



Investor Info Q3 2023

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 | 12,979 | 15.8% | -11.2% | 12,682 | 12.7% | -10.5% | 12,510 | 15.0% | -10.5% | 38,171 | 14.5% | -10.7% |
| | Available seat-kilometers (m) | 29,724 | 13.9% | -12.1% | 29,401 | 10.6% | -12.4% | 28,562 | 14.2% | -11.4% | 87,686 | 12.9% | -12.0% |
| | Revenue seat-kilometers (m) | 25,915 | 12.9% | -11.8% | 25,280 | 11.0% | -13.7% | 24,420 | 15.2% | -10.7% | 75,615 | 13.0% | -12.1% |
| | Passenger load-factor (%) | 87.2 | -0,8pts | +0,2pts | 86.0 | +0,3pts | -1,3pts | 85.5 | +0,8pts | +0,7pts | 86.2 | +0,1pts | -0,1pts |
| | Available Cargo tonne-kilometers (m) | 1,433 | 11.3% | -6.3% | 1,377 | 10.4% | -9.5% | 1,326 | 6.5% | -10.8% | 4,136 | 9.4% | -8.8% |
| | Revenue Cargo tonne-kilometers (m) | 736 | 1.8% | -18.0% | 709 | 5.7% | -20.5% | 742 | 5.0% | -16.6% | 2,188 | 4.1% | -18.4% |
| | Cargo load-factor (%) | 51.4 | -4,8pts | -7,3pts | 51.5 | -2,3pts | -7,1pts | 56.0 | -0,8pts | -3,9pts | 52.9 | -2,7pts | -6,2pts |
| | Number of flights | 92,685 | 16.8% | -16.7% | 91,991 | 8.7% | -15.2% | 91,375 | 12.4% | -16.1% | 276,051 | 12.5% | -16.0% |
| Lufthansa German Airlines* | Passengers in 1,000 | 6,085 | 16.0% | -13.5% | 5,856 | 7.6% | -13.0% | 5,976 | 15.1% | -12.1% | 17,917 | 12.8% | -12.9% |
| | Available seat-kilometers (m) | 16,258 | 12.3% | -17.1% | 15,947 | 6.7% | -18.3% | 15,832 | 13.0% | -16.7% | 48,038 | 10.6% | -17.4% |
| | Revenue seat-kilometers (m) | 14,094 | 11.5% | -17.3% | 13,513 | 5.8% | -20.4% | 13,459 | 13.6% | -16.1% | 41,067 | 10.2% | -17.9% |
| | Passenger load-factor (%) | 86.7 | -0,6pts | -0,1pts | 84.7 | -0,7pts | -2,2pts | 85.0 | +0,4pts | +0,7pts | 85.5 | -0,3pts | -0,6pts |
| | Number of flights | 42,322 | 17.8% | -17.1% | 41,712 | 4.2% | -15.2% | 42,278 | 12.6% | -16.6% | 126,312 | 11.3% | -16.3% |
| thereof Hub FRA | Passengers in 1,000 | 3,460 | 17.7% | -18.0% | 3,266 | 9.1% | -20.8% | 3,273 | 17.1% | -19.4% | 9,998 | 14.6% | -19.4% |
| | Available seat-kilometers (m) | 9,622 | 13.0% | -24.5% | 9,264 | 7.1% | -27.3% | 9,285 | 14.8% | -24.8% | 28,171 | 11.6% | -25.5% |
| | Revenue seat-kilometers (m) | 8,329 | 11.4% | -25.2% | 7,823 | 5.3% | -29.8% | 7,772 | 13.2% | -25.4% | 23,924 | 9.9% | -26.8% |
| | Passenger load-factor (%) | 86.6 | -1,3pts | -0,7pts | 84.4 | -1,4pts | -3,0pts | 83.7 | -1,2pts | -0,7pts | 84.9 | -1,3pts | -1,5pts |
| thereof Hub MUC | Number of flights | 22,831 | 22.1% | -19.1% | 22,224 | 8.7% | -20.2% | 22,097 | 18.2% | -21.1% | 67,152 | 16.1% | -20.2% |
| | Passengers in 1,000 | 2,090 | 9.6% | -18.0% | 2,079 | 4.0% | -11.9% | 2,174 | 11.1% | -12.0% | 6,342 | 8.2% | -14.0% |
| | Available seat-kilometers (m) | 5,058 | 17.8% | -15.5% | 5,118 | 11.4% | -13.4% | 5,055 | 16.7% | -13.6% | 15,231 | 15.2% | -14.2% |
| | Revenue seat-kilometers (m) | 4,452 | 15.9% | -14.4% | 4,397 | 12.3% | -13.7% | 4,439 | 18.6% | -10.1% | 13,288 | 15.6% | -12.8% |
| SWISS | Passenger load-factor (%) | 88.0 | -1,5pts | +1,2pts | 85.9 | +0,7pts | -0,3pts | 87.8 | +1,5pts | +3,4pts | 87.2 | +0,3pts | +1,4pts |
| | Number of flights | 14,699 | 4.5% | -26.8% | 14,831 | -6.1% | -21.6% | 15,489 | 3.0% | -22.6% | 45,019 | 0.3% | -23.7% |
| | Passengers in 1,000 | 1,996 | 16.1% | -9.6% | 1,984 | 20.8% | -8.9% | 1,876 | 22.4% | -6.2% | 5,856 | 19.6% | -8.3% |
| | Available seat-kilometers (m) | 5,221 | 21.2% | -10.1% | 5,198 | 22.8% | -8.7% | 4,974 | 23.9% | -6.7% | 15,394 | 22.6% | -8.5% |
| | Revenue seat-kilometers (m) | 4,584 | 18.8% | -10.3% | 4,569 | 24.2% | -9.6% | 4,343 | 27.0% | -4.9% | 13,495 | 23.2% | -8.4% |
| Austrian Airlines | Passenger load-factor (%) | 87.8 | -1,8pts | -0,2pts | 87.9 | +0,9pts | -0,9pts | 87.3 | +2,1pts | +1,6pts | 87.7 | +0,4pts | +0,2pts |
| | Number of flights | 14,610 | 16.4% | -8.5% | 14,572 | 16.2% | -8.5% | 13,947 | 17.7% | -7.3% | 43,129 | 16.8% | -8.1% |
| | Passengers in 1,000 | 1,523 | 10.7% | -0.1% | 1,484 | 11.6% | -0.1% | 1,459 | 10.5% | -0.5% | 4,466 | 10.9% | -0.2% |
| | Available seat-kilometers (m) | 2,630 | 11.3% | -6.8% | 2,602 | 9.6% | -7.0% | 2,509 | 9.9% | -7.4% | 7,741 | 10.3% | -7.1% |
| | Revenue seat-kilometers (m) | 2,322 | 8.7% | -4.9% | 2,287 | 11.2% | -6.5% | 2,178 | 11.4% | -4.8% | 6,788 | 10.4% | -5.4% |
| Brussels Airlines | Passenger load-factor (%) | 88.3 | -2,2pts | +1,8pts | 87.9 | +1,2pts | +0,5pts | 86.8 | +1,2pts | +2,4pts | 87.7 | +0,1pts | +1,5pts |
| | Number of flights | 11,265 | 12.7% | -16.5% | 11,110 | 7.9% | -15.1% | 11,067 | 7.7% | -15.9% | 33,442 | 9.4% | -15.9% |
| | Passengers in 1,000 | 853 | 7.4% | -20.6% | 803 | 7.5% | -19.3% | 789 | 4.9% | -19.6% | 2,446 | 6.6% | -19.8% |
| | Available seat-kilometers (m) | 1,863 | 4.3% | -16.8% | 1,819 | 2.5% | -18.0% | 1,668 | 2.5% | -17.7% | 5,350 | 3.1% | -17.5% |
| | Revenue seat-kilometers (m) | 1,621 | 5.5% | -16.8% | 1,550 | 4.8% | -19.4% | 1,385 | 3.7% | -17.7% | 4,556 | 4.7% | -18.0% |
| Eurowings | Passenger load-factor (%) | 87.0 | +1,0pts | +0,0pts | 85.2 | +1,9pts | -1,4pts | 83.0 | +1,0pts | -0,0pts | 85.1 | +1,3pts | -0,5pts |
| | Number of flights | 6,145 | 12.2% | -22.9% | 5,868 | 8.2% | -24.0% | 5,802 | 5.8% | -23.8% | 17,815 | 8.7% | -23.6% |
| | Passengers in 1,000 | 2,522 | 21.7% | -11.1% | 2,555 | 21.9% | -10.0% | 2,409 | 15.8% | -13.4% | 7,487 | 19.8% | -11.5% |
| | Available seat-kilometers (m) | 3,751 | 18.7% | 12.3% | 3,835 | 17.7% | 14.0% | 3,578 | 16.2% | 12.4% | 11,164 | 17.6% | 12.9% |
| | Revenue seat-kilometers (m) | 3,294 | 18.8% | 14.3% | 3,361 | 20.6% | 14.6% | 3,054 | 16.0% | 9.7% | 9,710 | 18.5% | 12.9% |
| Total Group Airlines (excl. Cargo)** | Passenger load-factor (%) | 87.8 | +0,0pts | +1,5pts | 87.7 | +2,1pts | +0,5pts | 85.4 | -0,2pts | -2,1pts | 87.0 | +0,7pts | +0,0pts |
| | Number of flights | 17,501 | 19.8% | -22.9% | 17,928 | 15.2% | -20.3% | 17,405 | 13.2% | -21.8% | 52,834 | 16.0% | -21.7% |
| | Passengers in 1,000 | 12,979 | 15.8% | -11.2% | 12,682 | 12.7% | -10.5% | 12,510 | 15.0% | -10.5% | 38,171 | 14.5% | -10.7% |
| | Available seat-kilometers (m) | 29,724 | 13.9% | -12.1% | 29,401 | 10.6% | -12.4% | 28,562 | 14.2% | -11.4% | 87,686 | 12.9% | -12.0% |
| | Revenue seat-kilometers (m) | 25,915 | 12.9% | -11.8% | 25,280 | 11.0% | -13.7% | 24,420 | 15.2% | -10.7% | 75,615 | 13.0% | -12.1% |
| Total Group Airlines (excl. Cargo)** | Passenger load-factor (%) | 87.2 | -0,8pts | +0,2pts | 86.0 | +0,3pts | -1,3pts | 85.5 | +0,8pts | +0,7pts | 86.2 | +0,1pts | -0,1pts |
| | Number of flights | 91,843 | 16.9% | -16.9% | 91,190 | 8.8% | -15.3% | 90,499 | 12.4% | -16.3% | 273,532 | 12.6% | -16.2% |

* Lufthansa German Airlines incl. Hub FRA, Hub MUC & regional airlines & Discover Airlines.

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



Group Airlines & Cargo*

| By region | | Jul | yoy | vs 2019 | Aug | yoy | vs 2019 | Sep | yoy | vs 2019 | Q3 | yoy | vs 2019 |
|------------------------------|--------------------------------------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|
| Europe | Passengers in 1,000 | 10,660 | 16.3% | -10.4% | 10,422 | 13.0% | -8.7% | 10,356 | 15.0% | -9.6% | 31,438 | 14.8% | -9.6% |
| | Available seat-kilometers (m) | 12,523 | 11.7% | -2.8% | 12,497 | 8.2% | -1.9% | 12,039 | 11.7% | -2.0% | 37,059 | 10.5% | -2.2% |
| | Revenue seat-kilometers (m) | 10,766 | 11.6% | -1.0% | 10,683 | 10.4% | -0.4% | 10,217 | 13.1% | 0.0% | 31,666 | 11.7% | -0.5% |
| | Passenger load-factor (%) | 86.0 | -0,1pts | +1,6pts | 85.5 | +1,7pts | +1,3pts | 84.9 | +1,0pts | +1,7pts | 85.4 | +0,9pts | +1,5pts |
| | Available Cargo tonne-kilometers (m) | 88 | 56.2% | 11.7% | 88 | 54.4% | 14.4% | 85 | 47.6% | 9.1% | 261 | 52.7% | 11.7% |
| | Revenue Cargo tonne-kilometers (m) | 25 | 14.1% | -11.4% | 23 | 6.3% | -17.2% | 24 | -0.6% | -18.1% | 72 | 6.4% | -15.5% |
| | Cargo load-factor (%) | 28.6 | -10,5pts | -7,5pts | 25.7 | -11,6pts | -9,8pts | 28.1 | -13,7pts | -9,3pts | 27.5 | -11,9pts | -8,9pts |
| America (North and South) | Passengers in 1,000 | 1,186 | 6.0% | -12.5% | 1,145 | 5.2% | -15.8% | 1,112 | 9.8% | -10.3% | 3,443 | 6.9% | -13.0% |
| | Available seat-kilometers (m) | 9,955 | 7.9% | -13.9% | 9,945 | 6.6% | -13.8% | 9,447 | 7.9% | -13.0% | 29,347 | 7.5% | -13.6% |
| | Revenue seat-kilometers (m) | 8,864 | 5.2% | -13.5% | 8,508 | 3.5% | -17.1% | 8,281 | 9.1% | -11.8% | 25,653 | 5.8% | -14.2% |
| | Passenger load-factor (%) | 89.0 | -2,3pts | +0,5pts | 85.6 | -2,6pts | -3,5pts | 87.7 | +0,9pts | +1,2pts | 87.4 | -1,4pts | -0,6pts |
| | Available Cargo tonne-kilometers (m) | 708 | 2.6% | -1.1% | 712 | 2.9% | -1.9% | 650 | -3.1% | -7.2% | 2,070 | 0.9% | -3.4% |
| | Revenue Cargo tonne-kilometers (m) | 333 | -2.3% | -15.2% | 342 | 3.5% | -13.7% | 347 | 0.8% | -10.6% | 1,022 | 0.6% | -13.2% |
| Asia/Pacific | Passengers in 1,000 | 445 | 50.2% | -36.8% | 420 | 46.0% | -39.9% | 418 | 48.7% | -36.3% | 1,283 | 48.3% | -37.7% |
| | Available seat-kilometers (m) | 4,048 | 54.0% | -36.3% | 3,810 | 43.2% | -39.6% | 3,936 | 50.6% | -36.3% | 11,794 | 49.3% | -37.4% |
| | Revenue seat-kilometers (m) | 3,572 | 53.1% | -37.6% | 3,370 | 48.3% | -40.6% | 3,357 | 51.3% | -37.0% | 10,299 | 50.9% | -38.4% |
| | Passenger load-factor (%) | 88.3 | -0,5pts | -1,8pts | 88.4 | +3,0pts | -1,5pts | 85.3 | +0,4pts | -1,0pts | 87.3 | +1,0pts | -1,5pts |
| | Available Cargo tonne-kilometers (m) | 528 | 19.6% | -12.4% | 468 | 16.9% | -20.3% | 485 | 15.1% | -17.0% | 1,481 | 17.3% | -16.5% |
| | Revenue Cargo tonne-kilometers (m) | 328 | 5.0% | -18.0% | 297 | 9.4% | -24.9% | 319 | 10.5% | -20.8% | 943 | 8.2% | -21.2% |
| | Cargo load-factor (%) | 62.1 | -8,6pts | -4,3pts | 63.4 | -4,3pts | -3,9pts | 65.8 | -2,8pts | -3,1pts | 63.7 | -5,3pts | -3,8pts |
| Middle East/ Africa | Passengers in 1,000 | 688 | 9.4% | 2.8% | 695 | 6.3% | 0.5% | 625 | 7.4% | 0.1% | 2,007 | 7.7% | 1.2% |
| | Available seat-kilometers (m) | 3,198 | 5.6% | 7.0% | 3,149 | 3.0% | 5.4% | 3,139 | 9.5% | 7.7% | 9,486 | 5.9% | 6.7% |
| | Revenue seat-kilometers (m) | 2,713 | 6.9% | 6.5% | 2,719 | 4.1% | 3.5% | 2,564 | 9.3% | 7.1% | 7,996 | 6.7% | 5.7% |
| | Passenger load-factor (%) | 84.8 | +1,1pts | -0,4pts | 86.4 | +0,9pts | -1,5pts | 81.7 | -0,1pts | -0,5pts | 84.3 | +0,6pts | -0,8pts |
| | Available Cargo tonne-kilometers (m) | 109 | 9.9% | -17.1% | 109 | 10.6% | -17.4% | 106 | 10.9% | -14.1% | 324 | 10.5% | -16.2% |
| | Revenue Cargo tonne-kilometers (m) | 50 | 4.5% | -34.7% | 47 | -1.0% | -35.0% | 53 | 5.2% | -25.4% | 150 | 3.0% | -31.8% |
| Cargo load-factor (%) | 46.1 | -2,3pts | -12,4pts | 43.4 | -5,1pts | -11,8pts | 49.8 | -2,7pts | -7,6pts | 46.4 | -3,4pts | -10,6pts | |

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

Additional references



Investor Info Q3 2023

Lufthansa Group

| | | Q1 | yoy | vs 2019 | Q2 | yoy | vs 2019 | Q3 | Ver. VJ | Ver. 2019 | 9M | yoy | vs 2019 |
|---|--------------------------------------|---------|----------|---------|---------|---------|---------|---------|---------|-----------|---------|---------|---------|
| Total Lufthansa Group Airlines (incl. Cargo) | Passengers in 1,000 | 21,726 | 64.9% | -26.2% | 33,296 | 14.0% | -15.8% | 38,171 | 14.5% | -10.7% | 93,193 | 23.1% | -16.6% |
| | Available seat-kilometers (m) | 59,450 | 30.2% | -25.2% | 78,520 | 12.2% | -17.5% | 87,686 | 12.9% | -12.0% | 225,656 | 16.7% | -17.7% |
| | Revenue seat-kilometers (m) | 47,397 | 58.7% | -23.5% | 65,289 | 16.4% | -17.6% | 75,615 | 13.0% | -12.1% | 188,301 | 23.2% | -17.1% |
| | Passenger load-factor (%) | 79.7 | +14,3pts | +1,8pts | 83.2 | +3,0pts | -0,1pts | 86.2 | +0,1pts | -0,1pts | 83.4 | +4,3pts | +0,6pts |
| | Available Cargo tonne-kilometers (m) | 3,457 | 10.1% | -14.8% | 3,833 | 8.8% | -14.8% | 4,136 | 9.4% | -8.8% | 11,425 | 9.4% | -12.7% |
| | Revenue Cargo tonne-kilometers (m) | 2,031 | -5.0% | -20.4% | 2,161 | 2.1% | -20.3% | 2,188 | 4.1% | -18.4% | 6,379 | 0.4% | -19.7% |
| | Cargo load-factor (%) | 58.7 | -9,3pts | -4,1pts | 56.4 | -3,7pts | -3,9pts | 52.9 | -2,7pts | -6,2pts | 55.8 | -5,0pts | -4,8pts |
| | Number of flights | 185,198 | 36.6% | -30.1% | 255,659 | 8.8% | -18.9% | 276,051 | 12.5% | -16.0% | 716,908 | 16.4% | -21.1% |
| Lufthansa German Airlines* | Passengers in 1,000 | 11,425 | 58.8% | -25.6% | 15,852 | 5.1% | -19.2% | 17,917 | 12.8% | -12.9% | 45,194 | 18.5% | -18.6% |
| | Available seat-kilometers (m) | 34,563 | 27.6% | -28.1% | 43,479 | 7.1% | -22.6% | 48,038 | 10.6% | -17.4% | 126,080 | 13.5% | -22.4% |
| | Revenue seat-kilometers (m) | 27,424 | 55.0% | -27.2% | 36,024 | 9.4% | -23.2% | 41,067 | 10.2% | -17.9% | 104,515 | 18.9% | -22.4% |
| | Passenger load-factor (%) | 79.3 | +14,0pts | +1,0pts | 82.9 | +1,7pts | -0,6pts | 85.5 | -0,3pts | -0,6pts | 82.9 | +3,8pts | +0,0pts |
| | Number of flights | 95,186 | 31.9% | -27.3% | 118,839 | 2.4% | -20.2% | 126,312 | 11.3% | -16.3% | 340,337 | 12.8% | -21.0% |
| thereof Hub FRA | Passengers in 1,000 | 6,406 | 46.2% | -30.7% | 9,040 | 3.6% | -23.2% | 9,998 | 14.6% | -19.4% | 25,444 | 16.5% | -23.9% |
| | Available seat-kilometers (m) | 19,581 | 10.4% | -37.2% | 26,217 | 6.3% | -28.3% | 28,171 | 11.6% | -25.5% | 73,969 | 9.3% | -29.9% |
| | Revenue seat-kilometers (m) | 15,488 | 31.5% | -37.2% | 21,655 | 6.8% | -29.3% | 23,924 | 9.9% | -26.8% | 61,067 | 13.4% | -30.6% |
| | Passenger load-factor (%) | 79.1 | +12,7pts | +0,0pts | 82.6 | +0,4pts | -1,2pts | 84.9 | -1,3pts | -1,5pts | 82.6 | +3,0pts | -0,8pts |
| thereof Hub MUC | Number of flights | 49,505 | 22.6% | -31.5% | 62,857 | 1.2% | -23.9% | 67,152 | 16.1% | -20.2% | 179,514 | 11.9% | -24.9% |
| | Passengers in 1,000 | 4,061 | 67.5% | -26.9% | 5,487 | 1.7% | -22.1% | 6,342 | 8.2% | -14.0% | 15,890 | 16.1% | -20.4% |
| | Available seat-kilometers (m) | 10,640 | 51.2% | -22.8% | 13,222 | 8.7% | -21.9% | 15,231 | 15.2% | -14.2% | 39,093 | 20.6% | -19.4% |
| | Revenue seat-kilometers (m) | 8,316 | 92.8% | -19.7% | 11,069 | 11.6% | -21.5% | 13,288 | 15.6% | -12.8% | 32,674 | 27.0% | -17.7% |
| SWISS | Passenger load-factor (%) | 78.2 | +16,8pts | +3,0pts | 83.7 | +2,1pts | +0,5pts | 87.2 | +0,3pts | +1,4pts | 83.6 | +4,2pts | +1,7pts |
| | Number of flights | 34,651 | 24.7% | -36.1% | 42,479 | -4.6% | -27.2% | 45,019 | 0.3% | -23.7% | 122,149 | 4.2% | -28.8% |
| | Passengers in 1,000 | 3,669 | 70.6% | -15.4% | 5,049 | 25.7% | -11.9% | 5,856 | 19.6% | -8.3% | 14,573 | 31.7% | -11.4% |
| | Available seat-kilometers (m) | 11,958 | 36.1% | -19.0% | 13,775 | 27.1% | -14.9% | 15,394 | 22.6% | -8.5% | 41,126 | 27.8% | -13.9% |
| | Revenue seat-kilometers (m) | 9,773 | 73.8% | -17.2% | 11,648 | 34.2% | -14.4% | 13,495 | 23.2% | -8.4% | 34,916 | 38.2% | -13.0% |
| Austrian Airlines | Passenger load-factor (%) | 81.7 | +17,7pts | +1,8pts | 84.6 | +4,4pts | +0,5pts | 87.7 | +0,4pts | +0,2pts | 84.9 | +6,4pts | +0,9pts |
| | Number of flights | 30,061 | 46.6% | -18.1% | 39,157 | 18.2% | -11.3% | 43,129 | 16.8% | -8.1% | 112,347 | 24.0% | -12.1% |
| | Passengers in 1,000 | 2,254 | 98.8% | -15.1% | 3,873 | 27.6% | -4.5% | 4,466 | 10.9% | -0.2% | 10,593 | 29.3% | -5.3% |
| | Available seat-kilometers (m) | 4,666 | 40.9% | -16.5% | 6,977 | 19.0% | -12.5% | 7,741 | 10.3% | -7.1% | 19,384 | 19.7% | -11.4% |
| | Revenue seat-kilometers (m) | 3,603 | 72.1% | -11.7% | 5,716 | 26.4% | -12.1% | 6,788 | 10.4% | -5.4% | 16,108 | 26.2% | -9.3% |
| Brussels Airlines | Passenger load-factor (%) | 77.2 | +14,0pts | +4,2pts | 81.9 | +4,8pts | +0,3pts | 87.7 | +0,1pts | +1,5pts | 83.1 | +4,3pts | +2,0pts |
| | Number of flights | 21,238 | 59.1% | -26.1% | 31,403 | 20.0% | -16.6% | 33,442 | 9.4% | -15.9% | 86,083 | 22.8% | -18.9% |
| | Passengers in 1,000 | 1,590 | 81.8% | -20.9% | 2,363 | 27.5% | -17.0% | 2,446 | 6.6% | -19.8% | 6,398 | 27.4% | -19.1% |
| | Available seat-kilometers (m) | 3,747 | 36.5% | -16.2% | 4,964 | 13.4% | -18.1% | 5,350 | 3.1% | -17.5% | 14,061 | 14.2% | -17.4% |
| | Revenue seat-kilometers (m) | 2,929 | 58.9% | -14.6% | 4,144 | 25.5% | -16.6% | 4,556 | 4.7% | -18.0% | 11,628 | 22.5% | -16.7% |
| Eurowings | Passenger load-factor (%) | 78.2 | +11,0pts | +1,4pts | 83.5 | +8,1pts | +1,5pts | 85.1 | +1,3pts | -0,5pts | 82.7 | +5,6pts | +0,7pts |
| | Number of flights | 12,647 | 55.3% | -26.0% | 17,699 | 22.5% | -20.2% | 17,815 | 8.7% | -23.6% | 48,161 | 23.6% | -23.0% |
| | Passengers in 1,000 | 2,788 | 53.2% | -46.6% | 6,158 | 17.8% | -17.2% | 7,487 | 19.8% | -11.5% | 16,433 | 23.6% | -22.2% |
| | Available seat-kilometers (m) | 4,516 | 21.3% | -31.8% | 9,324 | 12.0% | 5.8% | 11,164 | 17.6% | 12.9% | 25,005 | 16.0% | -1.3% |
| | Revenue seat-kilometers (m) | 3,667 | 40.6% | -26.6% | 7,758 | 16.8% | 5.7% | 9,710 | 18.5% | 12.9% | 21,135 | 21.2% | 1.0% |
| Total Group Airlines (excl. Cargo)** | Passenger load-factor (%) | 81.2 | +11,2pts | +5,7pts | 83.2 | +3,4pts | -0,1pts | 87.0 | +0,7pts | +0,0pts | 84.5 | +3,5pts | +1,9pts |
| | Number of flights | 23,583 | 21.5% | -54.0% | 46,185 | 8.1% | -25.2% | 52,834 | 16.0% | -21.7% | 122,602 | 13.9% | -32.1% |
| | Passengers in 1,000 | 21,726 | 64.9% | -26.2% | 33,296 | 14.0% | -15.8% | 38,171 | 14.5% | -10.7% | 93,193 | 23.1% | -16.6% |
| | Available seat-kilometers (m) | 59,450 | 30.2% | -25.2% | 78,520 | 12.2% | -17.5% | 87,686 | 12.9% | -12.0% | 225,656 | 16.7% | -17.7% |
| | Revenue seat-kilometers (m) | 47,397 | 58.7% | -23.5% | 65,289 | 16.4% | -17.6% | 75,615 | 13.0% | -12.1% | 188,301 | 23.2% | -17.1% |
| Number of flights | 182,715 | 36.8% | -30.4% | 253,283 | 8.9% | -19.0% | 273,532 | 12.6% | -16.2% | 709,530 | 16.5% | -21.3% | |

* Lufthansa German Airlines incl. Hub FRA, Hub MUC & regional airlines & Discover Airlines.

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



Group Airlines & Cargo*

| By region | | Q1 | yoy | vs 2019 | Q2 | yoy | vs 2019 | Q3 | Ver. VJ | Ver. 2019 | 9M | yoy | vs 2019 |
|------------------------------|--------------------------------------|--------|----------|---------|--------|---------|---------|--------|----------|-----------|--------|---------|---------|
| Europe | Passengers in 1,000 | 16,932 | 66.1% | -27.0% | 27,377 | 12.7% | -14.6% | 31,438 | 14.8% | -9.6% | 75,747 | 22.4% | -15.9% |
| | Available seat-kilometers (m) | 20,581 | 30.6% | -23.4% | 32,481 | 6.2% | -7.7% | 37,059 | 10.5% | -2.2% | 90,122 | 12.8% | -9.9% |
| | Revenue seat-kilometers (m) | 15,768 | 53.6% | -18.1% | 26,598 | 10.2% | -6.0% | 31,666 | 11.7% | -0.5% | 74,034 | 18.0% | -6.7% |
| | Passenger load-factor (%) | 76.6 | +11,4pts | +5,0pts | 81.9 | +3,0pts | +1,5pts | 85.4 | +0,9pts | +1,5pts | 82.1 | +3,5pts | +2,8pts |
| | Available Cargo tonne-kilometers (m) | 153 | 17.5% | -18.9% | 177 | 12.9% | -19.7% | 261 | 52.7% | 11.7% | 591 | 29.1% | -8.0% |
| | Revenue Cargo tonne-kilometers (m) | 72 | 3.2% | -12.9% | 76 | 14.2% | -14.2% | 72 | 6.4% | -15.5% | 220 | 7.8% | -14.2% |
| | Cargo load-factor (%) | 47.3 | -6,5pts | +3,3pts | 43.0 | +0,5pts | +2,8pts | 27.5 | -11,9pts | -8,9pts | 37.2 | -7,3pts | -2,7pts |
| America (North and South) | Passengers in 1,000 | 2,109 | 40.8% | -23.9% | 2,959 | 10.0% | -20.4% | 3,443 | 6.9% | -13.0% | 8,511 | 14.9% | -18.5% |
| | Available seat-kilometers (m) | 20,260 | 14.8% | -23.8% | 25,572 | 1.8% | -21.5% | 29,347 | 7.5% | -13.6% | 75,179 | 7.3% | -19.3% |
| | Revenue seat-kilometers (m) | 16,097 | 38.8% | -25.3% | 22,103 | 8.2% | -21.3% | 25,653 | 5.8% | -14.2% | 63,853 | 13.5% | -19.7% |
| | Passenger load-factor (%) | 79.5 | +13,7pts | -1,6pts | 86.4 | +5,1pts | +0,2pts | 87.4 | -1,4pts | -0,6pts | 84.9 | +4,6pts | -0,5pts |
| | Available Cargo tonne-kilometers (m) | 1,711 | 4.8% | -7.5% | 1,930 | -1.7% | -8.3% | 2,070 | 0.9% | -3.4% | 5,710 | 1.1% | -6.3% |
| | Revenue Cargo tonne-kilometers (m) | 958 | -11.7% | -18.2% | 993 | -8.7% | -17.2% | 1,022 | 0.6% | -13.2% | 2,974 | -6.7% | -16.2% |
| | Cargo load-factor (%) | 56.0 | -10,5pts | -7,3pts | 51.5 | -3,9pts | -5,5pts | 49.4 | -0,1pts | -5,6pts | 52.1 | -4,4pts | -6,1pts |
| Asia/Pacific | Passengers in 1,000 | 1,037 | 192.1% | -38.3% | 1,181 | 82.0% | -39.0% | 1,283 | 48.3% | -37.7% | 3,501 | 87.3% | -38.3% |
| | Available seat-kilometers (m) | 9,624 | 102.9% | -41.3% | 11,545 | 92.1% | -37.4% | 11,794 | 49.3% | -37.4% | 32,963 | 76.7% | -38.6% |
| | Revenue seat-kilometers (m) | 8,248 | 206.8% | -39.3% | 9,478 | 90.6% | -39.5% | 10,299 | 50.9% | -38.4% | 28,025 | 93.5% | -39.1% |
| | Passenger load-factor (%) | 85.7 | +29,0pts | +2,8pts | 82.1 | -0,7pts | -2,8pts | 87.3 | +1,0pts | -1,5pts | 85.0 | +7,4pts | -0,7pts |
| | Available Cargo tonne-kilometers (m) | 1,253 | 17.2% | -21.4% | 1,421 | 28.9% | -19.8% | 1,481 | 17.3% | -16.5% | 4,155 | 21.0% | -19.2% |
| | Revenue Cargo tonne-kilometers (m) | 831 | 4.3% | -23.3% | 932 | 16.3% | -21.6% | 943 | 8.2% | -21.2% | 2,706 | 9.6% | -22.0% |
| | Cargo load-factor (%) | 66.3 | -8,2pts | -1,7pts | 65.6 | -7,1pts | -1,4pts | 63.7 | -5,3pts | -3,8pts | 65.1 | -6,8pts | -2,3pts |
| Middle East/ Africa | Passengers in 1,000 | 1,648 | 46.1% | -6.5% | 1,778 | 13.2% | -3.9% | 2,007 | 7.7% | 1.2% | 5,434 | 19.1% | -2.9% |
| | Available seat-kilometers (m) | 8,985 | 19.5% | -6.4% | 8,922 | 7.7% | -0.1% | 9,486 | 5.9% | 6.7% | 27,392 | 10.6% | -0.1% |
| | Revenue seat-kilometers (m) | 7,283 | 37.2% | -3.4% | 7,110 | 8.7% | -1.0% | 7,996 | 6.7% | 5.7% | 22,389 | 15.7% | 0.5% |
| | Passenger load-factor (%) | 81.1 | +10,5pts | +2,5pts | 79.7 | +0,8pts | -0,7pts | 84.3 | +0,6pts | -0,8pts | 81.7 | +3,6pts | +0,5pts |
| | Available Cargo tonne-kilometers (m) | 339 | 10.0% | -19.8% | 305 | 1.4% | -23.7% | 324 | 10.5% | -16.2% | 969 | 7.3% | -19.9% |
| | Revenue Cargo tonne-kilometers (m) | 170 | -8.8% | -20.3% | 160 | -0.9% | -32.0% | 150 | 3.0% | -31.8% | 480 | -2.7% | -28.2% |
| | Cargo load-factor (%) | 50.0 | -10,3pts | -0,3pts | 52.3 | -1,2pts | -6,4pts | 46.4 | -3,4pts | -10,6pts | 49.5 | -5,1pts | -5,7pts |

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

Additional references