



LUFTHANSA GROUP

Davy Annual Transport Conference

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First Quarter 2023 Results

Strategy

Investment in ITA Airways

Operational and financial outlook

Appendix

Q1 result improves significantly year-on-year despite even increased seasonality and costs related to the summer ramp-up

(in EUR million)	Q1 '23	Q1 '22	Change in %
Revenues	7,017	5,002	+40
Operating expenses	7,979	6,096	+31
Of which fuel	1,686	987	+71
Of which staff	1,922	1,632	+18
Of which depreciation	545	559	-3
Adjusted EBITDA	272	-32	
Adjusted EBIT	-273	-577	+53
EBIT	-304	-608	+50
Net income	-467	-584	+20
Adjusted Free cash flow	482	780	-38

Note: Results of the Catering segment presented in separate line "Result from discontinued operations" (not included in Group Adjusted EBIT, included in net income)

Passenger Airlines: Losses more than halved due to higher yields and loads

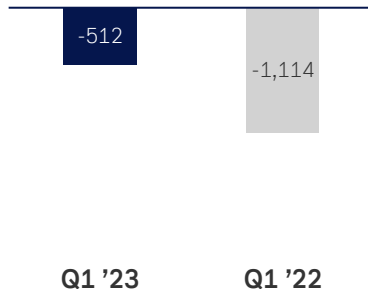


Operational KPIs

Adjusted EBIT in EUR million

Comments



	Q1 '23	vs. 2022	vs. 2019
ASK	59,347	+30%	-25.3%
SLF	79.7%	+14.3pts	+1.8pts
Yield¹	9.1 €c	+22.5%	+19.4%
Short-haul		+23.3%	+9.0%
Long-haul		+22.8%	+25.5%
RASK¹	9.0 €c	+33.6%	+24.9%
CASK¹	7.1 €c	-0.6%	+17.6%



- 19% yield increase versus 2019 indicative of ongoing strong pricing power especially in long-haul, seat load factor exceeds pre-crisis level
- Performance improves across airlines
- CASK in Q1 still burdened by low capacity, cost increases related to the upcoming ramp up, investments into operational stability and inflation

¹ Incl. currency

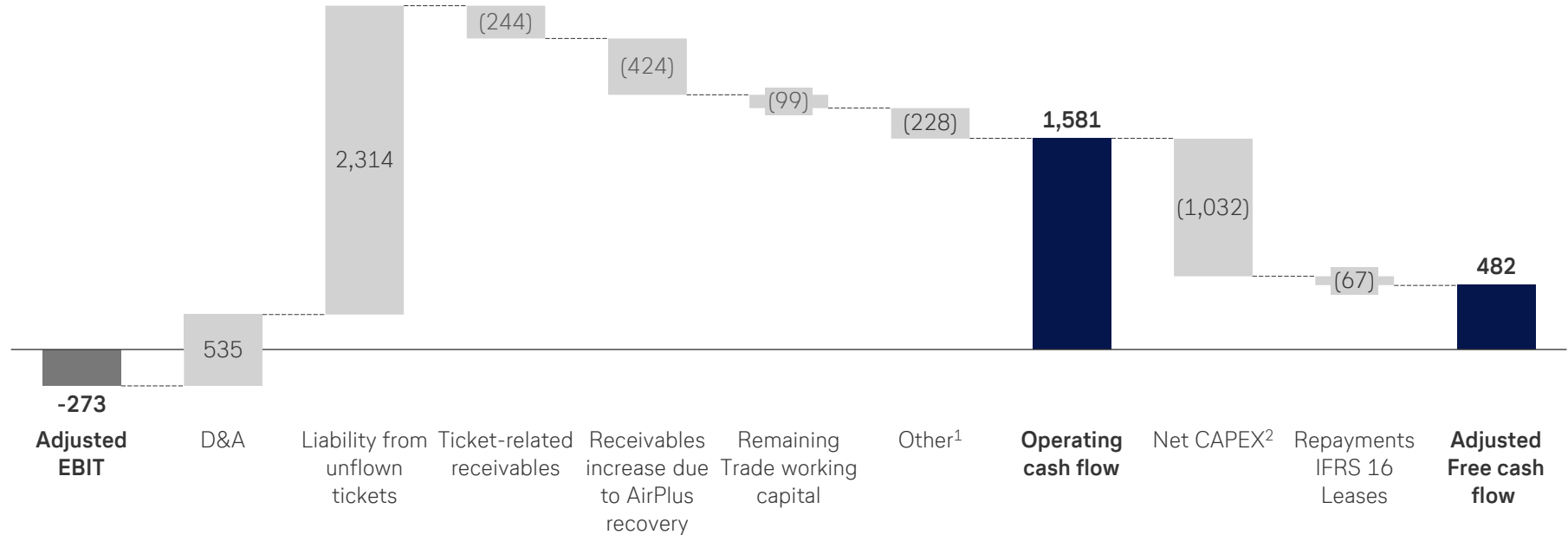
Lufthansa Cargo's profits normalize – Adjusted EBIT up in all other segments

Adjusted EBIT in EUR million		Comments
 Lufthansa Cargo	<div> <div>151</div> <div>Q1 '23</div> </div> <div> <div>495</div> <div>Q1 '22</div> </div>	<ul style="list-style-type: none"> ▪ Cargo profits normalize from prior year record base – yields still up >60% compared to 2019 levels in Q1 ▪ Lufthansa Technik result benefits from strong demand growth offsetting labor and material cost inflation ▪ Progress in the recovery of the Asian business supports the reduction of losses at LSG Group ▪ Better result in “Other Businesses and Group functions” supported by improvement at AirPlus
 Lufthansa Technik	<div> <div>135</div> <div>Q1 '23</div> </div> <div> <div>129</div> <div>Q1 '22</div> </div>	
LSG group	<div> <div>-6</div> <div>Q1 '23</div> </div> <div> <div>-14</div> <div>Q1 '22</div> </div>	
Others	<div> <div>-30</div> <div>Q1 '23</div> </div> <div> <div>-72</div> <div>Q1 '22</div> </div>	

Adjusted free cash flow performance driven by strong operating cash flow

Q1 Adjusted EBIT / Adjusted Free cash flow

in EUR million



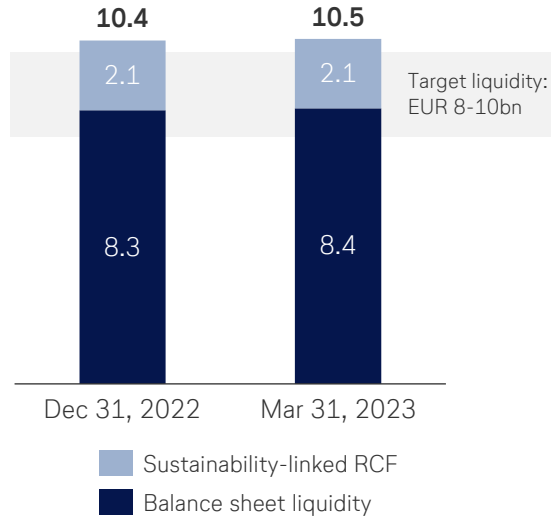
¹ Incl. other non-cash items, change in other assets & liabilities, tax

² Excl. EUR 8m effect from equity investments

Further progress on the way back to an investment grade rating

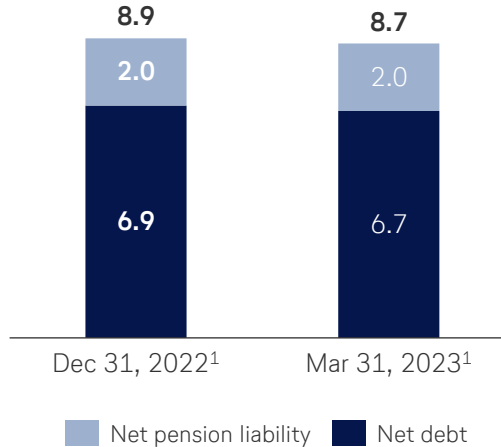
Liquidity

EUR billion



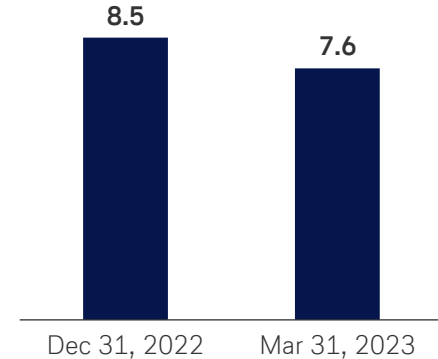
Net debt and net pension liabilities

EUR billion



Shareholder equity

EUR billion

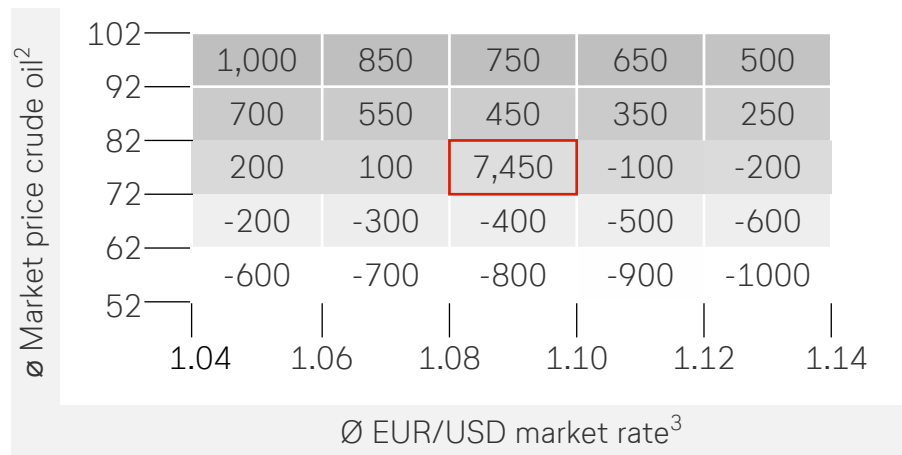


Strong balance sheet recognized: S&P upgraded Lufthansa to BB+ with a positive Outlook

¹ Incl. pension plan surpluses which may not be netted according to IFRS (Mar 31, 2023: EUR 64m; Dec 31, 2022: EUR 76m)

Option-based fuel hedging offers protection while leaving the opportunity to benefit from lower prices

Expected fuel cost sensitivity after hedging (FY 2023)¹



Hedging portfolio excl. LH Cargo as of April 26, 2023

	Q2	FY 2023
Hedge ratio Crude (%)	83	84
Break-even price (USD/bbl)	87	90
Hedge ratio Crack ⁴ (%)	65	59
Strike Crack Hedges (USD/bbl)	30	29

	Q2	Q3	Q4	FY 2023
Jet fuel volume (mTons)	2.2	2.5	2.3	8.8

¹ Passenger Airlines and Logistics, as of 26 April 2023, including existing hedges, assuming stable Jet Crack of 19 USD/bbl

² Average 2023 Brent ICE Crude oil future in USD/barrel (26 April 2023: 76.9 USD/bbl)

³ Average 2023 EUR/USD forward rate (26 April 2023: 1.09 EUR/USD)

⁴ Hedges on basis of Jet and Gasoil derivatives

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Lufthansa Group is delivering on its key strategic priorities



**Customer
Experience**



**New Product
Generation**



**Multi-Airline
Multi-Hub**



**Transformation into
an Airline Group**

Driving customer satisfaction is the key priority of the Lufthansa Group

Customer Journey



Inspiration
& planning



Compare
& select



Book
travel



Plan &
prepare



Get to airport
& await flight



Take flight



Connect



Arrive at
destination



Get to & stay
at destination & await flight



Get to airport
return flight



Take
return flight



Arrive at
home airport



Get to
home



Stay
involved

Personalized offers



Personalized
(ancillary) offers



New premium seats



Real-time information
& inspiration



New F&B experience

Digitally enhanced customer experience



Biometrics for entries,
boarding & bag drops



Digital check-in
& baggage services



Digital customer
service



Onboard retail via
IFE & App



1A
Future digital inflight
experience



ONE (Customer) ID

Sustainability



Sustainable offers &
waste reduction



Introduction of Green
Fares

Comprehensive product and service innovations underline our aspiration to define premium in the European airline industry



Introduction
of
**New First
Class
suite**



**New Premium
Economy**
already in the air
at **SWISS**



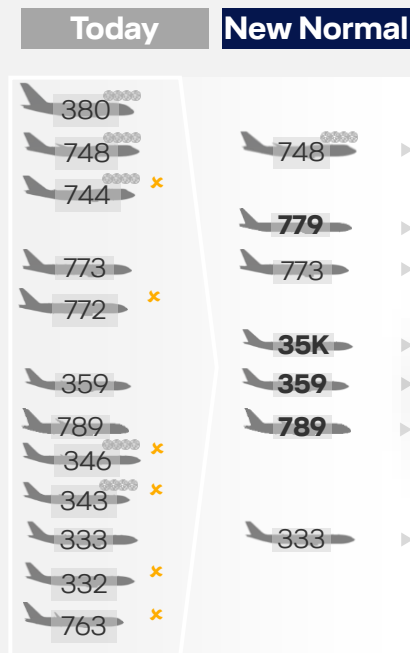
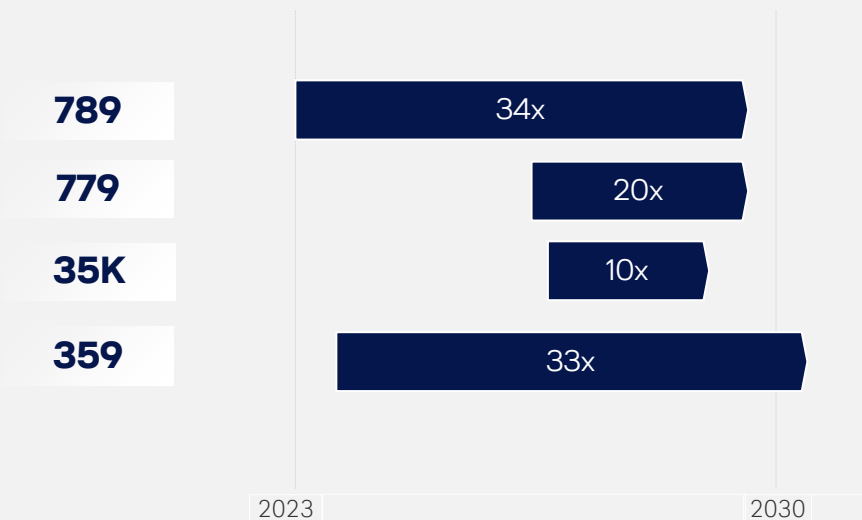
7 seat options
in **Business class** cater to
individual travel needs



New Economy
with more choice

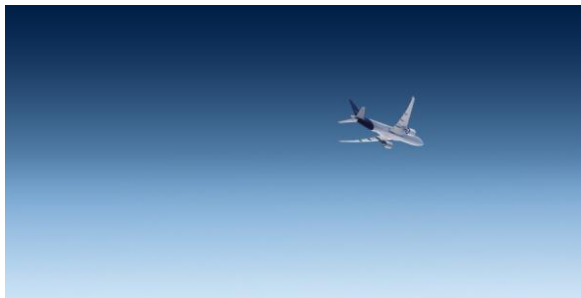
Lufthansa Group accelerates fleet modernization

Order book well filled with nearly 100 NewGen long-haul aircraft



6 older A/C types to be phased out completely in the medium term

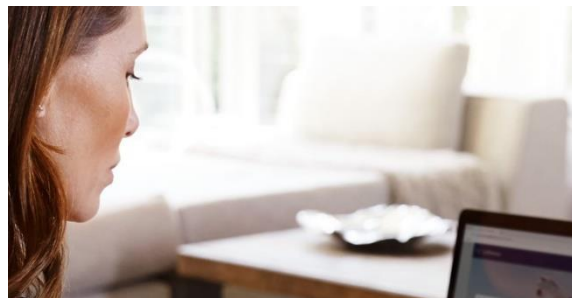
Technological and commercial innovation are key to decarbonization



Technology drives emission reduction

Specific CO2 emissions:
-11% FY '22 vs. '21

SAF offer on the rise



Rising contribution made by customers

New Green fares launched
3% of customers currently
buy SAF or compensation



Among top-ranked airlines in CDP

Received **top score (A-)** in
CDP global climate ranking
2022

Multi-Hub and Multi-Brand strategy is key for the success of Lufthansa Group



Customer centricity:

- Strong national brands with unique identity
- Customer offering tailored to market-specific needs
- Connected networks offer maximum connectivity



Cost advantages:

Significant synergies through joint sourcing and harmonized operating processes

Sale of LSG Group and Airplus is a major step in the transformation into an airline group



LSGgroup

Sale of LSG Group to private equity investor AURELIUS announced in April - Transaction expected to close in Q3 2023



Sale of Airplus to SEB Kort announced in June
Transaction expected to close in H1 2024



Lufthansa Technik

Process underway to divest a minority stake

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ITA provides the Group even better access to the very attractive Italian market and regional diversification

Italy – a key market for Lufthansa Group

3rd largest

Economy in
the EU (GDP)

3rd largest

Airline market
in Europe

5th largest

Market for the Group
(after the U.S. and
home markets)



Milan #2

(47m passengers '19)



Rome #6

(40m passengers '19)

... in local passenger traffic within EU

ITA & Lufthansa Group

- Attractive proposition to grow a profitable long-haul business in **Rome Fiumicino**
- Well positioned to take advantage of Italy's importance as **top private travel destination**
- Potential to increase the **feed of passengers into the Group's existing long-haul network** incl. JV partners
- Significant **cost synergies**
- Attractive **opportunities for Lufthansa Cargo and Lufthansa Technik**



Transaction terms minimize the Group's financial risk and create optionality

Key terms

- Acquisition of **41% of shares** in ITA Airways through a **capital increase**
 - **Investment into the company's equity**, no payment to Italian Ministry of Economy and Finance (MEF)
 - **Capital increase of EUR 325 million** fully financed from available cash-on-hand
 - MEF commits to EUR 250 million cash injection
 - Transaction expected to **close by year-end 2023**

Governance

- Transaction structure provides for **joint operational control by Lufthansa Group and MEF** immediately after closing
- MEF remains on board to support the execution of the business plan
- **ITA's CEO** and **one other member of the Board of Directors** (5 in total) will be **appointed by Lufthansa Group**

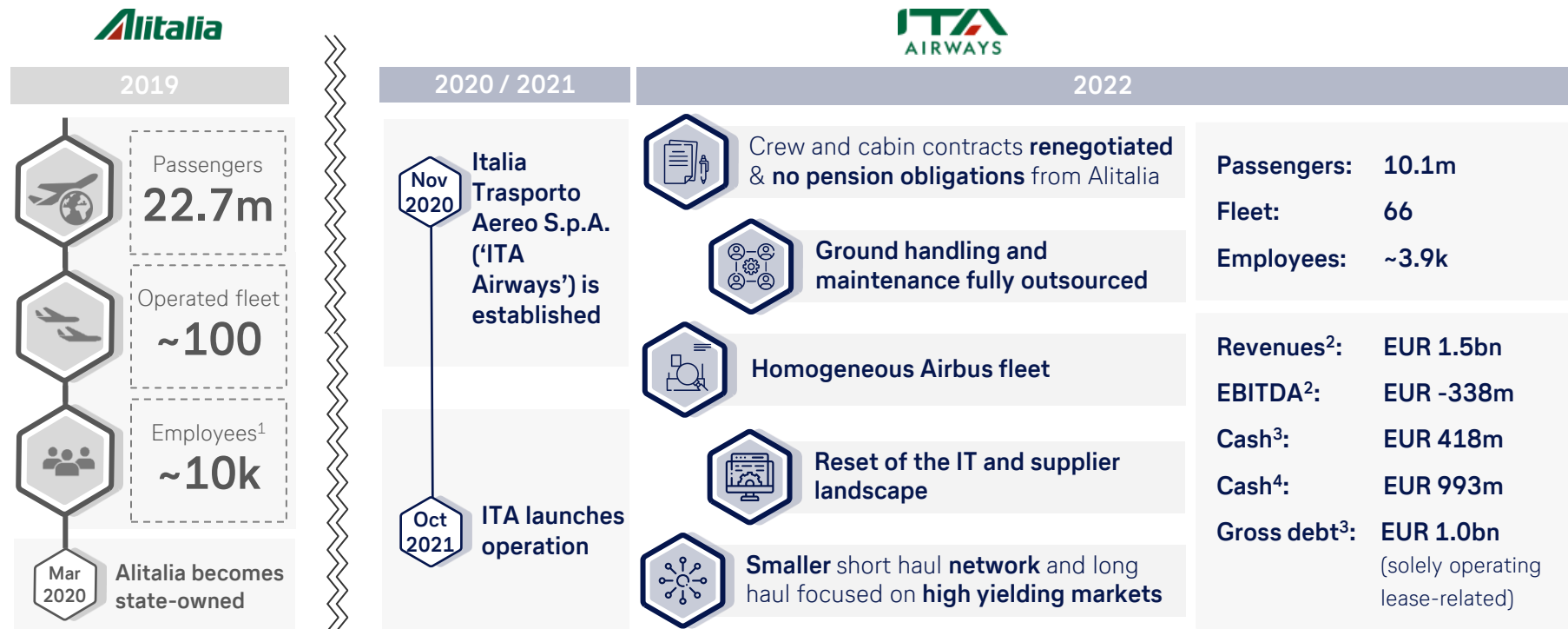
Impact on Group

- **No consolidation of ITA** in Lufthansa Group's financial accounts
- **No impact on credit rating** expected

Clear path to complete takeover

- **Option mechanism** agreed to enable a full takeover by Lufthansa Group in the medium term
- **Risk-based approach:** Acquisition of remaining shares at the discretion of Lufthansa Group and/or dependent on **financial performance relative to the jointly agreed business plan**, reducing negative effects on the overall capital structure of Lufthansa Group as far as possible

ITA Airways has been fully restructured and set up as a structurally cost-competitive airline with no legacy issues associated with the old Alitalia



¹ Entire Alitalia Group; ² FY 22; ³ As of Dec 31, 2022; ⁴ As of Dec 31, 2022, pro-forma of committed capital injections in 2023 (EUR 250m MEF plus EUR 325m Lufthansa Group)
Source: Company information; Reuters, ANSA, Rome Airport

Lufthansa Group has a sound plan to turn ITA into a profitable airline

Optimizing the network

- Ensure that **ITA's network is complementary to the existing LHG network**
- Develop **Rome Fiumicino into a profitable hub** and build on ITA's **established position in Linate**
- Improve the profitability of short-haul by **optimizing the network** and expanding **intermodality**

Driving profitable growth

- Capitalize on **ITA's favorable cost position**
- Drive measured **fleet growth**
- **Invest in ITA's employees**

Maximizing synergies

- Unlock the significant **potential for revenue and cost synergies** for the benefit of both sides
- Make ITA benefit from Lufthansa Group's **expertise and scale**
- Focus on **unifying the backend** without compromising ITA's unique brand identity

The Group's proven multi-brand, multi-hub strategy will preserve ITA's Italian heritage while enabling synergies and providing additional avenues for growth

Rome Fiumicino as new Southern Hub and Milan Linate as premium point-to-point airport will interconnect the ITA and LHG networks

Feeder network



- Enhance the short-haul network for the feeding of the hub in Rome
- Take advantage of the additional choice and connectivity available for customers in our home markets

Rome Fiumicino



- Focus the long-haul network on North & South America, Africa as well as selected Asian markets
- Optimize the hub's access to the existing Lufthansa network

Milan Linate



- Expand the touristic offering in addition to the classic corporate offer
- Jointly upgrade the customer proposition to grow premium point-to-point traffic

Competitive cost base and homogenous, modern fleet form a solid base for future growth

Favorable cost position



Highly competitive labour cost

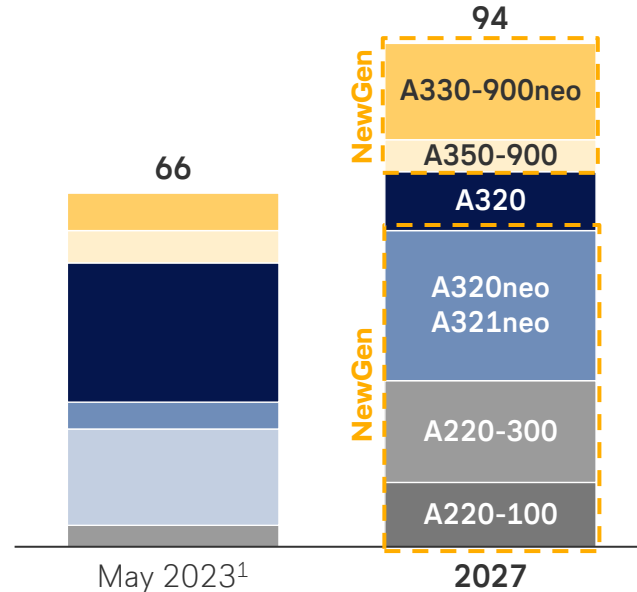


Group-leading crew productivity



Lean organizational structure and high share of variable costs due to outsourcing

Modernized fleet

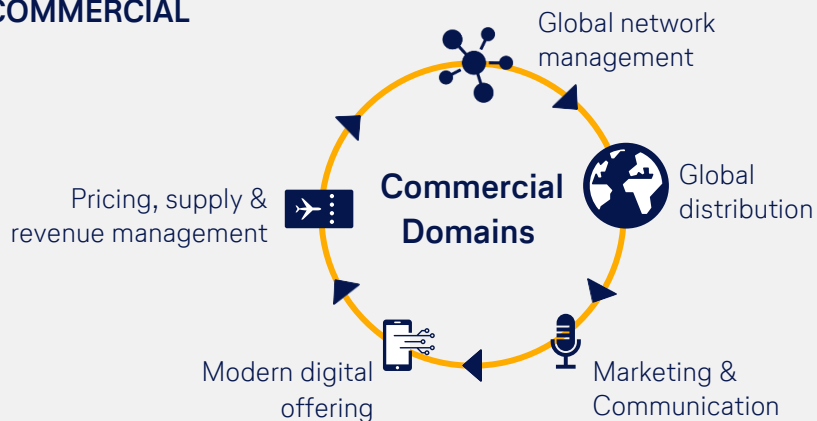


- Homogeneous, all Airbus fleet, allowing for efficiencies in operations and maintenance
- Current fleet completely leased, aim to gradually increase the share of own A/C in the future
- Complementary to Lufthansa Group fleet

¹ Excluding 5 wet leases

In combination with Lufthansa Group, ITA can realize its full potential by benefitting from the size and synergies of a global group

COMMERCIAL



Access to global airline partner network
(e.g. A++ JV with United and Air Canada)



Integration into global distribution channels
(incl. business customer contracts)



Access to digital products & services



Centralized, industry-leading revenue optimization



OPERATIONS



Fleet management



Fuel purchase



Ground processes

Economies of scale & cost synergies



CORPORATE



Finance & Admin



Legal & Compliance



IT & Cyber Security

Sharing of knowledge & best practices



Investment in ITA Airways has significant value for our shareholders



ITA Airways is a perfect addition to the portfolio of Lufthansa Group airlines



Restructured and structurally cost-competitive airline: Sound plan in place to turn ITA profitable



Investment approach minimizes risk:
Option for full takeover with timing and price dependent on ITA's performance

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Appendix

The Group's airlines are ready for a strong summer

Close alignment
with
infrastructure
partners



4,500
new staff recruited
in the first 3 months



**Stable operational
performance**
over Easter peak

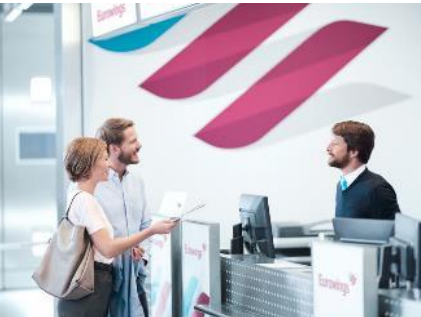
Short-haul
touristic
demand **exceeds**
2019 levels



**Strong booking
momentum
continues**

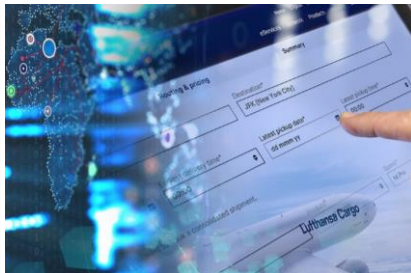


**Premium
leisure demand
stays high**



Lufthansa Cargo's unique market position expected to support performance also in 2023

At the
forefront of
digitization



**eCommerce
push**

Taking advantage of
the market's rapid
growth



Modern aircraft

Pure 777F
long haul fleet



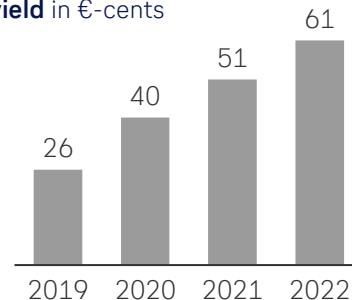
**Short-haul
freighter network**

A321-F fleet to grow
from 2 to 4 in 2023



**Yields will normalize in 2023 but
remain above pre-crisis level**

LCAG yield in €-cents

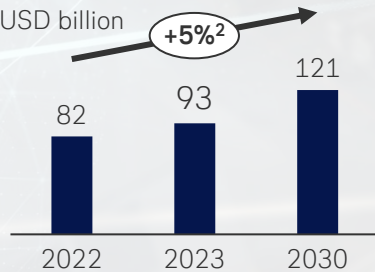


Lufthansa Technik well positioned to remain a leader in a very attractive market

Leading position in highly attractive MRO market

- >4,000 aircraft under exclusive contract
- #1 provider globally in high-growth MRO market

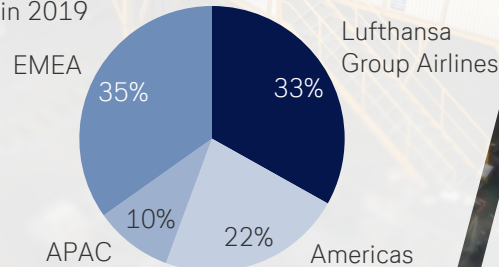
Global Commercial MRO market¹
in USD billion



Strongest portfolio of customers and OEM partnerships

- Leading MRO portfolio of aircraft and engine technology
- Diversified customer portfolio

Revenue split
in 2019



At the forefront of the industry's digital transformation

- Digitalization of Lufthansa Technik's MRO services with a focus on prediction, material management and process innovation
- Digital Tech Ops Ecosystem: Comprehensive data coverage along the entire value stream in technical operations

¹ Commercial MRO market (Lufthansa Technik internal market model, based on ICF data)

² CAGR

Group expects to make significant progress in 2023 towards the 2024 targets

Q2 2023



Capacity (ASK)
c.82% of 2019 levels



Yield
Up to 25% above 2019



Adjusted EBIT
Above 2019 level of
EUR 754m¹

Full Year 2023



Capacity (ASK)
c.85-90% of 2019 levels



Adjusted EBIT
Significantly above 2022



Adjusted Free cash flow
Significantly positive



Net CapEx
EUR 2.5-3.0bn

Full Year 2024



Adjusted EBIT margin
At least 8%



Adjusted ROCE (excl. cash)
At least 10%

Lufthansa Group is well positioned for a successful future



- ✓ Completed the financial turnaround
- ✓ On track for the achievement of our 2024 financial targets
- ✓ In the process of implementing significant product and service improvements for our customers
- ✓ Back to creating value for our shareholders
- ✓ Good progress made in focusing our portfolio on the airline core
- ✓ Back to being able to offer attractive rewards and opportunities to grow for our employees

First Quarter 2023 Results

Strategy

Investment in ITA Airways

Operational and financial outlook

Appendix

Traffic Data

		Jan	vs.2019	Feb	vs.2019	Mar	vs.2019	Q1	vs.2019
Total Lufthansa Group Airlines	Passengers in 1,000	6,621	-27.0%	6,602	-27.1%	8,420	-25.4%	21,643	-26.4%
	Available seat-kilometers (m)	19,931	-24.3%	17,964	-26.6%	21,451	-25.1%	59,347	-25.3%
	Revenue seat-kilometers (m)	15,483	-22.9%	14,094	-24.8%	17,739	-23.2%	47,316	-23.6%
	Passenger load-factor (%)	77.7	+1.4pts	78.5	+1.9pts	82.7	+2.1pts	79.7	+1.8pts
	Available Cargo tonne-kilometers (m)	1,149	-11.7%	1,085	-13.1%	1,222	-18.8%	3,457	-14.8%
	Revenue Cargo tonne-kilometers (m)	615	-19.9%	652	-18.8%	763	-22.1%	2,031	-20.4%
	Cargo load-factor (%)	53.5	-5.5pts	60.1	-4.2pts	62.4	-2.6pts	58.7	-4.1pts
	Number of flights	59,398	-30.7%	57,057	-31.4%	69,475	-27.7%	185,930	-29.8%

Operating KPIs of Passenger Airlines by region vs. 2019 (unless stated otherwise)

Total	Q1'23
Number of flights	-29.8%
ASK	-25.3%
RPK	-23.6%
SLF	+1.8pts.

Yield	+19.4%
Yield vs 2022	+22.5%
Yield ex currency vs 2022	+21.5%
RASK	+24.9%
RASK ex currency vs 2022	+32.2%
CASK ex. fuel, ex. emissions cost	+17.6%
CASK ex. fuel, ex. emissions cost vs 2022	-0.6%
CASK ex currency, ex fuel, ex emissions cost vs 2022	-1.9%

Europe	Q1'23
ASK	-23.7%
RPK	-18.4%
SLF	+5.0pts.
RASK incl. currency ¹⁾	+16.6%

Americas	Q1'23
ASK	-23.9%
RPK	-25.4%
SLF	-1.6pts.
RASK incl. currency ¹⁾	+17.6%

North America	+9.8%
South America	+42.7%

Asia / Pacific	Q1'23
ASK	-41.3%
RPK	-39.3%
SLF	+2.8pts.
RASK incl. currency ¹⁾	+43.8%

Middle East / Africa	Q1'23
ASK	-6.4%
RPK	-3.4%
SLF	+2.5pts.
RASK incl. currency ¹⁾	+26.4%

¹⁾ Regional RASK are based on regional traffic revenues only

Calculation of operational airline KPIs

Passenger Airlines, Q1 2023

Yield	1) Traffic revenues (€m)	4,806
	2) Not assignable (€m)	518
	= 3) Basis for Yield (1)-(2) (€m)	4,288
	4) RPK (m) ¹	47,316
	Yield (3/4)*100 (€c)	9.1

RASK	1) Total Revenues (€m)	5,211
	2) Other operating income (€m)	303
	3) Reversal of provisions (€m)	66
	4) FX losses (€m)	-95
	= 5) Basis for RASK (1)+(2)-(3)+(4) (€m)	5,353
	6) ASK (m) ²	59,347
	RASK (5/6)*100 (€c)	9.0

CASK	1) Total operating expenses (€m)	-5,997
	2) Reversal of provisions (€m)	66
	3) FX losses (€m)	-95
	4) Fuel expenses (€m)	-1,592
	5) Emission Trading (€m)	-42
	= 6) Basis for CASK (1)+(2)-(3)-(4)-(5) (€m)	-4,202
	7) ASK (m) ²	59,347
	CASK -(6)/(7)*100 (€c)	7.1

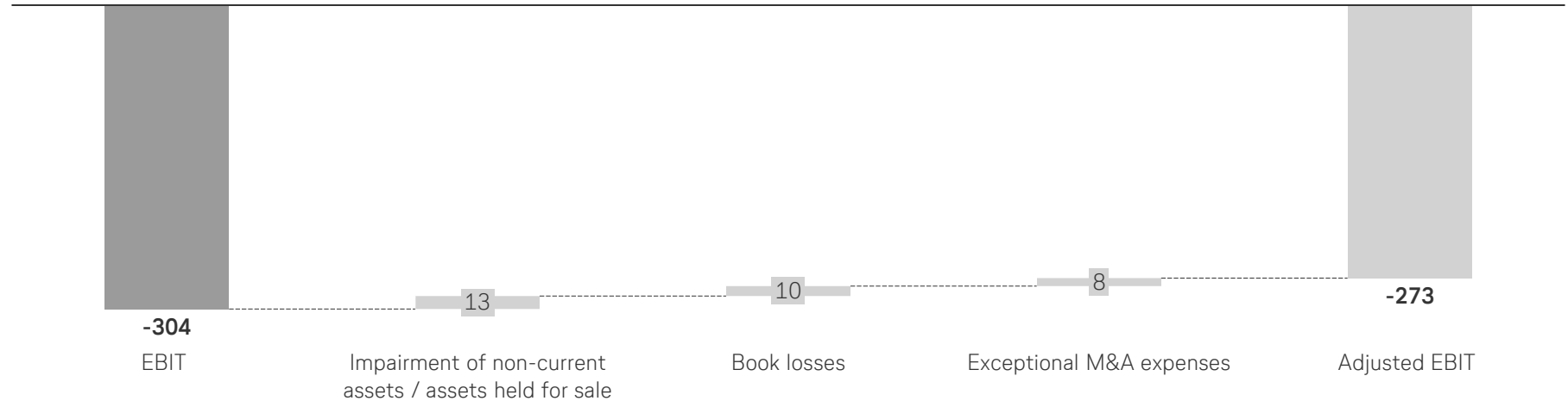
¹ RPK: Revenue Passenger Kilometers, ² ASK: Available Seat Kilometers

Group P&L

Lufthansa Group (in EUR m)	Q1 '23	vs. Q1 '22
Revenues	7,017	+40.3%
Total operating income	7,693	+39.2%
Operating expenses	7,979	+30.9%
Of which fees & charges	909	+34.1%
Of which fuel	1,686	+70.8%
Of which staff	1,922	+17.8%
Of which depreciation	545	-2.5%
Result from equity investments	-27	+34.1%
Adjusted EBIT	-273	+52.7%
Adjusted EBIT Margin	-3.9%	+7.6%P
Adjustments	-31	0.0%
EBIT	-304	+50.0%
Net interest income	-90	-11%
Other financial items	-136	n.m.f.
EBT	-530	+19%
Income taxes	109	-5%
Profit / loss from discontinued operations	-44	-47%
Profit / loss attributable to minority interests	-2	+0.0%
Net income	-467	+20%

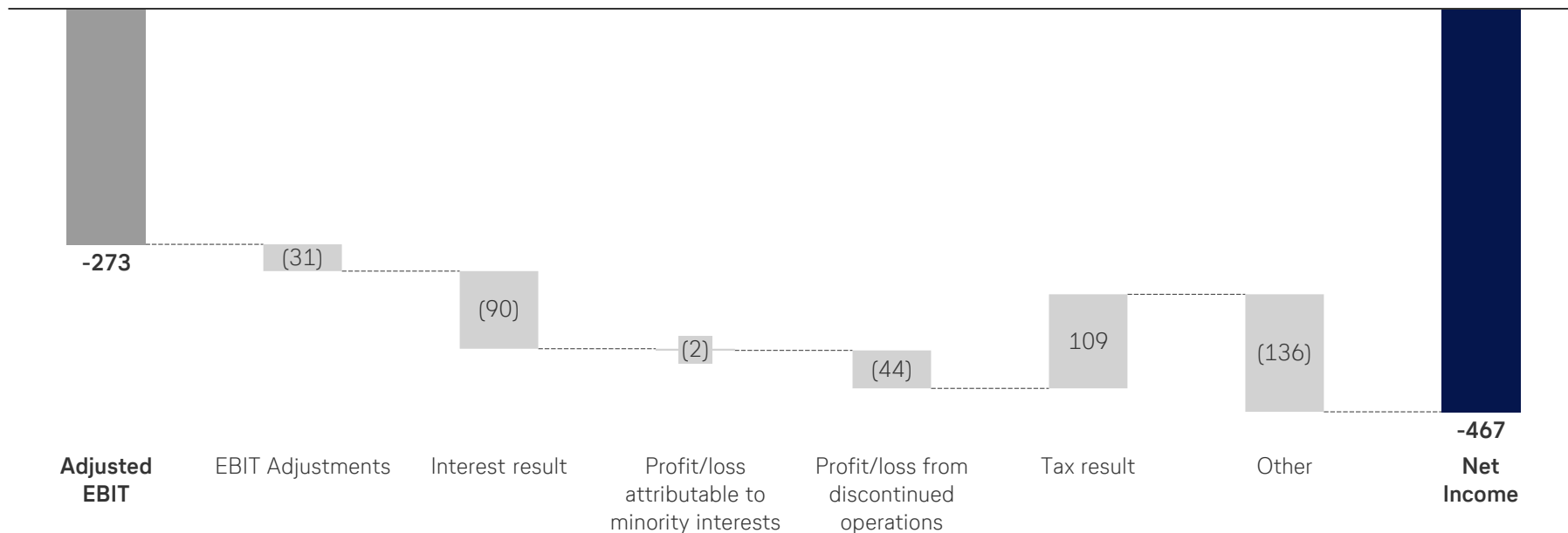
EBIT / Adjusted EBIT bridge Q1 2023

in EUR million








Adjusted EBIT / Net Income Q1 2023

in EUR million



Adjusted EBIT by Airline

Adjusted EBIT (in EUR m)		Q1 '23	Q1 '22	Change in %
Lufthansa German Airlines		-366	-715	+48.8%
SWISS		77	-62	n.m.f.
Austrian Airlines		-73	-109	+33.0%
Brussels Airlines		-43	-62	+30.6%
Eurowings		-103	-163	+36.8%
Passenger Airlines		-512	-1,114	+54.0%

Cash flow statement

Lufthansa Group (in m EUR)	Q1 '23	vs. Q1 '22 ¹
EBT (earnings before income taxes)	-575	+115
Depreciation & amortization (incl. repairable MRO materials)	+592	-24
Net proceeds from disposal of non-current assets	+8	+18
Result of equity investments	+16	-44
Net interest	+92	+9
Income tax payments/reimbursements	-11	-22
Significant non-cash-relevant expenses / income	+37	+161
Change in trade working capital	+1,547	+255
Change in other assets / liabilities	-125	-383
Operating cash flow	+1,581	+85
Capital expenditure (net)	-1,032	-402
Free cash flow	+541	-318
Adjusted Free cash flow	+482	-293
Cash and cash equivalents as of 31.03.23 excl. assets held for sale	1,282	-358
Current securities	6,929	-418
Total Group liquidity	8,361	-60

1

Positive working capital effect driven by EUR 2,070 million net cash effect from new bookings (New bookings EUR 2,314 million, reduced by EUR 244 million of related receivables). Business recovery at AirPlus increases receivables by EUR 424m.

2

Net CAPEX significantly above previous quarters due to pre-payments related to new orders and delayed aircraft deliveries originally expected in Q4 2022

¹ Changes in balance sheet items compared to year end 2022

Multi-year financial overview

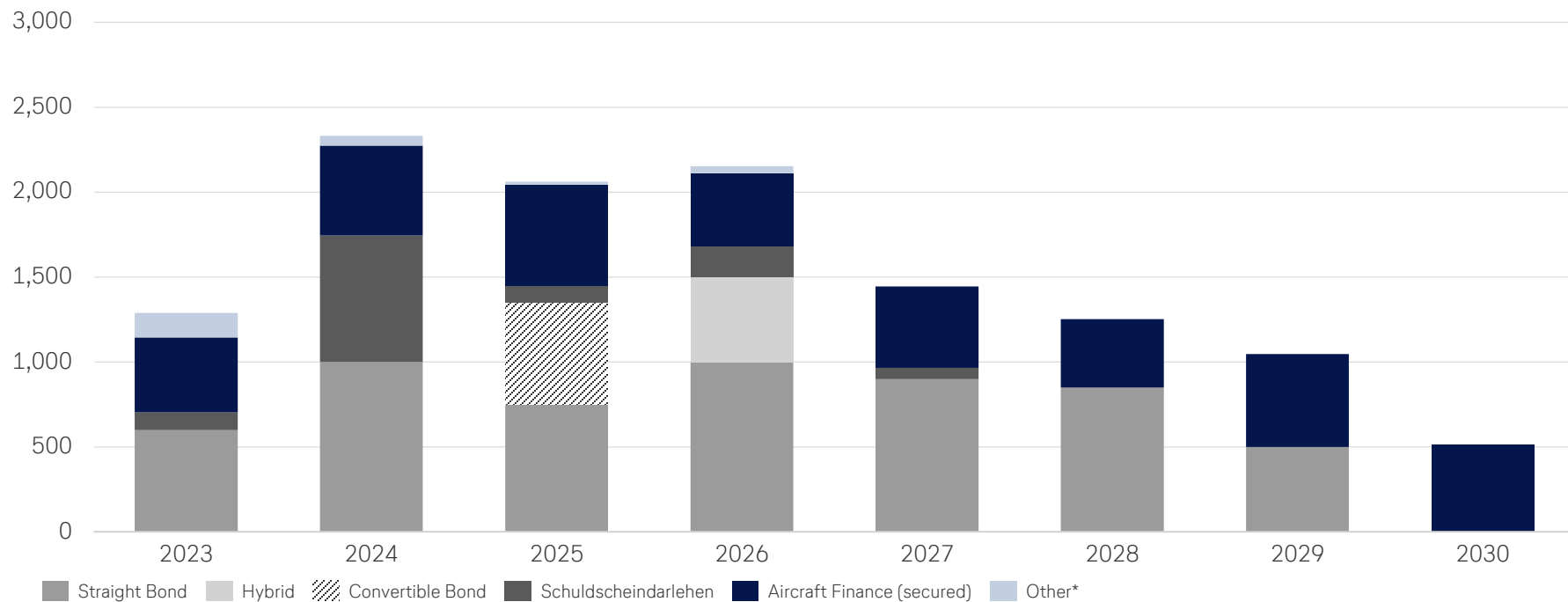
Lufthansa Group (in EUR million, as reported)	2016	2017	2018	2019 ¹	2020	2021	2022
Operating KPIs							
RASK ex currency	-5.9%	+1.9%	-0.5%	-2.5%	-26.7%	-6.1%	-6.1%
CASK ex currency, ex fuel ²	-2.5%	-1.8%	-1.7%	-1.5%	+84.6%	-25.8%	-25.8%
Profit & Loss							
Revenues	31,660	35,579	35,542	36,424	13,589	16,811	32,770
Fuel Cost	4,885	5,232	6,087	6,715	1,875	2,409	7,601
Adjusted EBIT	1,752	2,969	2,836	2,026	-5,451	-1,666	1,509
Adjusted EBIT Margin	5.5%	8.3%	8.0%	5.6%	-40.1%	-9.9%	4.6%
Balance Sheet							
Total Assets	34,697	35,778	38,213	42,659	39,484	42,538	43,335
Net Financial Debt and Pension Liabilities	11,065	8,000	9,354	13,321	19,453	15,563	8,864
Adjusted ROCE	7.0%	11.9%	10.6%	6.6%	-16.7%	-7.4%	+7.3%
Cash Flow statement							
Operating Cash Flow	3,246	5,368	4,109	4,030	-2,328	399	5,168
Capital expenditure (net)	2,108	3,251	3,859	3,448	962	1,119	2,286
Free Cash Flow ³	1,138	2,117	288	203	-3,669	-1,049	2,526

¹ 2019 reported figures including effects from IFRS 15 treatment of compensation payments, 2017 restated for better comparability

² Adjusted for pension effects in 2016 and 2017 as a result from the change from defined benefit to defined contribution

³ Adjusted free cash flow from 2018 onwards

Maturity profile of borrowings as of March 31, 2023



*Mainly bilateral loans – does not include operating leases