlines & Cargo\*

| By region                    |                                      | Jul    | yoy      | v. 2019  | Aug    | yoy      | v. 2019 | Sep    | yoy      | v. 2019 | Q3     | yoy      | v. 2019 |
|------------------------------|--------------------------------------|--------|----------|----------|--------|----------|---------|--------|----------|---------|--------|----------|---------|
| Europe                       | Passengers in 1,000                  | 9,161  | 76.8%    | -23.0%   | 9,223  | 52.8%    | -19.2%  | 9,001  | 54.8%    | -21.4%  | 27,385 | 60.8%    | -21.2%  |
|                              | Available seat-kilometers (m)        | 11,204 | 41.9%    | -13.1%   | 11,546 | 34.8%    | -9.4%   | 10,774 | 35.4%    | -12.3%  | 33,524 | 37.3%    | -11.6%  |
|                              | Revenue seat-kilometers (m)          | 9,644  | 69.3%    | -11.3%   | 9,673  | 46.2%    | -9.8%   | 9,033  | 48.6%    | -11.6%  | 28,349 | 54.1%    | -10.9%  |
|                              | Passenger load-factor (%)            | 86.1   | +14.0pts | +1.7pts  | 83.8   | +6.5pts  | -0.4pts | 83.8   | +7.4pts  | +0.6pts | 84.6   | +9.2pts  | +0.6pts |
|                              | Available Cargo tonne-kilometers (m) | 57     | 14.4%    | -28.3%   | 57     | 21.4%    | -25.9%  | 57     | 22.5%    | -26.1%  | 171    | 19.4%    | -26.8%  |
|                              | Revenue Cargo tonne-kilometers (m)   | 22     | -3.8%    | -22.1%   | 21     | 3.1%     | -22.1%  | 24     | 10.7%    | -17.6%  | 67     | 3.2%     | -20.6%  |
|                              | Cargo load-factor (%)                | 39.1   | -7.4pts  | +3.1pts  | 37.3   | -6.6pts  | +1.8pts | 41.8   | -4.5pts  | +4.3pts | 39.4   | -6.2pts  | +3.1pts |
| America<br>(North and South) | Passengers in 1,000                  | 1,119  | 164.6%   | -17.5%   | 1,088  | 115.2%   | -19.9%  | 1,013  | 144.6%   | -18.3%  | 3,220  | 139.8%   | -18.6%  |
|                              | Available seat-kilometers (m)        | 9,225  | 96.2%    | -20.2%   | 9,326  | 74.1%    | -19.1%  | 8,755  | 60.5%    | -19.3%  | 27,306 | 76.0%    | -19.6%  |
|                              | Revenue seat-kilometers (m)          | 8,427  | 164.9%   | -17.7%   | 8,220  | 115.6%   | -19.9%  | 7,594  | 141.0%   | -19.1%  | 24,241 | 139.0%   | -18.9%  |
|                              | Passenger load-factor (%)            | 91.3   | +23.7pts | +2.8pts  | 88.1   | +17.0pts | -0.9pts | 86.7   | +29.0pts | +0.3pts | 88.8   | +23.4pts | +0.7pts |
|                              | Available Cargo tonne-kilometers (m) | 689    | 34.2%    | -3.7%    | 691    | 31.2%    | -4.7%   | 671    | 24.8%    | -4.2%   | 2,051  | 30.0%    | -4.2%   |
|                              | Revenue Cargo tonne-kilometers (m)   | 342    | 4.8%     | -12.9%   | 331    | 1.2%     | -16.6%  | 344    | -0.7%    | -11.3%  | 1,017  | 1.7%     | -13.6%  |
|                              | Cargo load-factor (%)                | 49.6   | -13.9pts | -5.2pts  | 47.9   | -14.2pts | -6.9pts | 51.3   | -13.2pts | -4.1pts | 49.6   | -13.8pts | -5.4pts |
| Asia/Pacific                 | Passengers in 1,000                  | 296    | 296.3%   | -57.9%   | 288    | 230.8%   | -58.8%  | 281    | 291.0%   | -57.2%  | 865    | 270.3%   | -58.0%  |
|                              | Available seat-kilometers (m)        | 2,628  | 98.1%    | -58.6%   | 2,661  | 105.1%   | -57.8%  | 2,614  | 125.2%   | -57.7%  | 7,902  | 108.8%   | -58.1%  |
|                              | Revenue seat-kilometers (m)          | 2,333  | 307.1%   | -59.2%   | 2,272  | 247.3%   | -60.0%  | 2,219  | 320.2%   | -58.4%  | 6,824  | 288.8%   | -59.2%  |
|                              | Passenger load-factor (%)            | 88.8   | +45.6pts | -1.3pts  | 85.4   | +35.0pts | -4.6pts | 84.9   | +39.4pts | -1.4pts | 86.4   | +40.0pts | -2.4pts |
|                              | Available Cargo tonne-kilometers (m) | 447    | 13.5%    | -25.8%   | 402    | 10.2%    | -31.7%  | 424    | 16.6%    | -27.4%  | 1,273  | 13.5%    | -28.3%  |
|                              | Revenue Cargo tonne-kilometers (m)   | 313    | 2.3%     | -21.6%   | 271    | 1.3%     | -31.5%  | 289    | 4.9%     | -28.1%  | 873    | 2.9%     | -27.1%  |
|                              | Cargo load-factor (%)                | 70.1   | -7.6pts  | +3.7pts  | 67.4   | -5.9pts  | +0.1pts | 68.2   | -7.6pts  | -0.7pts | 68.6   | -7.1pts  | +1.1pts |
| Middle East/<br>Africa       | Passengers in 1,000                  | 632    | 88.9%    | -5.5%    | 657    | 79.7%    | -5.0%   | 581    | 85.1%    | -6.8%   | 1,870  | 84.4%    | -5.7%   |
|                              | Available seat-kilometers (m)        | 3,040  | 50.0%    | 1.7%     | 3,057  | 45.4%    | 2.3%    | 2,862  | 40.3%    | -1.8%   | 8,958  | 45.2%    | 0.8%    |
|                              | Revenue seat-kilometers (m)          | 2,547  | 95.3%    | 0.0%     | 2,620  | 81.2%    | -0.2%   | 2,345  | 80.4%    | -2.0%   | 7,512  | 85.5%    | -0.7%   |
|                              | Passenger load-factor (%)            | 83.8   | +19.4pts | -1.4pts  | 85.7   | +17.0pts | -2.2pts | 81.9   | +18.2pts | -0.2pts | 83.9   | +18.2pts | -1.2pts |
|                              | Available Cargo tonne-kilometers (m) | 99     | 20.2%    | -24.2%   | 99     | 21.3%    | -25.3%  | 95     | 16.6%    | -22.6%  | 294    | 19.4%    | -24.1%  |
|                              | Revenue Cargo tonne-kilometers (m)   | 48     | -3.4%    | -37.2%   | 48     | -1.8%    | -34.3%  | 50     | -3.3%    | -29.1%  | 146    | -2.9%    | -33.7%  |
|                              | Cargo load-factor (%)                | 48.5   | -11.9pts | -10.0pts | 48.5   | -11.4pts | -6.7pts | 52.5   | -10.8pts | -4.9pts | 49.8   | -11.4pts | -7.2pts |

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

### Additional references

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# Investor Info 9M 2022

## Lufthansa Group

|  |                                      | Q1     | yoy      | vs.2019  | Q2      | yoy      | vs.2019 | Q3      | yoy      | vs.2019 | 9M      | yoy      | vs.2019 |
|--|--------------------------------------|--------|----------|----------|---------|----------|---------|---------|----------|---------|---------|----------|---------|
| Total Lufthansa Group Airlines (incl. Cargo) | Passengers in 1,000                  | 13,173 | 332.4%   | -55.2%   | 29,209  | 317.6%   | -26.1%  | 33,340  | 69.9%    | -22.0%  | 75,722  | 155.3%   | -32.2%  |
|  | Available seat-kilometers (m)        | 45,656 | 170.9%   | -42.5%   | 69,961  | 155.9%   | -26.5%  | 77,690  | 55.7%    | -22.0%  | 193,307 | 105.5%   | -29.5%  |
|  | Revenue seat-kilometers (m)          | 29,862 | 293.9%   | -51.8%   | 56,080  | 299.3%   | -29.2%  | 66,927  | 94.9%    | -22.2%  | 152,868 | 173.1%   | -32.7%  |
|  | Passenger load-factor (%)            | 65.4   | +20.4pts | -12.5pts | 80.2    | +28.8pts | -3.1pts | 86.1    | +17.3pts | -0.2pts | 79.1    | +19.6pts | -3.8pts |
|  | Available Cargo tonne-kilometers (m) | 3,142  | 24.3%    | -22.5%   | 3,525   | 24.0%    | -21.6%  | 3,789   | 22.7%    | -16.5%  | 10,456  | 23.6%    | -20.1%  |
|  | Revenue Cargo tonne-kilometers (m)   | 2,138  | 9.8%     | -16.2%   | 2,113   | -0.7%    | -22.1%  | 2,104   | 1.9%     | -21.5%  | 6,355   | 3.5%     | -20.0%  |
|  | Cargo load-factor (%)                | 68.0   | -9.0pts  | +5.2pts  | 59.9    | -14.9pts | -0.3pts | 55.5    | -11.3pts | -3.6pts | 60.8    | -11.8pts | +0.1pts |
| Number of flights                            | 135,539                              | 230.5% | -48.9%   | 234,891  | 194.5%  | -25.5%   | 245,173 | 43.8%   | -25.4%   | 615,603 | 111.3%  | -32.3%   |         |
| Lufthansa German Airlines*                   | Passengers in 1,000                  | 7,193  | 285.5%   | -53.1%   | 15,077  | 320.5%   | -23.1%  | 15,877  | 77.9%    | -22.8%  | 38,147  | 165.4%   | -31.3%  |
|  | Available seat-kilometers (m)        | 27,085 | 148.7%   | -43.7%   | 40,593  | 147.3%   | -27.8%  | 43,435  | 65.5%    | -25.3%  | 111,113 | 107.5%   | -31.6%  |
|  | Revenue seat-kilometers (m)          | 17,692 | 255.3%   | -53.1%   | 32,934  | 301.9%   | -29.8%  | 37,267  | 112.1%   | -25.5%  | 87,893  | 185.9%   | -34.7%  |
|  | Passenger load-factor (%)            | 65.3   | +19.6pts | -13.0pts | 81.1    | +31.2pts | -2.3pts | 85.8    | +18.9pts | -0.2pts | 79.1    | +21.7pts | -3.8pts |
|  | Number of flights                    | 72,158 | 222.7%   | -44.9%   | 116,070 | 187.9%   | -22.1%  | 113,495 | 45.7%    | -24.8%  | 301,723 | 114.7%   | -30.0%  |
| thereof Hub FRA                              | Passengers in 1,000                  | 4,383  | 169.9%   | -52.6%   | 8,722   | 230.5%   | -25.9%  | 8,728   | 52.9%    | -29.6%  | 21,833  | 119.0%   | -34.7%  |
|  | Available seat-kilometers (m)        | 17,736 | 86.3%    | -43.1%   | 24,671  | 83.6%    | -32.5%  | 25,249  | 29.8%    | -33.3%  | 67,656  | 59.5%    | -35.9%  |
|  | Revenue seat-kilometers (m)          | 11,781 | 161.6%   | -52.2%   | 20,276  | 200.5%   | -33.8%  | 21,771  | 69.5%    | -33.4%  | 53,828  | 123.4%   | -38.8%  |
|  | Passenger load-factor (%)            | 66.4   | +19.1pts | -12.6pts | 82.2    | +32.0pts | -1.6pts | 86.2    | +20.2pts | -0.2pts | 79.6    | +22.7pts | -3.8pts |
| thereof Hub MUC                              | Passengers in 1,000                  | 2,425  | 1036.6%  | -56.3%   | 5,395   | 514.8%   | -23.4%  | 5,862   | 98.9%    | -20.5%  | 13,682  | 238.9%   | -31.5%  |
|  | Available seat-kilometers (m)        | 7,037  | 619.8%   | -49.0%   | 12,164  | 374.7%   | -28.2%  | 13,219  | 114.5%   | -25.5%  | 32,420  | 234.1%   | -33.1%  |
|  | Revenue seat-kilometers (m)          | 4,314  | 1420.1%  | -58.4%   | 9,923   | 703.1%   | -29.6%  | 11,499  | 165.3%   | -24.5%  | 25,736  | 339.6%   | -35.2%  |
|  | Passenger load-factor (%)            | 61.3   | +32.3pts | -13.8pts | 81.6    | +33.4pts | -1.6pts | 87.0    | +16.7pts | +1.1pts | 79.4    | +19.1pts | -2.5pts |
| SWISS  | Passengers in 1,000                  | 2,151  | 453.0%   | -50.4%   | 4,018   | 321.3%   | -29.9%  | 4,894   | 53.6%    | -23.3%  | 11,063  | 144.3%   | -32.8%  |
|  | Available seat-kilometers (m)        | 8,788  | 156.9%   | -40.5%   | 10,834  | 128.6%   | -33.1%  | 12,556  | 42.1%    | -25.4%  | 32,177  | 89.3%    | -32.7%  |
|  | Revenue seat-kilometers (m)          | 5,623  | 365.5%   | -52.3%   | 8,680   | 332.8%   | -36.2%  | 10,956  | 86.0%    | -25.6%  | 25,260  | 177.5%   | -37.1%  |
|  | Passenger load-factor (%)            | 64.0   | +28.7pts | -15.9pts | 80.1    | +37.8pts | -3.9pts | 87.3    | +20.6pts | -0.2pts | 78.5    | +24.9pts | -5.5pts |
| Austrian Airlines                            | Passengers in 1,000                  | 1,134  | 267.8%   | -57.3%   | 3,035   | 277.4%   | -25.1%  | 4,026   | 72.9%    | -10.1%  | 8,195   | 138.2%   | -26.7%  |
|  | Available seat-kilometers (m)        | 3,313  | 298.6%   | -40.7%   | 5,861   | 182.5%   | -26.5%  | 7,018   | 56.4%    | -15.7%  | 16,192  | 119.0%   | -26.0%  |
|  | Revenue seat-kilometers (m)          | 2,094  | 379.2%   | -48.7%   | 4,521   | 308.8%   | -30.5%  | 6,150   | 96.3%    | -14.3%  | 12,765  | 173.0%   | -28.1%  |
|  | Passenger load-factor (%)            | 63.2   | +10.6pts | -9.8pts  | 77.1    | +23.8pts | -4.5pts | 87.6    | +17.8pts | +1.5pts | 78.8    | +15.6pts | -2.3pts |
| Brussels Airlines                            | Passengers in 1,000                  | 874    | 356.4%   | -56.5%   | 1,852   | 282.1%   | -34.9%  | 2,296   | 49.8%    | -24.8%  | 5,022   | 127.4%   | -36.5%  |
|  | Available seat-kilometers (m)        | 2,746  | 160.1%   | -38.5%   | 4,345   | 127.5%   | -28.3%  | 5,186   | 23.2%    | -20.1%  | 12,277  | 71.1%    | -27.8%  |
|  | Revenue seat-kilometers (m)          | 1,845  | 200.5%   | -46.2%   | 3,301   | 178.2%   | -33.6%  | 4,360   | 46.4%    | -21.5%  | 9,506   | 98.9%    | -31.9%  |
|  | Passenger load-factor (%)            | 67.2   | +9.0pts  | -9.6pts  | 76.0    | +13.9pts | -6.1pts | 84.1    | +13.3pts | -1.5pts | 77.4    | +10.8pts | -4.6pts |
| Eurowings                                    | Passengers in 1,000                  | 1,820  | 523.7%   | -65.1%   | 5,226   | 348.1%   | -29.7%  | 6,248   | 70.7%    | -26.1%  | 13,294  | 159.8%   | -37.0%  |
|  | Available seat-kilometers (m)        | 3,725  | 466.7%   | -43.8%   | 8,328   | 278.6%   | -5.5%   | 9,495   | 55.5%    | -4.0%   | 21,547  | 140.4%   | -14.9%  |
|  | Revenue seat-kilometers (m)          | 2,608  | 658.3%   | -47.8%   | 6,643   | 328.3%   | -9.5%   | 8,193   | 71.8%    | -4.7%   | 17,444  | 161.8%   | -16.7%  |
|  | Passenger load-factor (%)            | 70.0   | +17.7pts | -5.4pts  | 79.8    | +9.3pts  | -3.5pts | 86.3    | +8.2pts  | -0.7pts | 81.0    | +6.6pts  | -1.7pts |
| Total Group Airlines**                       | Passengers in 1,000                  | 13,173 | 332.4%   | -55.2%   | 29,209  | 317.6%   | -26.1%  | 33,340  | 69.9%    | -22.0%  | 75,722  | 155.3%   | -32.2%  |
|  | Available seat-kilometers (m)        | 45,656 | 170.9%   | -42.5%   | 69,961  | 155.9%   | -26.5%  | 77,690  | 55.7%    | -22.0%  | 193,307 | 105.5%   | -29.5%  |
|  | Revenue seat-kilometers (m)          | 29,862 | 293.9%   | -51.8%   | 56,080  | 299.3%   | -29.2%  | 66,927  | 94.9%    | -22.2%  | 152,868 | 173.1%   | -32.7%  |
|  | Passenger load-factor (%)            | 65.4   | +20.4pts | -12.5pts | 80.2    | +28.8pts | -3.1pts | 86.1    | +17.3pts | -0.2pts | 79.1    | +19.6pts | -3.8pts |
| Number of flights                            | 133,569                              | 242.1% | -49.1%   | 232,482  | 199.0%  | -25.7%   | 242,765 | 44.0%   | -25.6%   | 608,816 | 113.3%  | -32.5%   |         |

\* 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



# Investor Info 9M 2022

## Group Airlines & Cargo\*

| By region                    |                                      | Q1     | yoy      | vs.2019  | Q2     | yoy      | vs.2019 | Q3     | yoy      | vs.2019 | 9M     | yoy      | vs.2019 |
|------------------------------|--------------------------------------|--------|----------|----------|--------|----------|---------|--------|----------|---------|--------|----------|---------|
| Europe                       | Passengers in 1,000                  | 10,190 | 359.0%   | -56.1%   | 24,297 | 323.7%   | -24.2%  | 27,385 | 60.8%    | -21.2%  | 61,872 | 147.6%   | -31.3%  |
|                              | Available seat-kilometers (m)        | 15,746 | 306.0%   | -41.4%   | 30,564 | 212.6%   | -13.1%  | 33,524 | 37.3%    | -11.6%  | 79,834 | 109.7%   | -20.2%  |
|                              | Revenue seat-kilometers (m)          | 10,262 | 376.1%   | -46.7%   | 24,135 | 287.9%   | -14.7%  | 28,349 | 54.1%    | -10.9%  | 62,746 | 134.4%   | -21.0%  |
|                              | Passenger load-factor (%)            | 65.2   | +9.6pts  | -6.5pts  | 79.0   | +15.3pts | -1.5pts | 84.6   | +9.2pts  | +0.6pts | 78.6   | +8.3pts  | -0.8pts |
|                              | Available Cargo tonne-kilometers (m) | 131    | 29.0%    | -30.8%   | 156    | 34.1%    | -29.2%  | 171    | 19.4%    | -26.8%  | 457    | 26.8%    | -28.8%  |
|                              | Revenue Cargo tonne-kilometers (m)   | 71     | 24.0%    | -14.9%   | 66     | 1.2%     | -25.6%  | 67     | 3.2%     | -20.6%  | 204    | 8.8%     | -20.5%  |
|                              | Cargo load-factor (%)                | 54.1   | -2.2pts  | +10.1pts | 42.3   | -13.8pts | +2.1pts | 39.4   | -6.2pts  | +3.1pts | 44.6   | -7.4pts  | +4.7pts |
| America<br>(North and South) | Passengers in 1,000                  | 1,498  | 333.6%   | -46.0%   | 2,691  | 365.6%   | -27.6%  | 3,220  | 139.8%   | -18.6%  | 7,408  | 227.0%   | -29.1%  |
|                              | Available seat-kilometers (m)        | 17,642 | 158.0%   | -33.6%   | 25,119 | 155.9%   | -22.9%  | 27,306 | 76.0%    | -19.6%  | 70,067 | 117.8%   | -24.8%  |
|                              | Revenue seat-kilometers (m)          | 11,596 | 321.4%   | -46.2%   | 20,433 | 362.4%   | -27.2%  | 24,241 | 139.0%   | -18.9%  | 56,270 | 225.0%   | -29.2%  |
|                              | Passenger load-factor (%)            | 65.7   | +25.5pts | -15.3pts | 81.3   | +36.3pts | -4.9pts | 88.8   | +23.4pts | +0.7pts | 80.3   | +26.5pts | -5.1pts |
|                              | Available Cargo tonne-kilometers (m) | 1,632  | 45.5%    | -11.8%   | 1,966  | 48.6%    | -6.6%   | 2,051  | 30.0%    | -4.2%   | 5,648  | 40.4%    | -7.3%   |
|                              | Revenue Cargo tonne-kilometers (m)   | 1,085  | 26.5%    | -7.4%    | 1,086  | 13.0%    | -9.5%   | 1,017  | 1.7%     | -13.6%  | 3,188  | 13.1%    | -10.2%  |
|                              | Cargo load-factor (%)                | 66.5   | -10.0pts | +3.2pts  | 55.2   | -17.4pts | -1.8pts | 49.6   | -13.8pts | -5.4pts | 56.4   | -13.6pts | -1.8pts |
| Asia/Pacific                 | Passengers in 1,000                  | 355    | 156.1%   | -78.9%   | 649    | 385.3%   | -66.5%  | 865    | 270.3%   | -58.0%  | 1,869  | 269.4%   | -67.1%  |
|                              | Available seat-kilometers (m)        | 4,743  | 68.9%    | -71.1%   | 6,010  | 83.2%    | -67.4%  | 7,902  | 108.8%   | -58.1%  | 18,654 | 88.9%    | -65.3%  |
|                              | Revenue seat-kilometers (m)          | 2,688  | 156.4%   | -80.2%   | 4,973  | 408.7%   | -68.3%  | 6,824  | 288.8%   | -59.2%  | 14,485 | 283.1%   | -68.5%  |
|                              | Passenger load-factor (%)            | 56.7   | +19.3pts | -26.2pts | 82.7   | +52.9pts | -2.2pts | 86.4   | +40.0pts | -2.4pts | 77.6   | +39.4pts | -8.0pts |
|                              | Available Cargo tonne-kilometers (m) | 1,072  | -4.7%    | -32.7%   | 1,103  | -7.5%    | -37.8%  | 1,273  | 13.5%    | -28.3%  | 3,448  | 0.2%     | -32.9%  |
|                              | Revenue Cargo tonne-kilometers (m)   | 796    | -11.6%   | -26.5%   | 801    | -16.2%   | -32.6%  | 873    | 2.9%     | -27.1%  | 2,470  | -8.7%    | -28.8%  |
|                              | Cargo load-factor (%)                | 74.3   | -5.8pts  | +6.4pts  | 72.6   | -7.5pts  | +5.6pts | 68.6   | -7.1pts  | +1.1pts | 71.6   | -7.0pts  | +4.2pts |
| Middle East/<br>Africa       | Passengers in 1,000                  | 1,130  | 230.0%   | -35.9%   | 1,572  | 186.6%   | -15.1%  | 1,870  | 84.4%    | -5.7%   | 4,573  | 140.0%   | -18.3%  |
|                              | Available seat-kilometers (m)        | 7,526  | 125.9%   | -21.6%   | 8,268  | 85.3%    | -7.5%   | 8,958  | 45.2%    | 0.8%    | 24,752 | 77.3%    | -9.7%   |
|                              | Revenue seat-kilometers (m)          | 5,315  | 226.8%   | -29.5%   | 6,539  | 169.5%   | -8.9%   | 7,512  | 85.5%    | -0.7%   | 19,367 | 139.0%   | -13.1%  |
|                              | Passenger load-factor (%)            | 70.6   | +21.8pts | -7.9pts  | 79.1   | +24.7pts | -1.3pts | 83.9   | +18.2pts | -1.2pts | 78.2   | +20.2pts | -3.0pts |
|                              | Available Cargo tonne-kilometers (m) | 308    | 71.5%    | -27.2%   | 301    | 43.1%    | -24.9%  | 294    | 19.4%    | -24.1%  | 902    | 42.0%    | -25.4%  |
|                              | Revenue Cargo tonne-kilometers (m)   | 186    | 42.0%    | -12.7%   | 160    | 9.5%     | -31.7%  | 146    | -2.9%    | -33.7%  | 492    | 15.1%    | -26.3%  |
|                              | Cargo load-factor (%)                | 60.4   | -12.6pts | +10.0pts | 53.4   | -16.4pts | -5.3pts | 49.8   | -11.4pts | -7.2pts | 54.6   | -12.7pts | -0.6pts |

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

### Additional references

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