



LIZ Air traffic statistics

DFS Situation and Information Centre

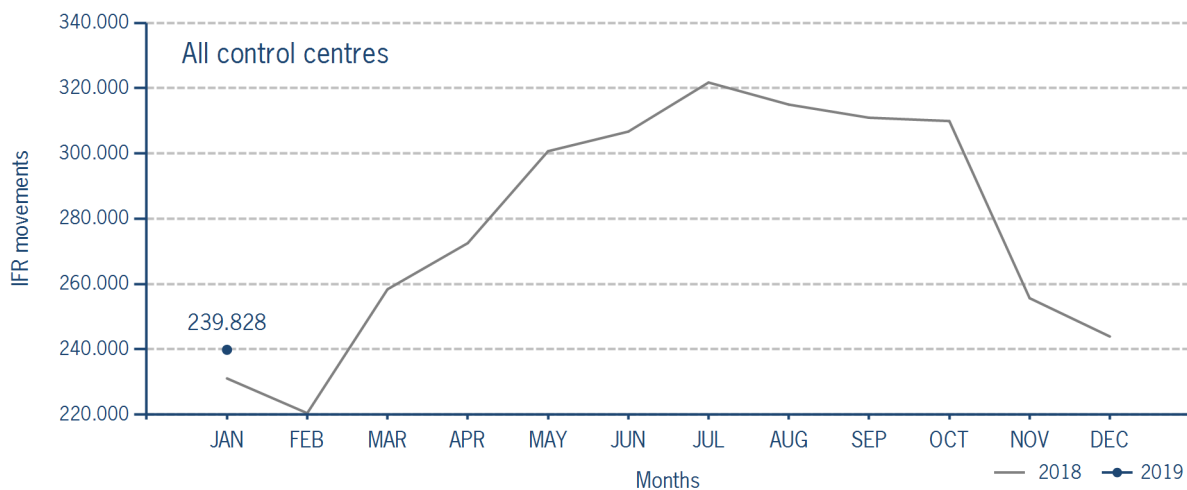
JAN 2019

Version 06.02.2019

IFR flights in the Federal Republic of Germany

IFR movements (entries, exits, overflights and domestics) in all control sectors with a German designator.

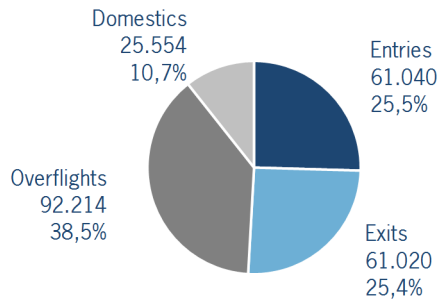
	JAN 2019	JAN 2018	Trend
Civil flights	236.663	227.667	4,0%
Military flights	3.165	3.386	-6,5%
Total	239.828	231.053	3,8%



Please note: This count covers the traffic in the area build by all control sectors with a German designator („ED“), regardless of the service provider, including civil and military traffic in sectors controlled by DFS and Maastricht UAC (Maastricht-Hannover sectors). The area counted is composed of modular control sectors designed for ATC purposes with partly cross border structures and is therefore not identical to the political border of the Federal Republic of Germany or the national Flight Information Region (FIR).

IFR flights in the Federal Republic of Germany - percentage

IFR movements (entries, exits, overflights and domestics) in all control centres.

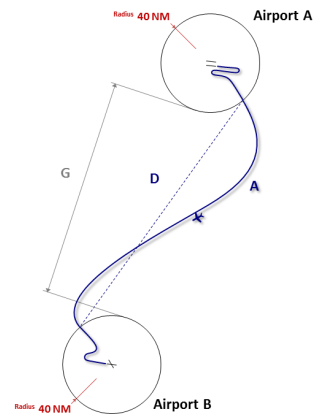


Please note: This count covers the traffic in the area build by all control sectors with a German designator („ED“), regardless of the service provider, including civil and military traffic in sectors controlled by DFS and Maastricht UAC (Maastricht-Hannover sectors). The area counted is composed of modular control sectors designed for ATC purposes with partly cross border structures and is therefore not identical to the political border of the Federal Republic of Germany or the national Flight Information Region (FIR).

Flight efficiency in the Federal Republic of Germany

Direct route extension is defined as the difference between the length of the actual route (A) and the direct course (D) between the departure and arrival terminal areas (radius of 40 NM around the airport) or the national border where a flight enters or leaves German airspace. The direct route extension expressed as a percentage is defined as the ratio between the direct route extension and the direct course (D).

JAN 2019	
Evaluated traffic	216.546
Average actual route / flight	330,7 km
Average direct course / flight	327,1 km
Average direct route extension / flight	3,5 km
Average direct route extension / flight	1,1%



Additional information:

The evaluated traffic includes only civil flights. This value is different from the number of IFR flights in the Federal Republic of Germany because certain flights are not included in the statistics. For example, tracks which have an intercept point with the departure or the arrival terminal area (40 NM) outside of the DFS controlled airspace are not included.

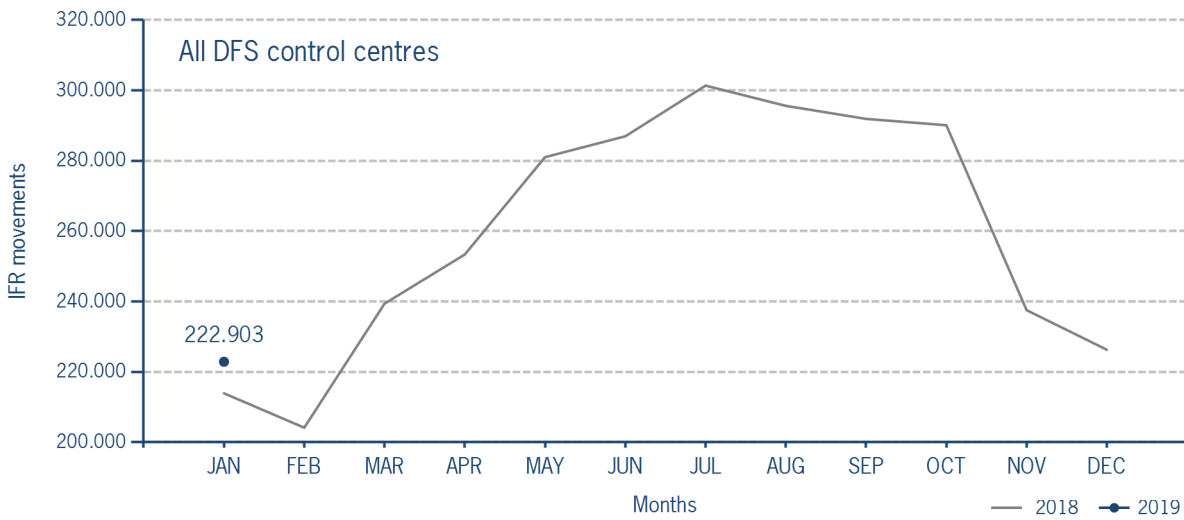
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Avg. direct route ext. in km	3,5											
Avg. direct route ext.	1,1%											

IFR flights controlled by DFS

IFR movements (entries, exits, overflights and domestics) in control sectors controlled by DFS.

	JAN 2019	JAN 2018	Trend
Civil flights	219.713	210.562	4,3%
Military flights	3.190	3.381	-5,6%
Total	222.903	213.943	4,2%

Please note: This count covers the traffic in the area build by control sectors of DFS control centres, including civil and military traffic. Traffic in Maastricht UAC (Maastricht-Hannover sectors) is not counted.

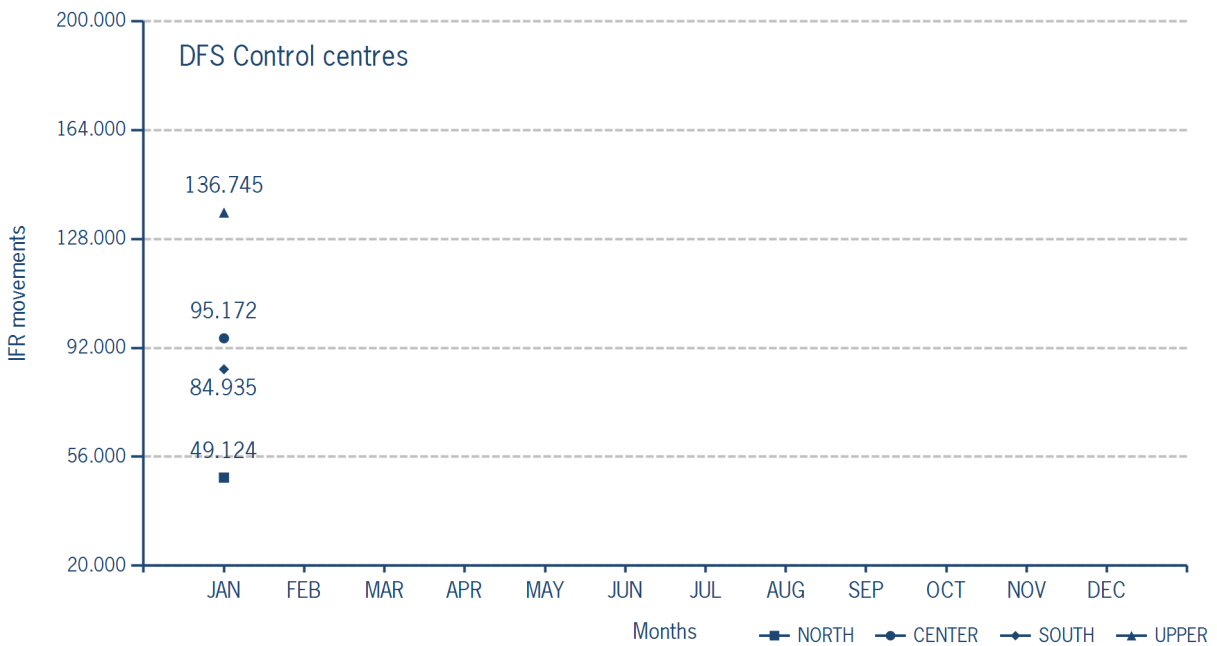


IFR flights controlled by DFS - in detail

IFR movements (entries, exits, overflights and domestics) controlled by DFS at the different control centres.

	JAN 2019	JAN 2018	Trend
NORTH	49.124	45.020	9,1%
CENTER	95.172	91.941	3,5%
SOUTH	84.935	81.857	3,8%
UPPER	136.745	133.526	2,4%

Please note: The trend numbers compare counts of the airspaces in their current configuration to the count of the same airspace in 2018.



IFR flights at international and regional German airports

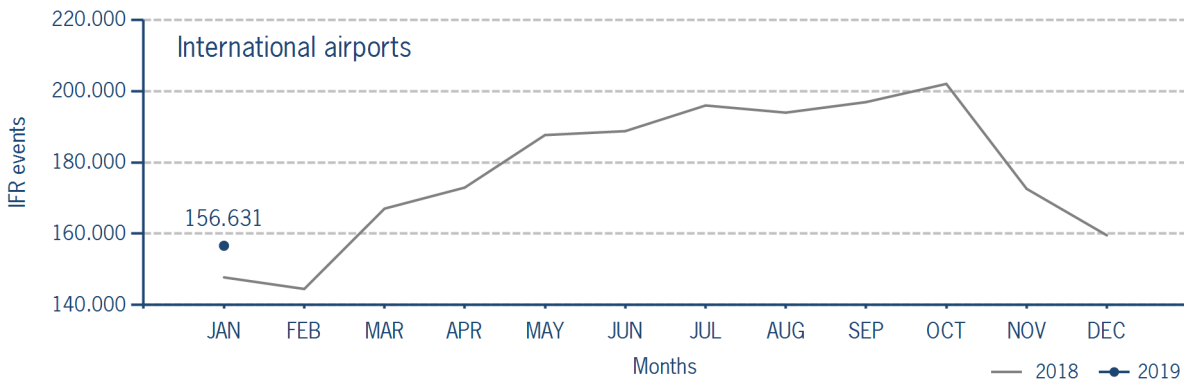
IFR events (take-offs and landings) at the international DFS towers and the regional tower with control zone and barely any PPR in the Federal Republic of Germany.

	JAN 2019	JAN 2018	Trend
International Airports	156.631	147.764	6,0%
Regional Airports	11.376	10.924	4,1%
Total	168.007	158.688	5,9%

Please note: The airport Magdeburg-Cochstedt (EDBC) is currently closed.

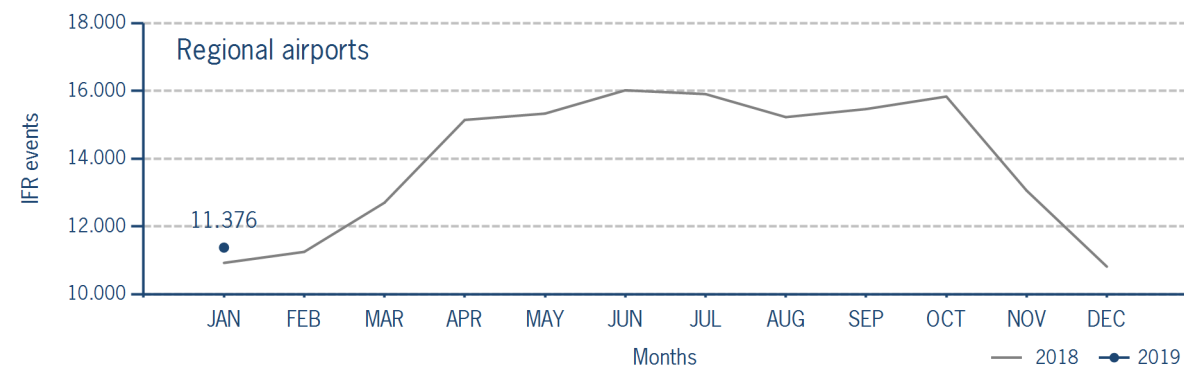
IFR flights at international German airports

IFR events (take-offs and landings) at the international DFS towers in the Federal Republic of Germany.



IFR flights at regional German airports

IFR events (take-offs and landings) at the different regional towers in the Federal Republic of Germany with control zone and barely any PPR.



IFR flights at international German airports - in detail

IFR events (take-offs and landings) at the different international DFS towers in the Federal Republic of Germany differentiated by Hub Gateways (HUB), International Access Airports 1 (IAA1) and International Access Airports 2 (IAA2).

	JAN 2019	Trend
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HUB

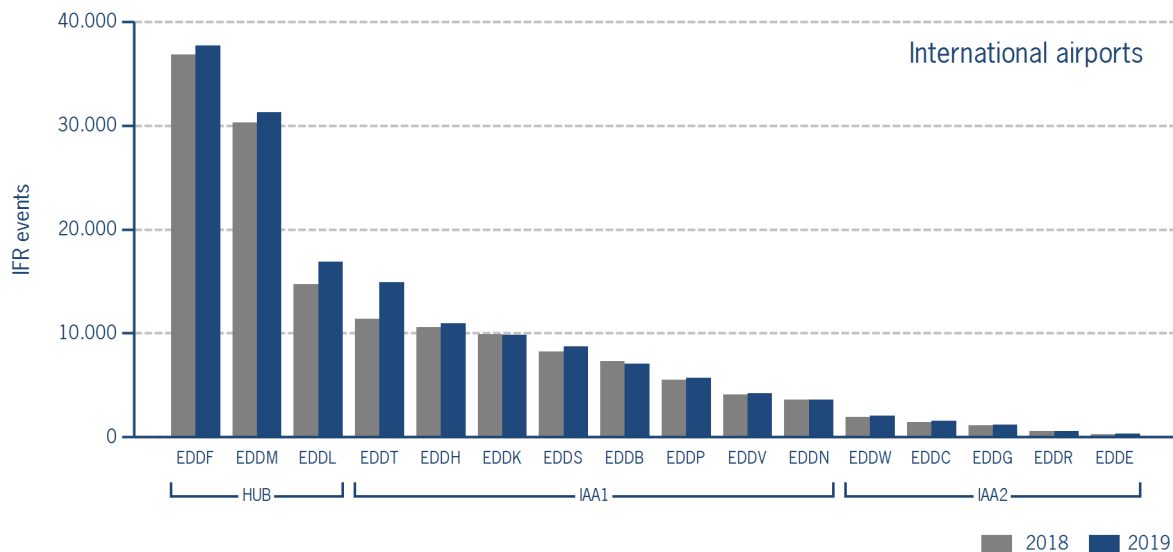
EDDF	Frankfurt/Main	37.675	2,3%
EDDL	Düsseldorf	16.876	14,4%
EDDM	München	31.283	3,4%

IAA1

EDDB	Berlin-Schönefeld	7.065	-3,4%
EDDH	Hamburg	10.938	3,4%
EDDK	Köln/Bonn	9.854	-0,4%
EDDN	Nürnberg	3.609	0,7%
EDDP	Leipzig/Halle	5.724	3,9%
EDDS	Stuttgart	8.755	6,3%
EDDT	Berlin-Tegel	14.925	30,8%
EDDV	Hannover	4.231	3,1%

IAA2

EDDC	Dresden	1.533	7,7%
EDDE	Erfurt/Weimar	312	30,5%
EDDG	Münster/Osnabrück	1.210	8,4%
EDDR	Saarbrücken	588	-2,8%
EDDW	Bremen	2.053	6,4%

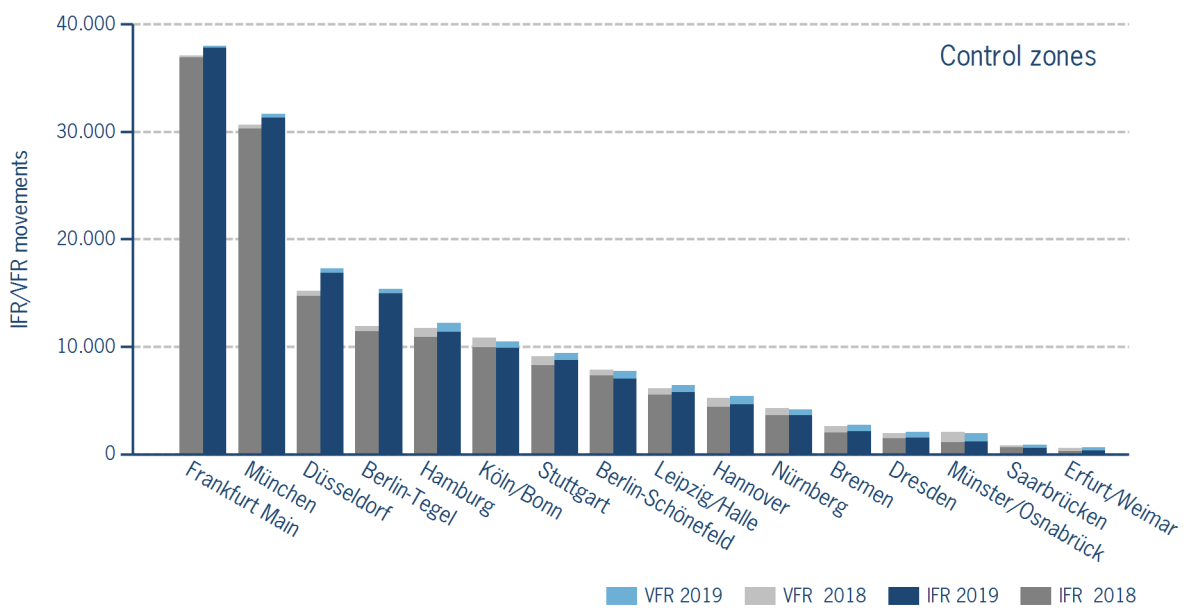


IFR/VFR flights in control zones of DFS towers

IFR/VFR movements (entries, exits, overflights and domestics) at the different control zones of international DFS towers.

	JAN 2019	Trend
Berlin-Schönefeld	7.739	-1,2%
Berlin-Tegel	15.379	29,2%
Bremen	2.690	3,9%
Dresden	2.051	4,6%
Düsseldorf	17.271	13,5%
Erfurt/Weimar	606	9,8%
Frankfurt Main	38.004	2,4%
Hamburg	12.234	4,4%
Hannover	5.394	2,7%
Köln/Bonn	10.500	-3,2%
Leipzig/Halle	6.411	4,3%
München	31.643	3,3%
Münster/Osnabrück	1.949	-6,6%
Nürnberg	4.135	-2,7%
Saarbrücken	868	4,5%
Stuttgart	9.380	2,9%

Additional information: Münster reported no glider movements for the current month, i.e. no glider movements for the cumulated year.



IFR flights at regional German airports - in detail

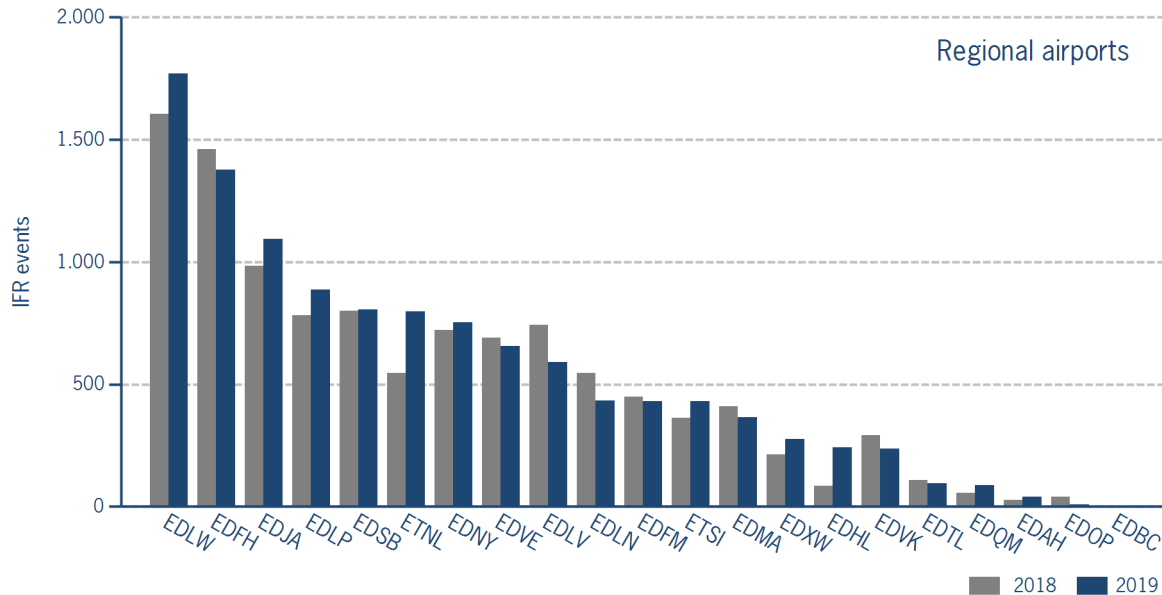
IFR events (take-offs and landings) at the different regional towers in the Federal Republic of Germany with control zone and barely any PPR.

		JAN 2019	Trend
EDAH	Heringsdorf	40	48,1%
EDBC	Magdeburg/Cochstedt	1	N/A
EDFH	Frankfurt-Hahn	1.376	-5,8%
EDFM	Mannheim City	431	-4,0%
EDHL	Lübeck-Blankensee	243	189,3%
EDJA	Memmingen	1.093	11,0%
EDLN	Mönchengladbach	434	-20,5%
EDLP	Paderborn/Lippstadt	886	13,4%
EDLV	Niederrhein	590	-20,7%
EDLW	Dortmund	1.770	10,3%
EDMA	Augsburg	366	-10,7%
EDNY	Friedrichshafen	753	4,3%
EDOP	Schwerin-Parchim	8	-80,0%
EDQM	Hof-Plauen	87	52,6%
EDSB	Karlsruhe/Baden-Baden	807	0,7%
EDTL	Lahr	95	-12,0%
EDVE	Braunschweig-Wolfsburg	657	-4,8%
EDVK	Kassel-Calden	236	-19,2%
EDXW	Sylt	276	29,6%
ETNL	Laage	797	46,0%
ETSI	Ingolstadt/Manching	430	18,1%

*The value is of limited conclusiveness (OLC).

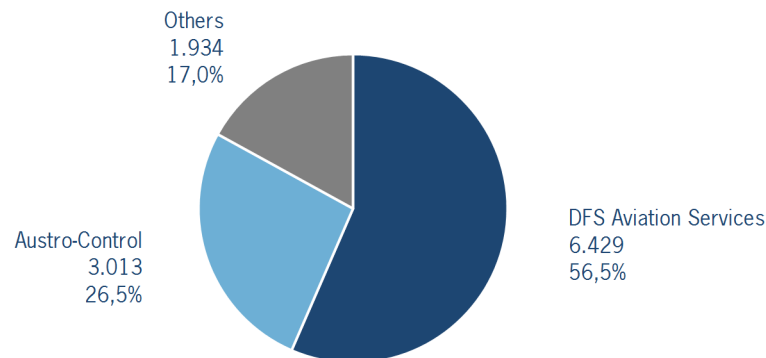
IFR flights at regional German airports - in detail

IFR events (take-offs and landings) at the different regional towers in the Federal Republic of Germany with control zone and barely any PPR.



IFR flights at regional German airports - air traffic service providers

Percentage of IFR events (take-offs and landings) at the regional towers in the Federal Republic of Germany differentiated between DFS Aviation Services, Austro Control and other providers.



- DFS Aviation Services: Dortmund (EDLW), Friedrichshafen (EDNY), Karlsruhe/Baden-Baden (EDSB), Lahr (EDTL), Magdeburg/Cochstedt (EDBC), Memmingen (EDJA), Mönchengladbach (EDLN), Niederrhein (EDLV), Paderborn/Lippstadt (EDLP)
- Austro Control: Augsburg (EDMA), Braunschweig-Wolfsburg (EDVE), Frankfurt-Hahn (EDFH), Heringsdorf (EDAH), Hof-Plauen (EDQM), Kassel-Calden (EDVK), Lübeck-Blankensee (EDHL), Schwerin-Parchim (EDOP)
- Others: Ingolstadt/Manching (ETSI), Laage (ETNL), Mannheim City (EDFM), Sylt (EDXW)