



# Annual Traffic Report 2024

# Foreword

This report provides a detailed overview of the volume and structure of air traffic at Munich Airport in 2024.

Air traffic statistics in the Federal Republic of Germany are based on the "Aviation Statistics Act" of October 30, 1967 [Federal Law Gazette I, p. 1053], amended and supplemented by the regulations and laws issued thereunder. According to this law, commercial airports, as registration offices for official aviation statistics, are responsible for performing survey and control functions and forwarding the official survey documents [official questionnaires or a corresponding file on a computerized data storage device] to the Federal Statistical Office. All information in this report is based on analyses conducted by Munich Airport GmbH.

Requests for information beyond the scope of this report will be gladly answered upon request, within the scope of the available data.

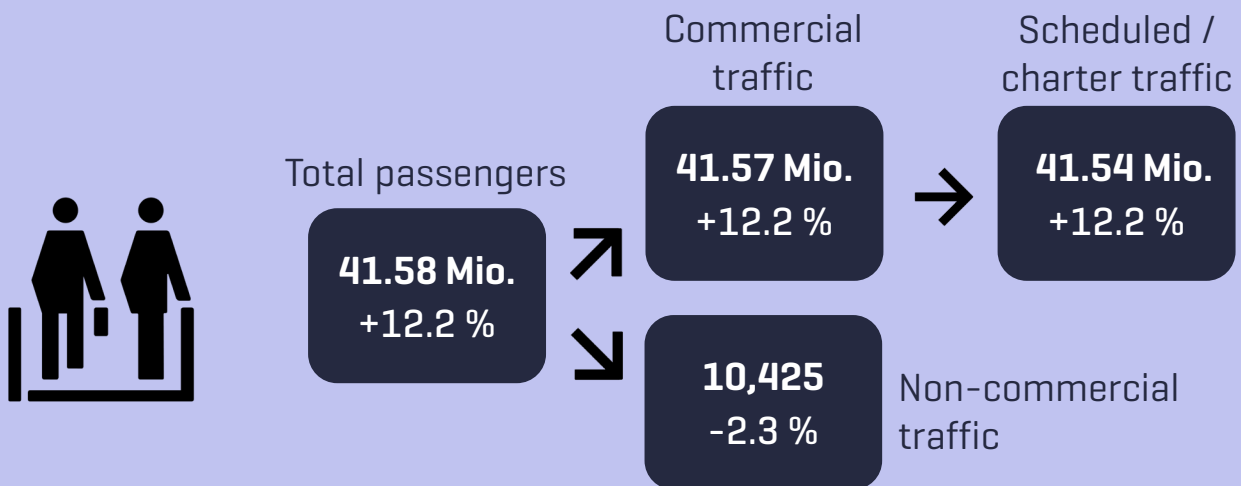
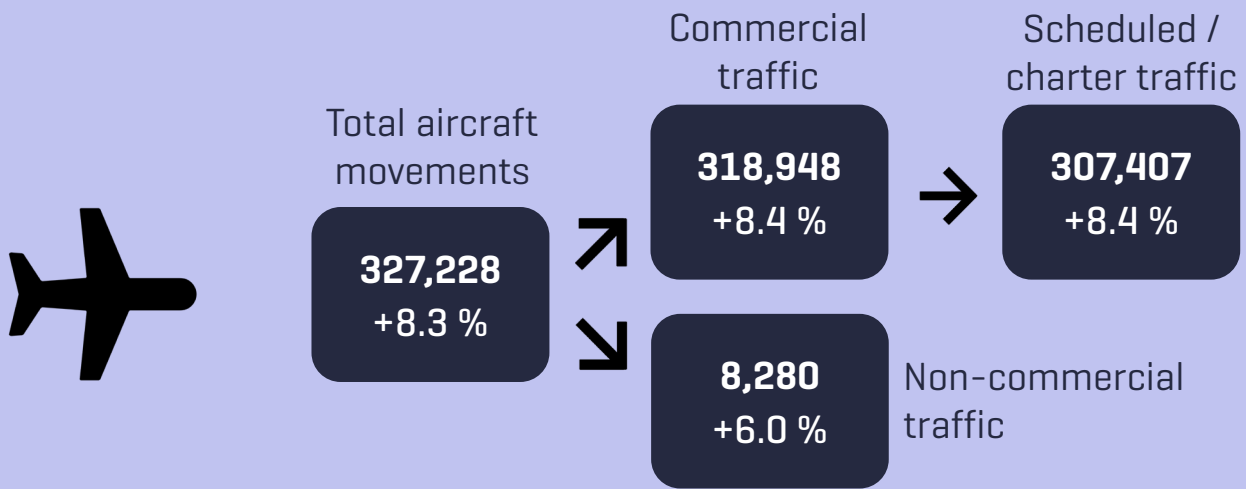




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# Traffic results 2024 at a glance



# Traffic development 2024

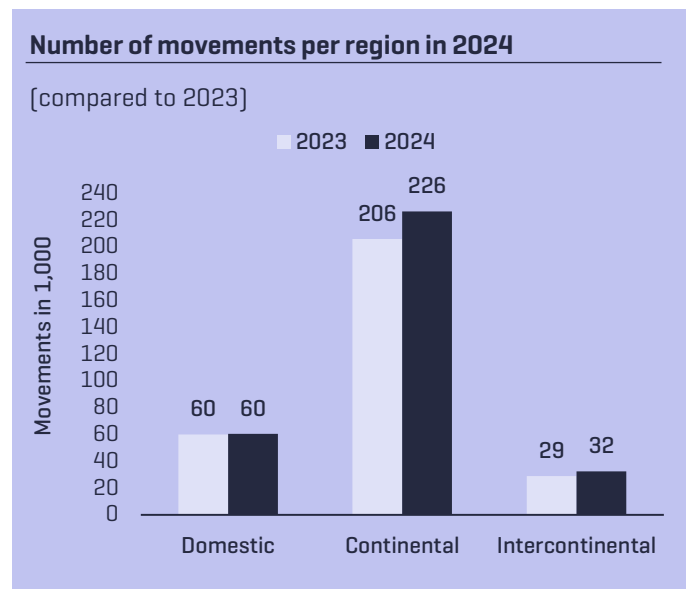
## UPWARD TREND AT MUNICH AIRPORT CONTINUES, DEVELOPMENT IN GERMANY REMAINS WEAK

### Munich is growing above the German average

Compared with its competitors organized in the German Airports Association (ADV), Munich Airport achieved above-average growth in all traffic segments. The growth rate for passengers was 4.8 percentage points higher than the ADV average, while aircraft movements were 5.4 percentage points higher and cargo volume 7.6 percentage points higher.

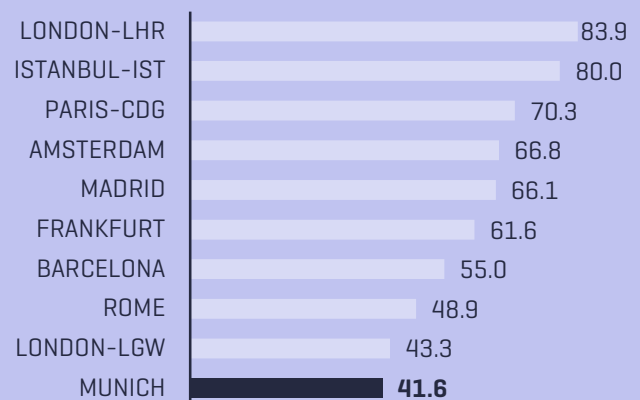
Traffic development in 2024 was significantly above the previous year's result throughout the year. However, it was not yet possible to reach the pre-crisis level.

Passenger numbers were only around 87% and movements only 78% of the figures for the reference year 2019. ADV reports a recovery rate of 85% in passenger traffic across Germany compared to the pre-crisis year 2019. Compared with its European neighbours, Germany is clearly lagging behind: excluding Germany, Europe already reached 104% of the pre-crisis level in terms of supply in the previous year.



The weak development of air traffic compared to the rest of Europe is only marginally related to the consequences of the pandemic. Germany as an aviation centre is suffering from structural problems, primarily due to the high regulatory burdens – to the detriment of Bavaria as a tourism and business location.

### Top 10 Airports in Europe 2024 – Passengers [in m]\*:



Source: Airports Council International

\* Russian airports are not included in the ranking due to sanctions

### Munich regains its place in the European TOP 10

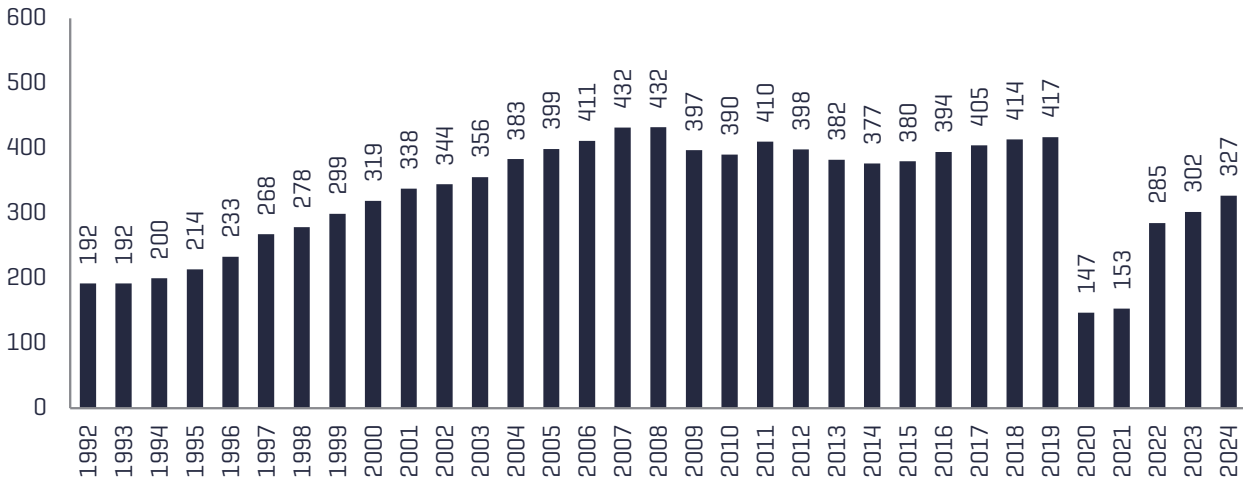
Despite the weak development of air traffic in Germany compared to the rest of Europe, Munich Airport was able to secure tenth place [by number of passengers] in the competition with the busiest airports in Europe.

### Capacity utilization exceeds previous year's record result

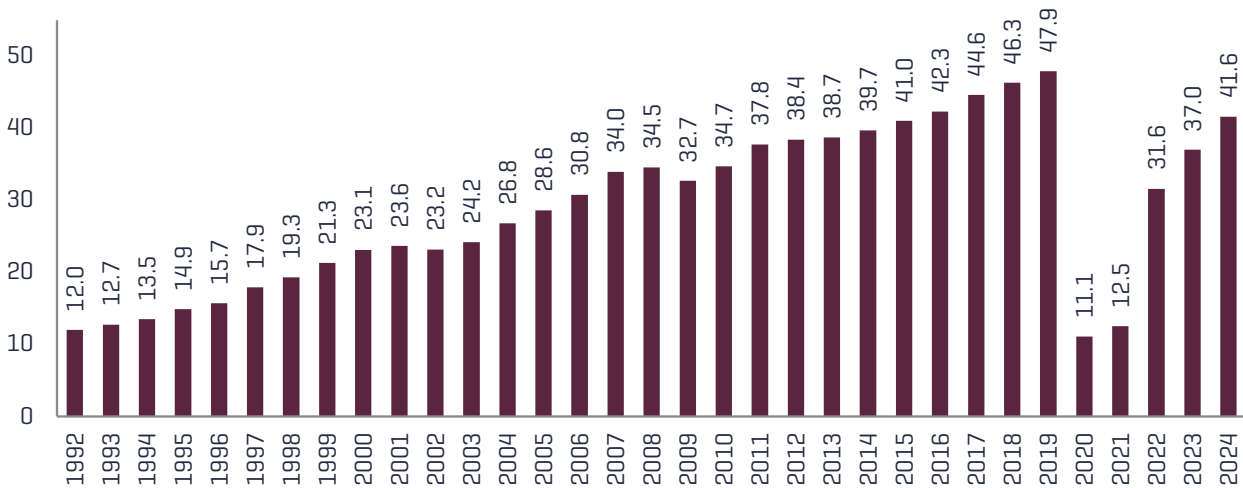
At 82%, seat load factors once again exceeded the record result of 2023 and show that passenger demand remains unbroken. This is also confirmed by the annual travel analysis by the Forschungsgemeinschaft Urlaub und Reisen e.V. (FUR), which reports a record number of travellers for 2024.

# Development of air traffic at Munich Airport 1992-2024

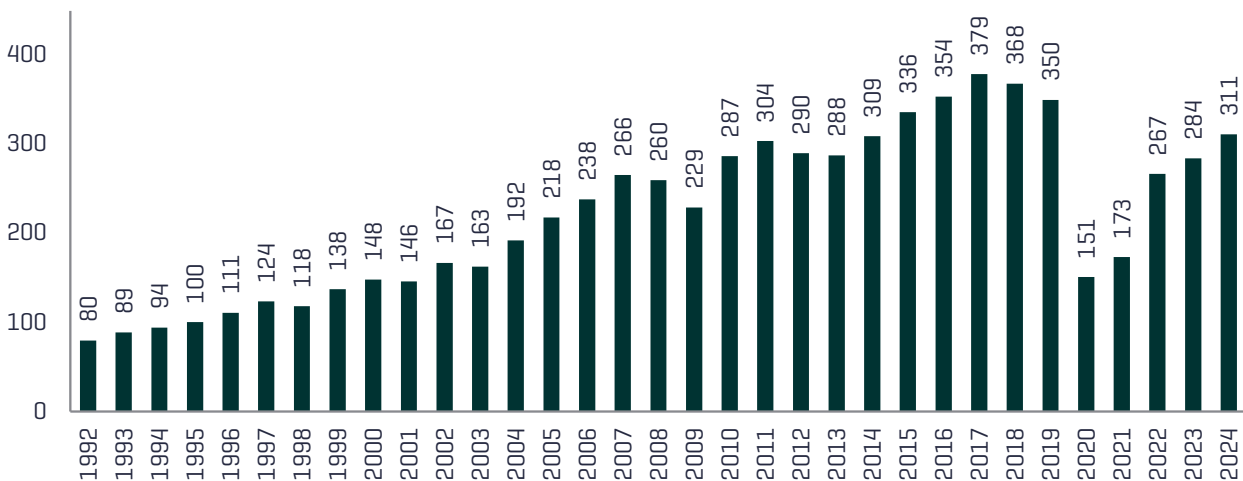
**Aircraft movements - total traffic (in 1,000)**



**Passengers - commercial traffic (in millions)**



**Cargo (in 1,000 tons)**





# Aircraft movements 2024

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Aircraft movements 2024 at  
German airports 8

# Aircraft movements 2024

## MOVEMENT TREND REMAINS POSITIVE

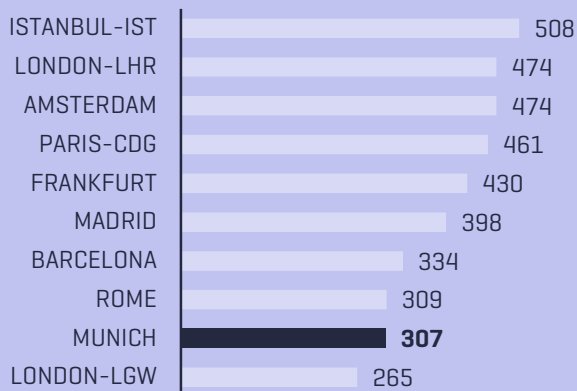
### 327,228 aircraft movements – growth of +8 %

Once again, passenger flights were again the driving force behind the growth in movements. These increased disproportionately by +8.7 %. Meanwhile, the number of cargo-only flights fell by -0.6 %.

### Munich consolidates its position as a hub between Europe and Asia

Last summer, there were 105 departures a week to eleven countries in Central, South and East Asia. 2.6 million passengers used Munich from these connections, an increase of 38.7 % compared to the previous year.

#### Top 10 Airports in Europe 2024 – Movements scheduled / charter traffic [in thousands]\*:



Source: Airports Council International

\*Russian airports are not included in the ranking due to sanctions

Bangkok was the most popular destination of the year in this segment, followed by Singapore and Beijing. The good result is due to a mixture of established connections and new routes. Examples include EVA Air's four weekly non-stop flights to Taipei, which have now been successfully offered from Munich for two years, and Vietnam Airlines' flights to Hanoi and Ho Chi Minh City, which were launched in October.

### A380 as an indicator for the success of long-haul traffic

Lufthansa's decision to base all eight A380 aircraft in Munich [the last aircraft is expected in early 2025] shows the importance of long-haul flights in Munich. In 2024, there were 4,086 flights with the A380.

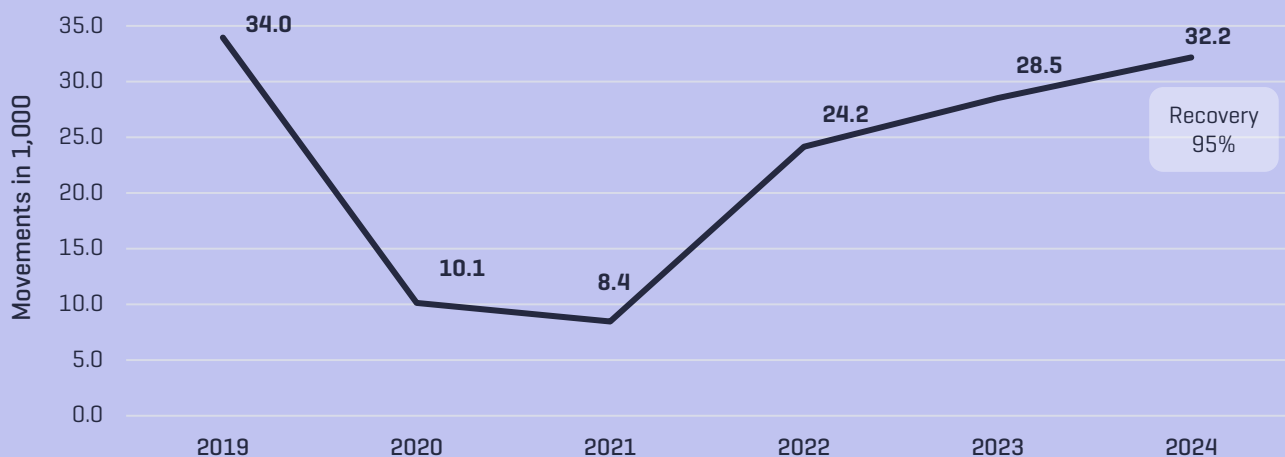
### Munich ranks ninth in Europe for movements

In terms of movements, Munich Airport also defied the comparatively weak air traffic development in Germany and secured ninth place in comparison with the largest European airports.

This corresponds to an increase of 75% compared to 2023 and is 17% higher than A380 traffic in 2019. Wide-bodied aircraft such as the A380 can only be used profitably on routes with particularly high demand and require modern airport infrastructure and optimised handling processes.

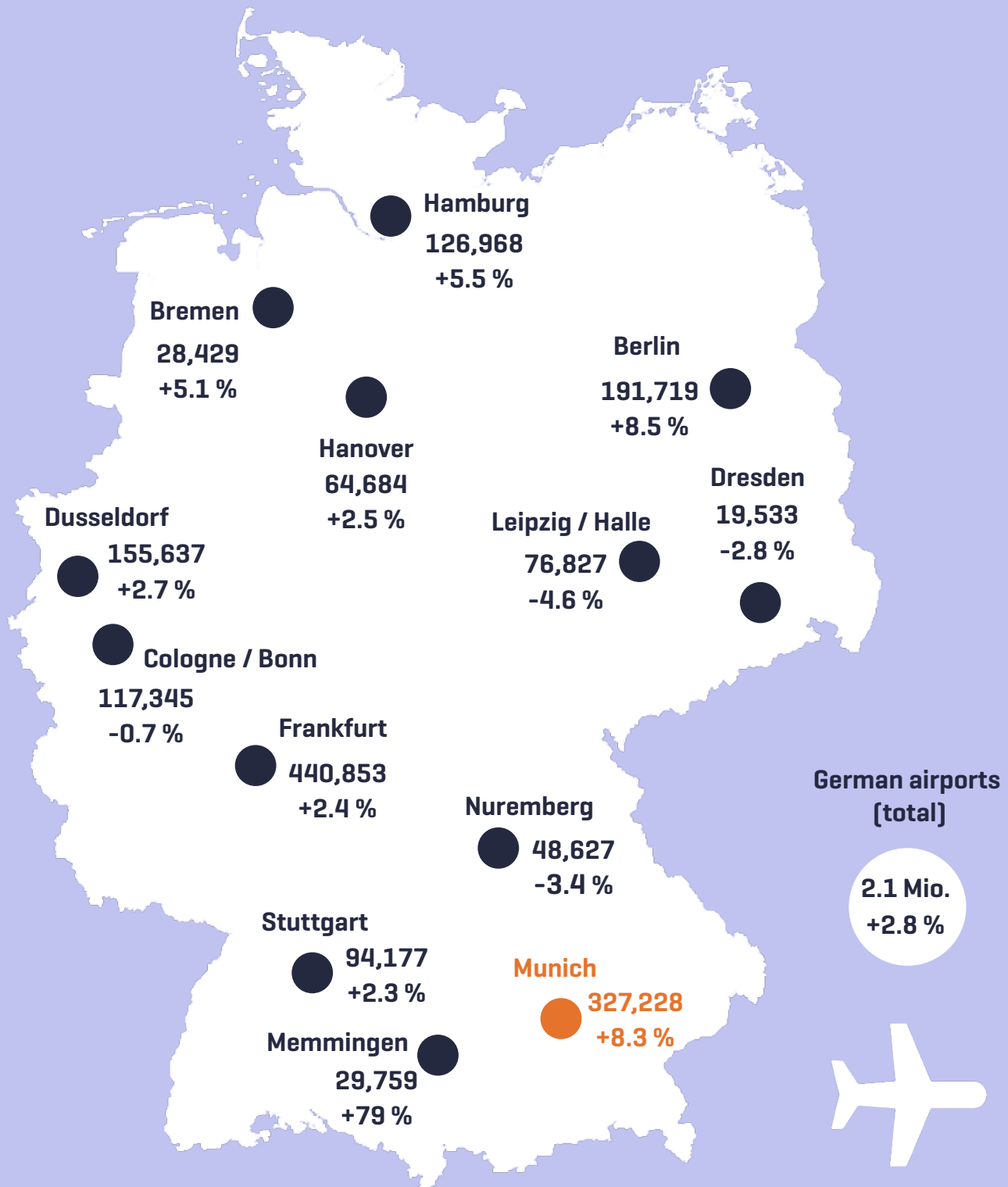
#### Movements in intercontinental traffic 2019 – 2024

95% of the movements from 2019 have already been achieved in 2024





# Aircraft movements 2024 at major German airports



Total traffic; change to previous year

Source: Arbeitsgemeinschaft Deutscher Verkehrsflughäfen (ADV)



# Passengers 2024

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# Passenger development 2024

## THE UPWARD TREND AT MUNICH AIRPORT CONTINUES: DOUBLE-DIGIT PASSENGER GROWTH

### Strong passenger growth

Thanks to an increase of 4.5 million passengers, 41.6 million passengers travelled through Munich Airport last year. This represents an increase of 12.2 % compared to 2023.

Top destinations in passenger traffic		
[by city]		
Hamburg	1,281,000	Domestic
Frankfurt	1,017,000	
Berlin	918,000	
London	1,304,000	Continental
Madrid	887,000	
Paris	830,000	
Dubai	667,000	Intercontinental
New York	592,000	
Bangkok	464,000	

### Domestic traffic grows, but remains weak

In 2024, almost 6.2 million commercial passengers were transported within Germany – an increase of 7% compared to the previous year, but a decrease of 36% compared to 2019. Continental traffic showed a clear recovery.

Around 27.2 million commercial passengers used Munich Airport in this traffic segment, which corresponds to growth of + 12 %. However, the passenger volume remained around - 9 % below the reference year 2019.

A good 8.2 million commercial passengers were transported on long-haul routes last year, an increase of 17% compared to 2023 and only a decrease of 3% compared to 2019.

### Hub traffic drives development

The proportion of transfer passengers rose to 42%. This compares to 41% in the previous year and only 39% in 2019, the year before the crisis.

### 52 % of passengers are women

The majority of passengers continue to be female, with the trend towards more private travel contributing to this development. Women also accounted for 45% of business travellers.

### Generation Z travels disproportionately often by plane

This trend was also confirmed by the Forschungsgruppe Urlaub und Reisen (FUR) in its latest travel analysis. The passenger survey at Munich Airport shows a similar trend: 14-29-year-old passengers fly privately four times a year, with an average journey duration of 24 days. The long journey duration can be explained, among other things, by study visits abroad.

## Generation Z – the most travel-loving generation

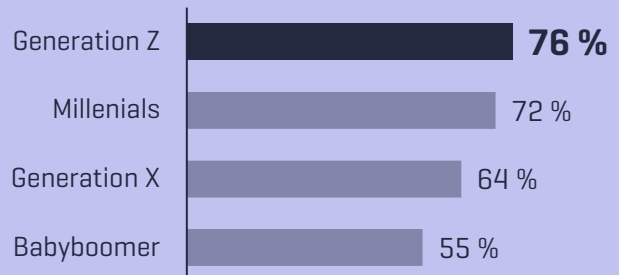
Despite supposed sustainability awareness, GenZ travels by plane more often than average



Source: Reiseanalyse der Forschungsgemeinschaft Urlaub und Reisen (FUR)

„I am more interested in traveling than before“

Agreement:

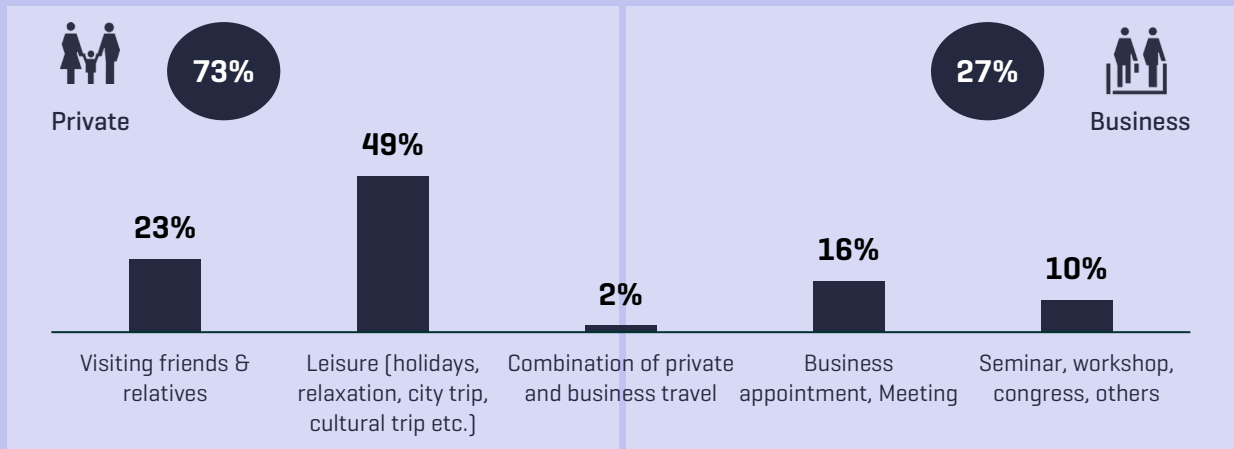


Source: Statista; McKinsey 2024

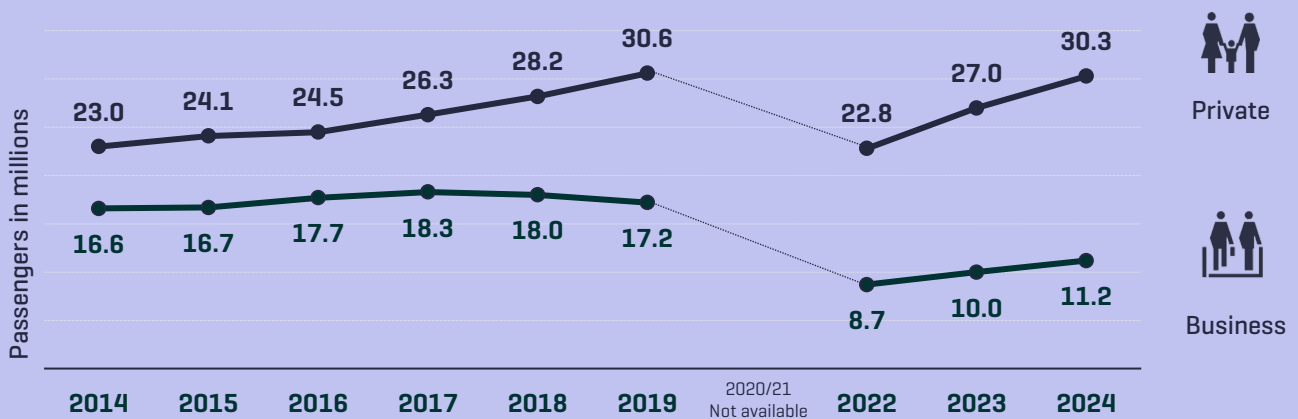
**Private travel largest sub-segment with 73%**  
 At 30.3 million passengers, the volume of private travel in

**Shares in business and private travel**

**Reason for travel 2024 - details**



**Development in business and private travel**



2024 reached 99.4% of the pre-crisis level. The desire to travel continues unabated and there is considerable demand for visits and holidays despite high prices. The share of business travel [+12% growth in business travellers] was 27%, the highest share at major German airports. However, there is a lack of domestic flights in this segment. This was also criticised by companies in the Munich Airport catchment area in a survey conducted in 2024 in cooperation with the Chamber of Industry and Commerce of Upper Bavaria. It is particularly pleasing that – in terms of economically relevant visitor numbers – the proportion of business

travellers is 42%, meaning that Munich remains an important business location.

# Structure of passenger traffic 2024

## Passenger profile

Originating passengers  
**58 %**



Transfer passengers  
**42 %**

## Modal split



**35 %**



**6 %**  
Rental car & Car-Sharing



**34 %**

S-Bahn



**14 %**

Bus, Transfer Services



**9 %**

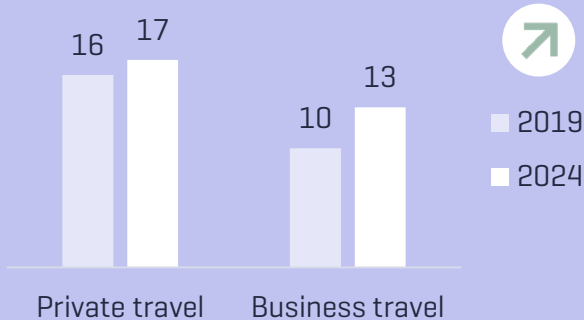
Taxi



**2 %**

ÜFEX

## Average duration of trip in days



## Permanent residence

Germany  
**49 %**



Other countries  
**51 %**

## Reason of travel

Private  
**73 %**

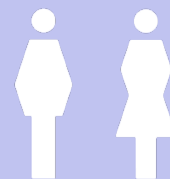


Business  
**27 %**

## Gender

Male

**48 %**



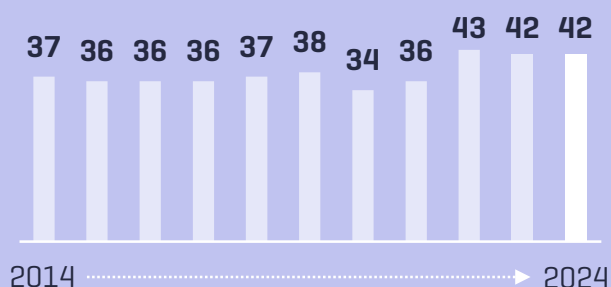
Female

**52 %**

Non-binary 0,1%

## Share of transfer passengers

2014 - 2024 [in %]



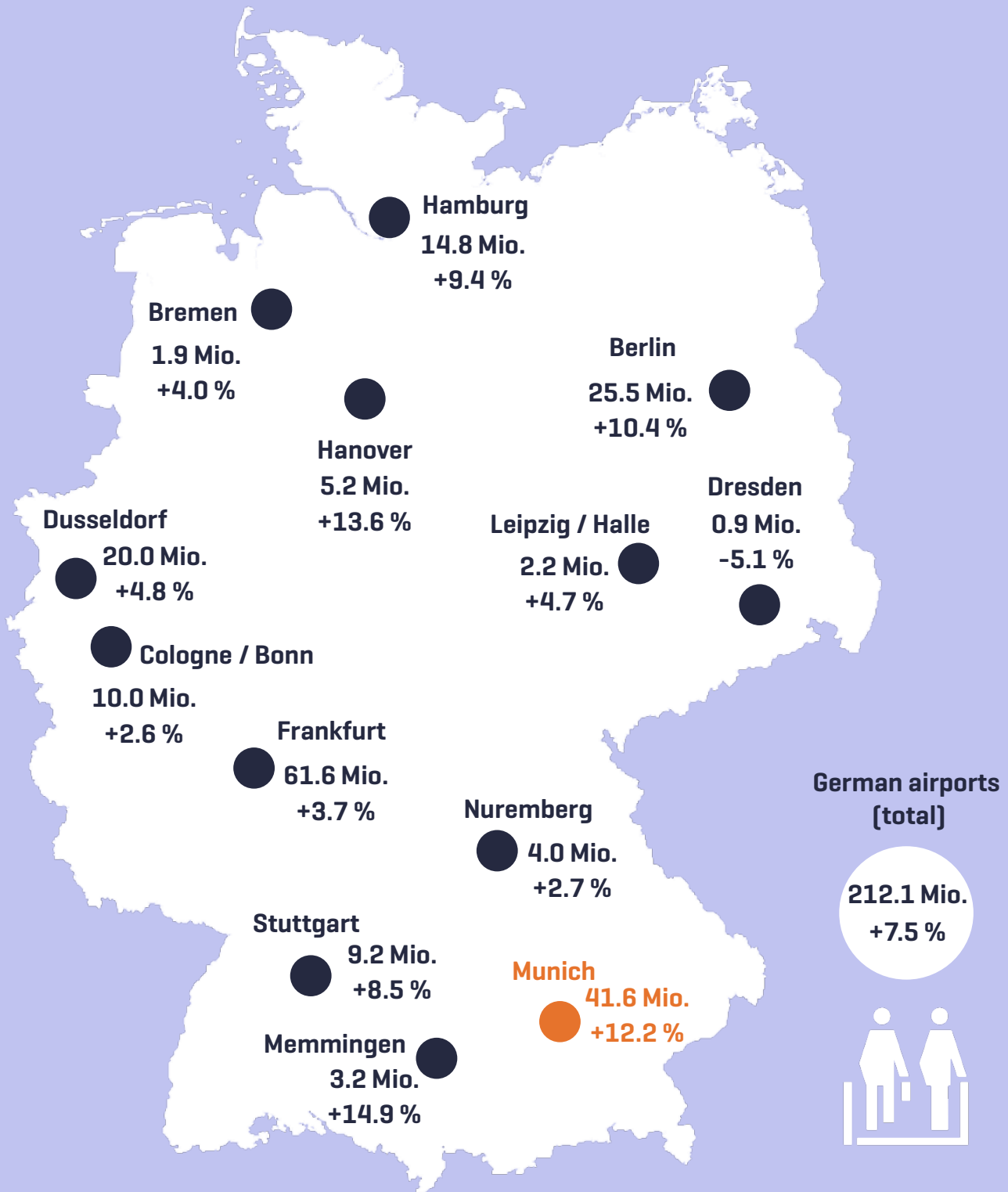
## Age groups

[Ø 42 Jahre]



Source: Flughafen München GmbH, Passenger survey

# Passengers 2024 at major German airports



Commercial traffic; change to previous year

Source: Arbeitsgemeinschaft Deutscher Verkehrsflughäfen (ADV)



# Air freight and air mail 2024

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# Air freight and air mail 2024

## AIR FREIGHT IN MUNICH CONTINUES TO DEFY THE WEAK ECONOMY

### Growth driven by belly freight

Commercial air freight throughput in Munich increased by +11.0% to 307,635 tones and was only around 7% below the pre-crisis level. Freight traffic benefited above all from the recovery in long-haul passenger traffic. The associated belly freight recorded a significant double-digit increase of 25.9% in 2024, meaning that this segment achieved 95.5% of the 2019 annual throughput. As in the previous year, freight transported on full freighters declined. It recorded a drop of -42.3% and was 24.1% below the pre-crisis level.

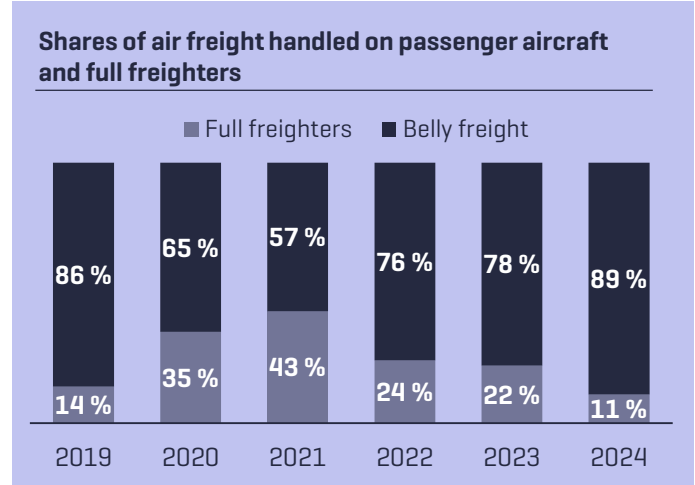
### Air freight in Munich grows above the German average

The air freight segment only achieved slight growth of 1.8% across Germany in 2024. The negative development of the major freight locations Hahn, Cologne/Bonn and Leipzig/Halle was striking here. As in the previous year, the special effect of recovering hub traffic is having an impact in Munich, resulting in strong growth rates for belly freight. In 2024, 89% of the freight handled in Munich was transported as belly freight on passenger aircraft, exceeding the pre-crisis level. In 2019, the share was around 86%.

According to the IATA [International Air Transport Association], global air freight increased by 11.3% last year.

### Air mail turnover continues to decline

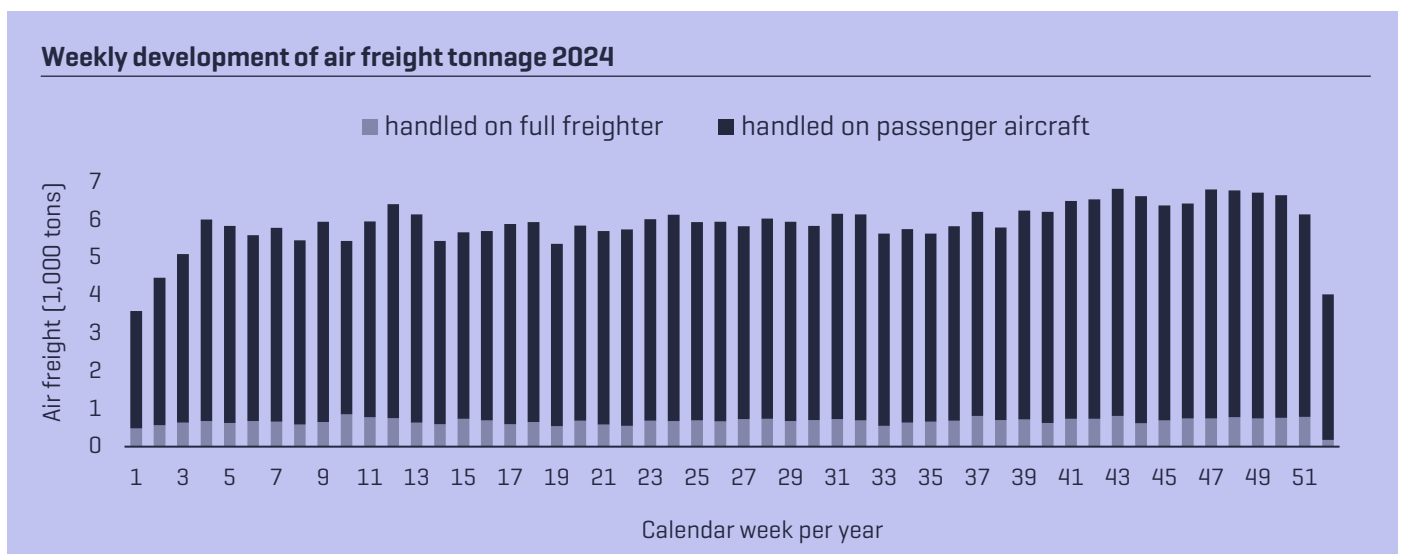
In 2024, at 3,455 tones, the volume of airmail handled was again lower [-51.7% compared to the previous year and -



81.3% compared to 2019). Airmail is less subject to economic fluctuations rather than the strategic goals of the postal service or political decisions. Currently, all [nightly] postal flights have been suspended.

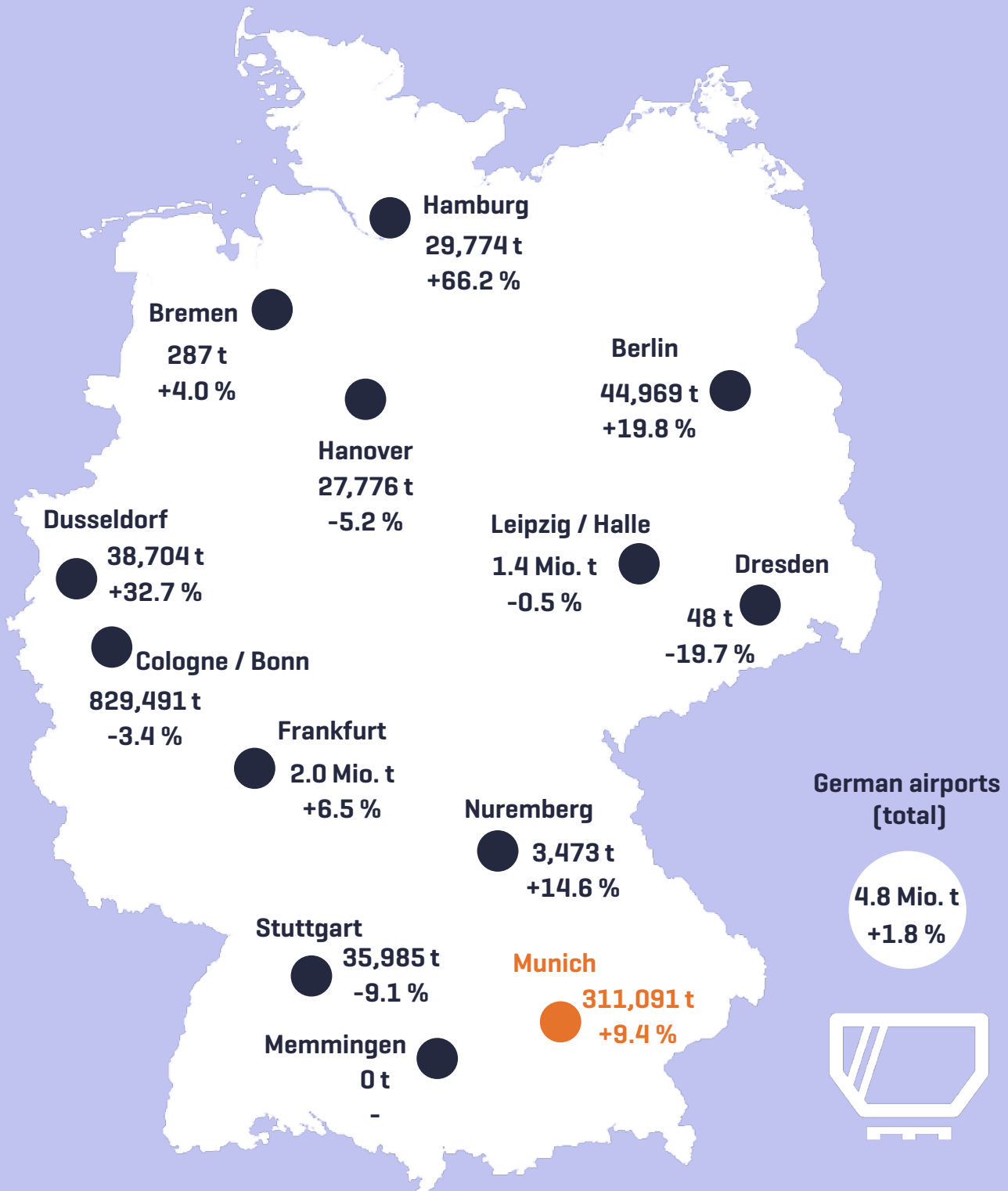
### Cargo handling grows

Overall, the cargo volume, the sum of air freight and air mail handling, is clearly in positive territory at +9.4% compared to the previous year at 311,091 tonnes [-11.1% compared to 2019].





# Cargo 2024 at major German airports



Cargo [air freight and air mail]; change to previous year  
Source: Arbeitsgemeinschaft Deutscher Verkehrsflughäfen (ADV)



## Traffic records since 1949

# Traffic records since 1949

Year	Aircraft- movements Total traffic	Change	Commercial Passengers	Change	Air freight [t]	Change	Air mail [t]	Change
1949	2.798		28.970		301		62	
1950	5.332	90,6 %	69.044	138,3 %	1.273	322,9 %	160	158,1 %
1951	8.262	55,0 %	114.574	65,9 %	2.697	111,9 %	395	146,9 %
1952	7.098	-14,1 %	114.578	0,0 %	1.761	-34,7 %	457	15,7 %
1953	9.392	32,3 %	140.280	22,4 %	1.834	4,1 %	347	-24,1 %
1954	13.630	45,1 %	171.207	22,0 %	2.302	25,5 %	520	49,9 %
1955	26.048	91,1 %	270.906	58,2 %	2.915	26,6 %	695	33,7 %
1956	46.052	76,8 %	349.571	29,0 %	3.605	23,7 %	755	8,6 %
1957	49.688	7,9 %	417.807	19,5 %	3.945	9,4 %	891	18,0 %
1958	46.328	-6,8 %	495.150	18,5 %	4.272	8,3 %	953	7,0 %
1959	46.658	0,7 %	586.921	18,5 %	5.288	23,8 %	1.175	23,3 %
1960	50.108	7,4 %	794.613	35,4 %	7.506	41,9 %	1.475	25,5 %
1961	44.826	-10,5 %	838.493	5,5 %	8.451	12,6 %	2.289	55,2 %
1962	47.206	5,3 %	1.006.056	20,0 %	10.140	20,0 %	3.734	63,1 %
1963	53.956	14,3 %	1.184.362	17,7 %	11.416	12,6 %	4.296	15,1 %
1964	56.070	3,9 %	1.318.935	11,4 %	12.827	12,4 %	4.886	13,7 %
1965	64.412	14,9 %	1.647.329	24,9 %	16.050	25,1 %	5.391	10,3 %
1966	73.836	14,6 %	1.852.641	12,5 %	18.446	14,9 %	6.155	14,2 %
1967	78.716	6,6 %	2.009.951	8,5 %	20.200	9,5 %	6.343	3,1 %
1968	80.576	2,4 %	2.277.588	13,3 %	26.901	33,2 %	6.809	7,3 %
1969	83.532	3,7 %	2.595.412	14,0 %	28.600	6,3 %	7.484	9,9 %
1970	102.907	23,2 %	3.550.929	36,8 %	31.943	11,7 %	8.696	16,2 %
1971	111.616	8,5 %	4.011.474	13,0 %	32.682	2,3 %	9.087	4,5 %
1972	113.174	1,4 %	4.467.464	11,4 %	36.638	12,1 %	10.612	16,8 %
1973	109.128	-3,6 %	4.247.764	-4,9 %	36.847	0,6 %	11.447	7,9 %
1974	113.788	4,3 %	4.332.887	2,0 %	37.883	2,8 %	11.002	-3,9 %
1975	116.668	2,5 %	4.543.138	4,9 %	34.664	-8,5 %	10.866	-1,2 %
1976	119.332	2,3 %	4.924.544	8,4 %	40.854	17,9 %	9.843	-9,4 %
1977	123.403	3,4 %	5.299.122	7,6 %	44.122	8,0 %	10.702	8,7 %
1978	130.172	5,5 %	5.624.780	6,1 %	47.856	8,5 %	7.859	-26,6 %
1979	138.859	6,7 %	6.084.917	8,2 %	39.118	-18,3 %	10.073	28,2 %
1980	142.032	2,3 %	6.057.997	-0,4 %	39.091	-0,1 %	10.813	7,3 %
1981	139.564	-1,7 %	5.915.167	-2,4 %	36.199	-7,4 %	11.153	3,1 %
1982	133.366	-4,4 %	5.923.482	0,1 %	37.042	2,3 %	11.082	-0,6 %
1983	134.119	0,6 %	6.356.666	7,3 %	36.909	-0,4 %	12.346	11,4 %
1984	140.664	4,9 %	7.235.118	13,8 %	42.141	14,2 %	14.725	19,3 %
1985	157.347	11,9 %	8.042.579	11,2 %	41.173	-2,3 %	15.305	3,9 %
1986	166.510	5,8 %	8.405.996	4,5 %	49.044	19,1 %	17.064	11,5 %
1987	175.478	5,4 %	9.575.061	13,9 %	54.065	10,2 %	20.295	18,9 %
1988	177.817	1,3 %	9.956.393	4,0 %	55.879	3,4 %	21.424	5,6 %
1989	189.964	6,8 %	10.485.182	5,3 %	60.327	8,0 %	20.920	-2,4 %
1990	191.856	1,0 %	11.423.838	9,0 %	61.221	1,5 %	21.467	2,6 %
1991	183.932	-4,1 %	10.797.984	-5,5 %	55.213	-9,8 %	23.219	8,2 %

# Traffic records since 1949

[continued]

Year	Aircraft- movements Total traffic	Change	Commercial Passengers	Change	Air freight [t]	Change	Air mail [t]	Change
1992	192.153	4,5 %	12.018.202	11,3 %	56.847	3,0 %	25.557	10,1 %
1993	192.180	0,0 %	12.731.917	5,9 %	65.276	14,8 %	30.083	17,7 %
1994	199.845	4,0 %	13.497.041	6,0 %	71.807	10,0 %	30.795	2,4 %
1995	213.951	7,1 %	14.867.922	10,2 %	70.519	-1,8 %	35.787	16,2 %
1996	233.254	9,0 %	15.686.095	5,5 %	82.948	17,6 %	35.103	-1,9 %
1997	267.814	14,8 %	17.894.704	14,1 %	103.572	24,9 %	28.073	-20,0 %
1998	278.392	3,9 %	19.321.355	8,0 %	103.850	0,3 %	23.084	-17,8 %
1999	299.070	7,4 %	21.282.906	10,2 %	123.331	18,8 %	23.366	1,2 %
2000	319.009	6,7 %	23.125.872	8,7 %	133.234	8,0 %	23.323	-0,2 %
2001	337.653	5,8 %	23.646.900	2,3 %	135.000	1,3 %	22.668	-2,8 %
2002	344.405	2,0 %	23.163.720	-2,0 %	165.902	22,9 %	22.497	-0,8 %
2003	355.602	3,3 %	24.193.304	4,4 %	156.132	-5,9 %	22.000	-2,2 %
2004	383.110	7,7 %	26.814.505	10,8 %	177.005	13,4 %	21.368	-2,9 %
2005	398.838	4,1 %	28.619.427	6,7 %	208.662	17,9 %	15.215	-28,8 %
2006	411.335	3,1 %	30.757.978	7,5 %	231.736	11,1 %	13.672	-10,1 %
2007	431.815	5,0 %	33.959.422	10,4 %	257.873	11,3 %	14.536	6,3 %
2008	432.296	0,1 %	34.530.593	1,7 %	256.757	-0,4 %	17.707	21,8 %
2009	396.805	-8,2 %	32.681.067	-5,4 %	229.024	-10,8 %	13.126	-25,9 %
2010	389.939	-1,7 %	34.721.605	6,2 %	289.535	26,4 %	12.113	-7,7 %
2011	409.956	5,1 %	37.763.701	8,8 %	302.959	4,6 %	17.472	44,2 %
2012	398.039	-2,9 %	38.360.604	1,6 %	287.074	-5,2 %	18.160	3,9 %
2013	381.951	-4,0 %	38.672.644	0,8 %	284.520	-0,9 %	17.888	-1,5 %
2014	376.678	-1,4 %	39.700.515	2,7 %	305.347	7,3 %	18.027	0,8 %
2015	379.911	0,9 %	40.981.522	3,2 %	337.564	10,6 %	18.801	4,3 %
2016	394.430	3,8 %	42.261.309	3,1 %	355.950	5,4 %	19.171	2,0 %
2017	404.505	2,6 %	44.577.241	5,5 %	372.529	4,7 %	15.988	-16,6 %
2018	413.469	2,2 %	46.253.623	3,8 %	358.411	-3,8 %	16.835	5,3 %
2019	417.138	0,9 %	47.941.348	3,6 %	338.517	-5,6 %	18.455	9,6 %
2020	146.833	-64,8 %	11.112.773	-76,8 %	152.636	-54,9 %	5.820	-68,5 %
2021	153.097	4,3 %	12.496.432	12,5 %	175.353	14,9 %	6.599	13,4 %
2022	285.028	86,2 %	31.642.738	153,2 %	266.862	52,2 %	7.926	20,1 %
2023	302.150	6,0 %	37.037.070	17,0 %	281.867	5,6 %	7.149	-9,8 %
<b>2024</b>	<b>327.228</b>	<b>8,3 %</b>	<b>41.568.219</b>	<b>12,2 %</b>	<b>313.778</b>	<b>11,3 %</b>	<b>3.460</b>	<b>-51,6 %</b>

# Appendix

## **Europe**

All European countries including Belarus, Cyprus, Moldova, Russian Federation West of Ural, Turkey and Ukraine. Denmark including Faroe Islands, Portugal including Azores and Madeira, Spain including Canary Islands, Ceuta and Melilla

## **Middle East**

Bahrain, Iran, Iraq, Israel, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Syria, United Arab Emirates, Yemen

## **North Africa**

Algeria, Morocco, Tunisia, Egypt, Libya

## **Rest of Africa**

The African continent without North Africa

## **North America**

Canada, USA and Greenland

## **Latin America & the Caribbean**

The Americas with the exception of North America as defined above (including Puerto Rico and Virgin Islands).

Chile including Easter Islands, Ecuador including Galapagos Archipelago, Falkland Islands (British)

## **Asia/Pacific**

Including Afghanistan, Armenia, Azerbaijan, Georgia, Kazakstan, Kyrgyzstan, Pakistan, Russian Federation East of Ural, Tajikistan, Turkmenistan and Uzbekistan, also Australia, New Zealand and Pacific Islands with the exception of Hawaii, Easter Islands and Galapagos



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