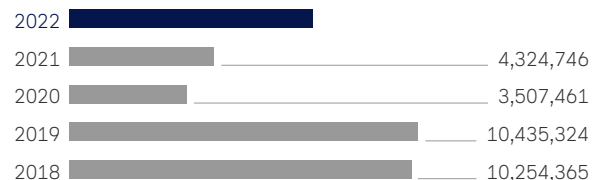


# Absolute fuel consumption

## FUEL CONSUMPTION<sup>1,2</sup>

in tonnes

**7,284,584**



Although the first half of the year in particular was still occasionally marked by significant travel restrictions and uncertainties in the air travel market, demand in the full 2022 year saw a significant increase in demand compared to the previous year.

The very strong positive development of demand compared to the previous year of 2021 combined with a significant increase in capacity in the 2022 reporting year resulted in correspondingly higher fuel consumption. The number of flights increased by 71%; transport volume increased by 75 % and kerosene consumption by 68 %.

## FUEL CONSUMPTION<sup>1</sup> 2022

in tonnes

	Passengers	Cargo	Total	Stake
<b>Regular flights<sup>2</sup></b>				
Lufthansa	3,447,563	1,089,358	4,536,921	58.8 %
SWISS	896,577	324,421	1,220,998	15.8 %
Austrian Airlines	527,582	57,029	584,610	7.6 %
Eurowings	527,253	1,464	528,718	6.9 %
Brussels Airlines	364,856	48,482	413,338	5.4 %
			<b>7,284,584</b>	<b>94.4 %</b>
Other flights <sup>4</sup>			25,226	0.3 %
<b>Reg. + other flights<sup>5</sup></b>			<b>7,309,810</b>	<b>94.8 %</b>
Third parties <sup>6,7</sup>	221,309	182,048	403,357	5.2 %
<b>All flights</b>			<b>7,713,167</b>	<b>100.0 %</b>

## FUEL DUMPS<sup>2</sup> 2022

	2022	Change compared to 2021
<b>Total events</b>	37	+32
of which medical reasons	18	+16
technical reasons	17	+15
other reasons	2	+1
<b>Tonnage<sup>3</sup></b>	1,101.8 t	+624.9 %

## THIRD PARTY SHARE <sup>6,7</sup> 2022

Number of flights	6.5 %
Passengers	5.3 %
Tonne-kilometres transported, TKT (tkm)	6.7 %
Fuel consumption (tonnes)	5.2 %
Carbon dioxide emissions (tonnes)	5.2 %

<sup>1</sup> Actual fuel consumption in tonnes from flight operations based on all flight events under the respective operating flight number. Consumption/carbon dioxide emissions are recorded from gate to gate, i.e. including taxiing on the ground and holding patterns as well as flying detours. <sup>2</sup> The following companies are included for the 2022 reporting year: Lufthansa (including Lufthansa CityLine, Eurowings Discover and Air Dolomiti), SWISS (including Edelweiss Air), Austrian Airlines, Eurowings (including Germanwings), Brussels

Airlines and Lufthansa Cargo. Not included are other flights (see footnote 4) and services performed by third parties, as their performance is beyond our control (see table "Third-party interests"). <sup>3</sup> Partly projections. <sup>4</sup> Ferry flights, special flights, test flights, training flights, aborted flights. <sup>5</sup> The carbon emissions resulting from this fuel consumption (times 3.15) differ slightly from the value of 23.1 million tonnes reported in the 2022 non-financial declaration. This is due to adjustments made to the system at Brussels Airlines, the inclusion



of further data systems for calculating specific data in the Fact Sheet, and related rounding differences. <sup>6</sup> Airlines that lie outside the scope of this Fact Sheet but that provide services for Lufthansa, e.g. in the event of capacity bottlenecks. <sup>7</sup> Excluding road feeder service and partial capacity chartered by Lufthansa Cargo, as no fuel consumption and emissions values are available for these services.