



/Flughafen München GmbH
Annual Press Conference

April 11, 2018



/The Executive Board of Munich Airport

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April 11, 2018

Airport increasingly serving as a springboard for intercontinental travel

Munich Airport reports record net annual profit of €155 million for 2017

With consolidated earnings after taxes at around €155 million, Munich Airport achieved the best result in its history in 2017. The Group again achieved a year-on-year increase of €100 million in annual revenues to around €1.5 billion – thanks in large part to a substantial 5.5 percent rise in total passengers to 44.6 million. The airport's strong economic performance also paid off for the neighboring communities, which will again take in business tax revenues of €35 million.

In view of the record figures, Dr. Michael Kerkloh, the President and CEO of Munich Airport, is confident that the company is well prepared for the challenges that lie ahead: "This ensures that Munich Airport will be able to make the necessary investments to handle its future tasks with its own financial resources." Kerkloh's outlook at today's annual press conference in Munich: "All the signs point to a continuation of our very satisfactory performance, so that we fully expect to report earnings at around the same level for 2018."

A look at the current traffic trends in the recently launched summer timetable period confirms this assessment. With five Lufthansa Airbus A 380 aircraft now stationed in Munich, the Bavarian hub has become just the fourth European airport – after London, Paris and Frankfurt – to serve as a home base for the world's largest passenger aircraft. Lufthansa will operate daily services to Los

Angeles, Hong Kong and Beijing with the superjumbo. In addition, the German carrier has added four plans from the Airbus A320 to its Munich fleet for medium-haul flights. This has further improved the connectivity of the Munich hub.

Another important component enhancing Munich Airport's hub status is the upgrade of the Lufthansa fleet with modern Airbus A350 long-haul jets. The airline has already eight of a total of 15 of these widebody jets in service. The Munich Airport 2108 summer timetable includes a more extensive range of intercontinental flights and destinations than ever before. CEO Kerkloh called this "a further step in solidifying Munich Airport's hub function." He added: "The new long-haul services have greatly strengthened our airport's global network. Munich is becoming more and more attractive as a springboard for travel to other continents."

The Lufthansa subsidiary Eurowings is also helping to maintain the momentum of this trend: From the beginning of next week, Eurowings will be launching new long-haul services to and from Munich. The airline will offer scheduled services from Munich to 15 intercontinental destinations – including such holiday hotspots as Cancun, Fort Myers, Mauritius, Montego Bay and Las Vegas. As a result, travellers will have the option of flying with low-cost airlines on long-haul routes for the first time. Thanks to Eurowings, the share of low-cost carriers in total traffic in Munich is expected to increase to around 11 percent in 2018.

Summary of Munich Airport's annual results:

FMG Group financial results	2017	2016
[€m]	[IFRS]	[IFRS]
Group sales	1,470	1,364
Earnings before interest, taxes depreciation and amortization (EBITDA)	520	529
Depreciation and amortization	220	239
Earnings before interest and taxes (EBIT)	300	290
Financial result	-75	-80
Taxes	-70	-58
EAT	155	152
EBITDA margin	35%	39%
Operating cash flow	380	529

Please note that the 2017 financial results are still preliminary approximate values!

The approx. 2 percent year-on-year decrease in EBITDA resulted from non-recurring gains from disposals.

The decrease in operating cash flow resulted mainly from liabilities in connection with the construction of the satellite terminal in 2016 and from higher tax payments in 2017.

Summary of annual figures of Munich Airport:

<u>Traffic figures</u>	2017	2016	Change
Passenger volume			
Commercial traffic	44,577,241	42,261,309	5.5 %
Aircraft movements			
Total	404,505	394,430	2.6 %
Cargo [in tons]			
Airfreight and airmail turnover	378,803	353,650	7.1 %
Thereof airfreight turnover	362,831	334,497	8.5 %

FMG (Flughafen München GmbH), incorporated in 1949, operates Munich Airport, which opened at its present site on May 17, 1992. It is jointly owned by the Free State of Bavaria (51 percent), the Federal Republic of Germany (26 percent) and the city of Munich (23 percent). The FMG corporate group, with its 16 subsidiaries, employs over 9,000 people. With a total workforce of about 35,000 employees with 550 companies, Munich Airport is one of Bavaria's most important workplaces. Within just a few years of opening, Munich Airport developed into a major air transportation hub and was firmly established as one of Europe's 10 busiest airports. Munich Airport now offers connections to more than 250 destinations all over the world. In 2017 it handled about 405,000 flights with 44.6 million passengers. Munich Airport was the first – and remains the only – European hub to earn the prestigious "Five Star Airport" designation from the London-based international air transport rating organization Skytrax.



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April 11, 2018

MUC again reports growth in passenger traffic and airfreight:

Munich Airport continues positive trend in first quarter of 2018

Munich Airport closed out the first quarter of 2018 with increases in passenger traffic, cargo and aircraft movements. The number of passengers using Bavaria's gateway to the world rose to 9.6 million in the first three months of the year – an increase of about 200,000, or 2 percent, as compared with the first quarter of 2017. The number of take-offs and landings was up slightly in the same period to over 93,000. Cargo turnover showed a year-on-year increase of 2 percent to approximately 92,000 tons.

The traffic trend in the first quarter of 2018 was dented somewhat by the departure of Air Berlin and the strategic decision by the Dutch-French airline Transavia to give up its Munich base. This resulted in the loss of about 10 percent of aircraft movements and passenger traffic as compared with the previous year. "However, the fact that we can still report a plus for the first quarter is also an indication of our airport's very robust growth," said Dr. Michael Kerkloh, the ⊗ President and CEO of Munich Airport, at the company's annual press conference today.

Traffic figures for the first three months:

	2018	2017	Change
Passenger volume			
Commercial traffic	9,584,000	9,397,939	2.0 %
Aircraft movements			
Total	93,140	92,994	0.2 %
Cargo [in tons]			
Airfreight and airmail turnover	91,810	89,969	2.0 %
Thereof airfreight turnover	86,740	85,484	1.5 %

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Statement by Dr. Michael Kerkloh, CEO of Munich Airport (FMG), at the company's annual press conference on Wednesday, April 11, 2018

Ladies and gentlemen

The fact that aviation is a fast-moving business is doubtless one of the most commonly heard clichés about our industry. But even with that in mind, it is quite obvious that a lot has happened since our annual press conference in March 2017. It starts with the insolvency of Air Berlin and extends from the very recent arrival of the five Airbus A380 now stationed at our airport to the launch of the first-ever long-haul services offered by a low-cost carrier in Munich. I'm going to outline the most important new directions and developments at Munich Airport. And without spoiling too many surprises, I can deliver a key message right now: Munich Airport is in better shape today than at any time in its history.

Thanks to the steady growth in demand from the travelling public, which again led to all-time highs in our traffic numbers, our company earned a record profit in 2017. This puts us in a position to keep pushing ahead with the development of our airport to



keep pace with demand. This benefits the passengers, first and foremost, who will be offered even more at Europe's only five-star airport in the future. The new summer timetable, which came into effect two and a half weeks ago, has again greatly increased the range of destinations available in Munich, especially in the long-haul segment.

New all-time high of 44.6 million passengers

But I'm getting ahead of myself: Munich Airport was used by 44.6 million passengers last year. That represented an increase of 2.3 million passengers, or 5.5 percent, over the 2016 figure. By comparison, the number of additional passengers in Munich was roughly equal to the total traffic handled at Leipzig Airport last year. We saw the biggest gains in the intercontinental segment, which saw a substantially above-average increase of 7 percent to over 7 million passengers.

Aircraft movements up by 10,000 year-on-year

The freight segment also achieved a new all-time high. Cargo turnover – in other words the combined volume of airfreight and airmail – was up 7.1 percent to 379,000 tons. We also saw a significant increase in take-offs and landings. The 405,000 aircraft movements at Munich Airport in 2017 represented an increase of 10,000, or 2.6 percent, over the previous



year. That is even more remarkable when we recall that Air Berlin, which was the second-biggest carrier at Munich Airport, first drastically cut back its services over the course of the year before shutting down its operations entirely at the end of October. There was also the insolvency of Niki to deal with as well as the strategic decision by Transavia, to give up its Munich base at the beginning of the winter timetable period and focus entirely on the national operational bases of its parent companies in France and the Netherlands. Without these effects, which could not have been foreseen at the beginning of 2017, the increases in traffic would have been much larger.

Robust growth trend

The traffic results for the first quarter of 2018 were also still impacted especially by the loss of the Air Berlin and Transavia flights. These accounted for a very substantial 10 percent share of all aircraft movements and passenger traffic in the same period a year earlier. However, the fact that we can report increases for the first quarter, despite the loss of those flights, is an indication of our airport's resilience. Passenger traffic in Munich was up 2 percent in the first three months of 2018 to a new all-time high of 9.6 million. The number of take-offs and landings, at 93,000 was also higher than the previous year's figure – if only marginally.



**In 2018 Munich Airport
expects over 46 million
passengers**

From the slot requests received from airlines for the coming months, it is evident that the growth in traffic will continue gathering momentum as the year progresses. We therefore expect to report a 3 percent increase in total passengers to over 46 million in our 2018 annual results. In terms of aircraft movements, we expect a moderate increase of 1 percent this year. We are currently experiencing a strong surge especially in long-haul traffic to and from Munich – a trend that has accelerated since the start of the summer timetable. Before I look into that aspect in more detail, I would like to present the key financial results for Munich Airport for 2017.

**Consolidated revenues
rise to €1.5 billion**

Thanks in large part to the increases in traffic figures last year, the Group yet again achieved a year-on-year increase of €100 million in revenues to a total of around €1.5 billion. This is about 8 percent more than in the previous year. We expect EBITDA of €520 million for 2017. This is slightly lower than the previous year's figure. The higher amount in 2016 resulted from above-average gains from disposals.

**Best annual result in the
company's history**

The consolidated earnings after taxes, at around €155 million, will be the best result in our company's history. That is also good news for the neighboring communities, which can look forward to business tax revenues of €35 million.



**In 2018, the airport
expects earnings at
about the same level**

With these excellent results in the 2017 fiscal year, Munich Airport also stayed on track for financial success. This strong performance enabled the company to reduce its net debt by around €170 million while improving the equity ratio from 37.1 to 39.3 percent. At the same time, this ensures that Munich Airport will be able to make the necessary investments to handle its future tasks with its own financial resources. All the signs point to a continuation of our very satisfactory performance, so that we fully expect to report earnings at around the same level for 2018.

**Munich becomes fourth
European airport to serve
as home base for the
Airbus A380**

A look at the current traffic trends in the recently launched summer timetable period confirms this assessment. Three weeks ago we got together with our partners at Lufthansa to celebrate our airport becoming a home base for the world's largest passenger plane, the Airbus A380. This makes us just the fourth European airport to join this exclusive club after London, Paris and Frankfurt. Lufthansa will operate daily services to Los Angeles, Hong Kong and Beijing with the superjumbo. Lufthansa can carry 509 passengers on every A380 flight – 200 more than with the A340 planes previously operated on those routes. Combined with the addition of four new planes from the Airbus A320 family to Lufthansa's Munich fleet,



Connectivity of Munich hub greatly enhanced

this will enhance the overall connectivity of the Munich hub.

Lufthansa already operating eight A350s from Munich

Another important move improving Munich Airport's hub qualities is without doubt the upgrade of Lufthansa's fleet started last year with modern Airbus A350 long-haul jets. At least 15 of these advanced, fuel-saving and extremely quiet wide-body jets will definitely be stationed in Munich. For the remaining 10 planes on order, the decision on where they will be based is still pending. Eight of the new planes are already in operation at our airport. The other seven are due to arrive by the summer of 2019. The two-engine jets are intended to replace the four-engine Airbus A340. The A350 uses 25 percent less fuel than its predecessor – and thus has 25 percent lower CO₂ emissions. The new aircraft generation also brings a massive improvement in noise performance. The noise footprint of the A350 covers only half the area as that of the A340.

And with the significantly better fuel consumption, the Munich hub is even more attractive to Lufthansa as a growth market. With the Airbus A350, destinations can now be considered that Lufthansa has not offered in Munich in the past. At the end of March, the airline resumed services from Munich to Singapore, offering five weekly departures with the A350. The Munich



**Almost 30 percent
increase in long-haul
flights since 2008**

Airport 2018 summer timetable includes a more extensive range of intercontinental flights and destinations than ever before. This continues a long-term trend. The number of long-haul services available at our airport has increased by nearly 30 percent since 2008.

**Eurowings adds 15 new
long-haul destinations**

I am confident that Munich Airport will continue to achieve above-average growth in this segment in the future. That trend will be reinforced by an important step taken by the Lufthansa subsidiary Eurowings. Next week the airline will begin with the rollout of long-haul services to and from Munich. As of mid-July, Eurowings will be offering scheduled flights to a total of 15 intercontinental destinations – especially to such holiday hotspots as Cancun, Fort Myers, Mauritius, Montego Bay and Las Vegas. To operate these routes, Eurowings will have three Airbus A330 widebody jets stationed at Munich Airport. With this move, Germany's largest low-cost airline is closing a gap in the range of services offered at our airport: For the first time, travellers now have the option of flying with low-cost airlines on long-haul routes. With these additions to its flight schedule, Eurowings is staying on track with the aggressive growth strategy it has pursued since it arrived in Munich a year ago. Through the efforts of Eurowings, we expect the share of low-



Share of low-cost carriers in total traffic to increase to 11 percent in 2018

cost carriers in total traffic in Munich to increase to around 11 percent this year.

MUC's global network greatly expanded

The ongoing boom in long-haul traffic in Munich is helping to solidify Munich Airport's status as a hub. It has already served as a busy "European node" for many years. No other airport offers flights to as many European destinations as Munich. The new long-haul services have now greatly strengthened our airport's global network. This is making Munich increasingly attractive as a springboard for travel to other continents.

Avianca launches new service from Munich to Bogota

At this point I can also be the first to tell you that the extremely pleasing trend in long-haul flights to and from Munich will continue in the upcoming winter timetable period. Last week we finalized the details for the launch of a new non-stop service from Munich to Bogotá with the Colombian airline Avianca. Starting on November 16, Avianca will depart for the Colombian capital five times a week with a Boeing 787 Dreamliner. The renowned airline, which is a member of the global Star Alliance along with Lufthansa, also offers an extensive network of feeder and connecting flights in Bogotá. This will mean a big increase in the travel options available from Bavaria to Central and South America.



Ladies and gentlemen

**Demand for mobility
continues to increase**

The traffic trends I have described clearly show that the demand for mobility is still growing. This is in line with the projections of experts around the world, who all forecast substantial increases in air traffic in the coming years. As an airport operating company, it is our responsibility to continue developing Munich Airport to keep pace with demand to ensure that mobility needs can also be met in the long term. In that context, the third runway is naturally still a key expansion project for us. As you know, we have completed all of the approval processes and all court proceedings have ended with final rulings in our favor. Now we need the shareholders to give their go-ahead for the project.

**Third runway remains
key expansion project**

Another project important to Munich Airport's future is the planned expansion of Terminal 1. The objective is to restructure the terminal – which has now been in operation for nearly 26 years – to meet the changing needs of airlines and passengers. This will involve adding a central pier on the apron side. It will have docking space for up to 12 aircraft and will be placed adjacent to the A and B areas. The floor space gained through this expansion project – in the order of

**New pier in Terminal 1 for
up to 12 aircraft**



90,000 square meters – would be used for additional gates, lounges, shops, restaurants and central passport and security checkpoints for our non-Schengen traffic, among other purposes. We plan to submit the project to our committees for a decision in June of this year. The necessary changes on the airport apron could then start in the spring of 2019.

**Structural work can start
in early 2020**

From today's standpoint, it appears feasible that structural work could start at the beginning of 2020. That would mean that the redesigned terminal area would go into operation in the 2023 summer timetable period at the soonest.

**"Neufahrner Kurve"
railway upgrade taking
shape**

But for smooth handling of future traffic flows, it will not be enough just to adapt our infrastructure for aviation. In the coming years it will also be important to optimize the airport's links to the road and rail networks. We expect the first noticeable improvement in the rail connections before the end of this year. If you ever drive to the airport from the west, you have probably noticed the new bridge under construction over the A92 autobahn. It is probably the most prominent part of the "Neufahrner Kurve": the future direct rail link between Munich Airport ... and the city of Freising.

This branch line off the main line from Regensburg via Landshut and Freising to Munich follows a curved



Regional rail links to and from the airport will start on December 9

Travel time to Regensburg will be cut to 75 minutes

track to the existing tracks of the S1 line to the airport. This will create the first direct rail connection from the airport to the north-east, enabling passengers and airport employees from the Regensburg, Landshut, Moosburg and Freising areas to reach the airport without changing trains. It will be served by a new trans-regional airport express train: the ÜFEX. When the timetable changes on December 9th of this year, the ÜFEX will begin providing two-directional hourly service between the airport and Regensburg, starting daily at 3:15 am. The trip from Regensburg to the airport will then take only around 75 minutes.

The Neufahrner Kurve will also complete the western section of the "Erdinger ring closure" – a through link from Freising via the airport to Erding. However, we still have a while to wait for the connection from the airport to Erding. After reaching agreement last year on the Erding tunnel, we expect the planning permission process for the section in the city of Erding to start this year. According to the Bavarian state government, the line is not expected to go into operation before 2029.

However, the section that directly impacts Munich Airport will be completed much sooner than that. The planning permit has already been issued for the



**Extended railway tunnel
will be open to trains at
the end of 2024**

**FMG to invest approx.
€115 million in the
tunnel project**

portion up to the Erding town limits. In addition, we started work last fall to extend the railway tunnel, which currently ends at the level of the midfield terminal. The actual tunneling work now underway is scheduled for completion by mid-2021. The extended tunnel, with all tracks, signals and the power supply in place, will be available for rail traffic from the end of 2024. After completion of the above-ground tracks, it will then be possible to continue through to Schwaigerloh. A new crossover switch will be ready for reversing trains. This will significantly enhance the operational quality and reliability of the S-Bahn and regional train service to and from the airport. As you know, we have worked with the airport's neighboring communities for years to drum up support for these improvements to our rail links. This commitment will also come at a cost: The total investments by FMG for the tunnel project are projected at around €115 million.

We also plan to improve the road link to the east of the airport, which is now described all too often as a place to avoid at rush hour. This will involve widening Erdinger Allee and the existing southern ring road and shifting the connections of those roads to the 2584 regional route, which acts as an airport feeder road, further to the east. We will also relieve traffic



congestion by widening this feeder road to four lanes from the Schwaig on-ramp to the interchange with the eastern airport tangent road. This work is scheduled for completion by the end of 2020.

**Relief for road traffic
around airport**

Various road projects planned at locations further away from the airport campus should also make a significant difference to the traffic situation. The eastern airport tangent will be widened to three and four lanes on two sections between Erding and the airport. We also expect the northern bypass around Erding to improve the situation. The planning review process is now underway. In the Freising area, work is proceeding on the western tangent and the north-east bypass. Several sections of the B301 are being widened to four lanes. There are also plans to widen critical segments of the A92 autobahn to six and eight lanes. The federal and state governments will be investing hundreds of millions of euros in the coming years in road construction projects for easier access to the airport.

**6-8-lane widening
planned for sections of
A92 autobahn**

**Expansion plans ensure
airport's future readiness**

The planned expansion projects in and around the airport will ensure that Bavaria's gateway to the world can continue to fully function as a reliable and efficient international air transportation hub in the interests of the general public and the economy. When we talk about the ongoing development of our airport,



there are other key initiatives, apart from the necessary mobility-related projects, that relate to Munich Airport's future role in an increasingly globalized and digital world.

**LabCampus – an
interdisciplinary ideas
center**

That brings me to an important future project that we officially launched a month ago: LabCampus. In the north-east area of the airport campus, between the current site of the gas station and the visitors park, we are going to build an interdisciplinary ideas center. It will serve as a meeting point for established companies, start-ups, universities and other research facilities, paving the way for the targeted development and testing of new technologies. High-tech industries and key sectors in such areas as mobility, digitalization and security will find the offices, showrooms, project facilities and conference spaces they need for systematic and networked research and development work. But what we envision is not a sterile laboratory landscape, but rather a kind of future city combining optimal working conditions with urban features such as attractive dining and leisure-time options.

The project itself also represents an innovation on our part, as the airport operating company, because no other airport has ever created a world of ideas of this kind. In a sense, we are leveraging our own success, as



**New innovation center is
itself an innovation**

the thriving global market that has taken shape at Munich Airport in recent years is also a decisive competitive advantage for the planned LabCampus. After all, as a cross-industry meeting point for innovators of all kinds, LabCampus will benefit greatly from the efficient global links and the constant presence of many thousands of international guests.

**LabCampus GmbH
established as new
subsidiary of FMG**

We have established our own subsidiary – LabCampus GmbH – with the mission of promoting efforts to build the campus, attract customers and provide the necessary services. However, we do not intend to limit ourselves to the role of facility managers. We also wish to act as curators, promoting new innovation topics and bringing together the right partners. With such companies as Siemens, SAP and Design Offices, and research organizations including the Fraunhofer Institute, Friedrich Alexander Universität Erlangen-Nürnberg, the Munich University of Applied Sciences and UnternehmerTUM, the start-up incubator of the Technical University of Munich, numerous important partners are already on board as potential users of LabCampus.

On completion, LabCampus will have approx. 500,000 square meters of floor space divided into four quadrants. Preparatory work is underway for the first quadrant, with 120,000 square meters of space for



Numerous high-profile partners as potential LabCampus users

new office buildings as well as our Airport Academy, which is currently situated outside the airport. The first buildings will be ready for use in 2020. The fact that we have set aside around €400 million for the first quadrant alone will give you an idea of the importance of this project for us. Naturally Munich Airport will also be paying for all of these investments with its own resources with no help from the public purse.

FMG to invest approx. €400m for the first LabCampus quadrant

In the long term, LabCampus will not only change the face of Munich Airport, but also, by expanding its functionality, its identity. We will then – in a much broader sense than today – be a take-off point, not only for flights to places all over the world, but also for ideas and innovations that will ultimately boost Bavaria's global competitiveness as a competence center.

LabCampus to boost status of Bavaria as competency center

Conversely, the new innovation site will enhance the airport and its reputation for quality. In many cases, the airport will also be in a position to benefit from the research and the products developed at LabCampus, as it offers ideal conditions as a testing bed for new technologies. In addition, the leisure facilities and services created for LabCampus will represent an upgrade to the airport's overall offerings and will therefore benefit passengers and employees, too. With



**MUC as testing ground
for new technologies**

LabCampus we are also entering into an entirely new business segment that is quite likely to play an important role in the airport's long-term economic future.

**Munich Airport targets
carbon-neutral
operations by 2030**

Of course the new innovation site, like all other planned projects at Munich Airport, are subject to the airport's general environmental and climate targets. We have set the goal of becoming Germany's first carbon-neutral airport by 2030. That means that we intend to cut the CO₂ emissions attributable to airport operations by 60 percent in that timeframe and offset the remaining 40 percent with climate projects, preferably near the airport. Between now and the target year 2030 we will spend a total of €150 million on these efforts.

**FMG commits €150m to
climate targets**

At present, our efforts to reduce CO₂ emissions are focused mainly on increased energy efficiency, climate-efficient technologies in our buildings, greater use of electric vehicles in our fleet, converting outdoor mobility to energy-saving LED technology and the further optimization of the power consumption of all facilities. With the installation of LED wall fixtures in the underground garages we have saved 183 tons in CO₂ emissions, and the construction of a solar power system with peak output of 750 kW on the P51 staff parking area in the visitors park will save another 350



tons annually, to mention just two examples. Taken together, all of the measures resulted in an impressive reduction of over 12,000 tons of CO₂ emissions at Munich Airport last year.

**12,000 tons in CO₂
emissions saved in 2017**

Ladies and gentlemen,

**MUC voted "Best Airport
in Europe" for 11th time
in 13 years**

Three weeks ago I had the privilege of accepting the "Best Airport in Europe" award on behalf of our airport in Stockholm. This was the 11th time in 13 years that we have been honored as the "European champion" by the London-based Skytrax Institute. The award is based on surveys answered by millions of passengers. We therefore see it as a reflection of how we are perceived by our customers, and are of course delighted with the excellent reputation our hub continues to enjoy around the world year after year. The big challenge that results from this is the need to handle the expected increases in traffic in the coming years so that we can maintain the high-quality services and excellent overall passenger experience of our five-star airport. That is what we will expect of ourselves in the future as the airport operating company.

Before I start taking questions, I'd like to announce a series of events that will make Munich Airport an



**Airport planning another
summer event series**

entertainment hotspot again this summer. Last year we celebrated our 25th anniversary with several days of activities and events. Around 60,000 visitors from all over the airport region came to join in the birthday celebrations. After that enormous response, we decided to invite the public to a big airport festival again this year. On June 9/10, starting at 11 am, the visitors park area will again be turned into a big party zone: Like last year, we will set up a fairground with food tents, carnival rides and booths. Street artists and buskers will provide fun and entertainment. And of course we will again open up a section of the airport apron to let aviation fans of all ages get a close look at how a big airport works. On Saturday there will also be a party extravaganza, with top musical acts and open air concerts, hosted with our media partner, Bayern 3 radio. So there will be plenty of reasons to come out to the airport – with or without a plane ticket.

**Party zone with carnival
rides, food and
entertainment**

**Top musical acts and
open air concerts**

Thank you.



Munich Airport in Statistics

Air Traffic Results in the year 2017

	2017	2017/2016
Aircraft movements		
Scheduled / Charter Traffic	383,934	+2.6%
General Aviation [commercial]	11,113	+0.8%
Total Commercial Traffic	395,047	+2.6%
General Aviation [non-commercial]	9,458	+1.2%
Total	404,505	+2.6%
 Passengers		
Scheduled / Charter Traffic	44,556,053	+5.5%
Other Commercial Traffic	21,188	+9.2%
Total of Commercial Traffic	44,577,241	+5.5%
Non-commercial Traffic	17,275	+5.4%
Total	44,594,516	+5.5%
 Cargo*	 378,803	 +7.1%

*=Ferried Air Freight and Air Mail



Airlines in the year 2017

2016

Scheduled- / Charter-Traffic	102	100
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Destinations in regular* traffic in the year 2017

Domestic	19	17
European Union	133	131
Europe Non-E.U.	34	32
Africa	19	19
Asia	26	26
America	35	32
Total	266	257

Countries in regular* traffic in the year 2017

European Union	26	25
Europe Non-E.U.	13	13
Africa	8	9
Asia	16	16
America	11	10
Total	74	73

* = Scheduled-traffic and IT-Charter - passenger-services only



Peak days in the year 2017

Commercial traffic

2016

Arrivals and Take-offs	Friday, 23 June 2017	1,283	1,270
Passengers	Friday, 29 September 2017	164,208	162,573
Cargo Turnover	Thursday, 14 December 2017	1,518 t	1,344 t

Peak month in the year 2017

Commercial traffic

Aircraft movements	September	September
	36,070	35,935
Average value per day	1,202	1,198
Passengers	September	September
	4,370,537	4,195,434
Average value per day	145,685	139,848
Cargo Turnover	October	October
	34,023 t	32,963 t
Average value per day	1,098 t	1,063 t

Average value per day in the year 2017

Commercial traffic

Aircraft movements	1,082	1,052
Passengers	122,129	115,468
Cargo Turnover	1,038 t	966 t