

IFR flights in Germany

IFR movements (entry/exit, overflight and local) in all control sectors with a German designator.

2025	2024	Trend 2024	Trend 2019
3.070.953	2.968.825	3,4%	-7,9%

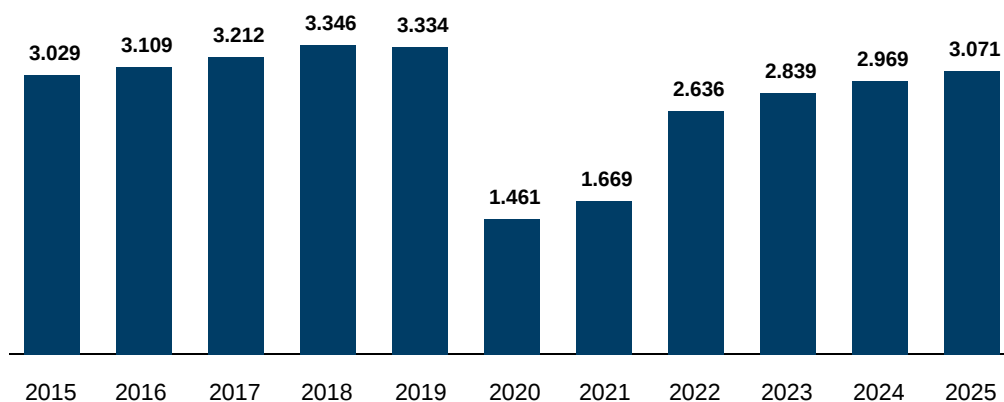
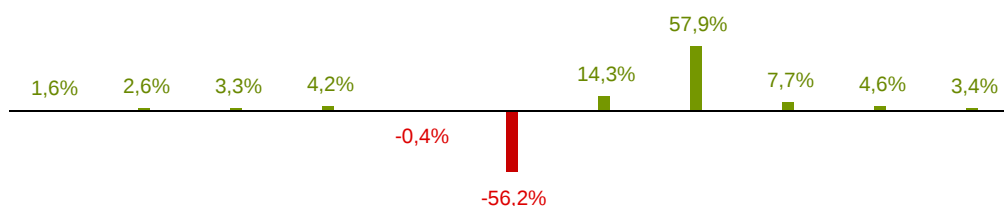
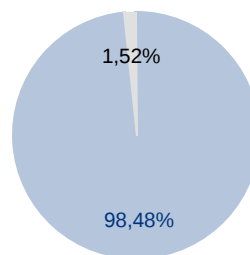
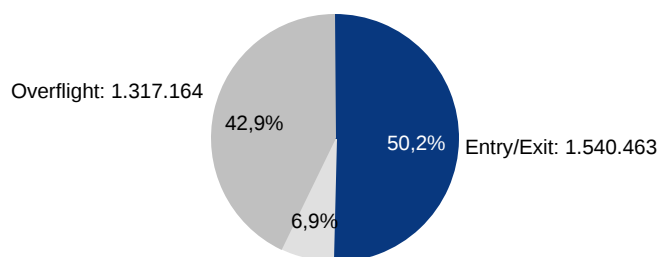
Please note:

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 Germany or the national Flight Information Region (FIR).

Peak Day 18.07.2025
10.220 IFR flights

Peak Month Sep 2025 (daily average)
9.655 IFR flights

Military: 46.613



IFR movements (entry/exit, overflight and local) in all control sectors with a German designator for the last years inclusive change to previous year.

IFR flights at German airports

IFR events (take-offs and landings) at the international DFS towers and the regional towers with control zone.

	2025	2024	Trend 2024	Trend 2019
International	1.693.075	1.653.638	2,4%	-12,7%
Regional	167.347	158.236	5,8%	3,0%
Total	1.864.511	1.816.158	2,7%	-11,3%

IFR flights at international German airports

IFR events (take-offs and landings) at the international DFS towers of Germany ordered by traffic amount.

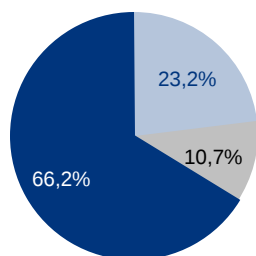
	2025	2024	Trend 2024	Trend 2019
Frankfurt	460.191	440.739	4,4%	-10,4%
München	334.692	324.442	3,2%	-19,2%
Berlin	192.775	190.368	1,3%	113,9%
Düsseldorf	159.622	155.345	2,8%	-29,2%
Hamburg	120.884	120.828	0,0%	-19,0%
Köln	116.169	116.562	-0,3%	-18,3%
Stuttgart	88.162	85.960	2,6%	-33,5%
Leipzig	70.322	72.765	-3,4%	-6,8%
Hannover	50.768	50.085	1,4%	-21,6%
Nürnberg	41.894	38.952	7,6%	-15,2%
Bremen	23.036	21.953	4,9%	-23,2%
Münster	14.401	16.107	-10,6%	-24,0%
Dresden	11.438	11.421	0,1%	-44,8%
Saarbrücken	5.057	5.123	-1,3%	-36,7%
Erfurt	3.664	2.988	22,6%	-22,1%

IFR flights at regional German airports

IFR events (take-offs and landings) at the different regional towers in Germany with control zone.

	2025	2024	Trend 2024	Trend 2019
Memmingen	26.153	23.316	12,2%	73,2%
Dortmund	22.122	22.777	-2,9%	-8,9%
Frankfurt-Hahn	17.431	15.322	13,8%	7,6%
Karlsruhe/Baden-Baden	16.579	13.649	21,5%	33,0%
Niederrhein	15.006	13.169	13,9%	61,1%
Paderborn/Lippstadt	10.414	11.196	-7,0%	-21,7%
Laage	9.000	8.013	12,3%	4,8%
Mönchengladbach	8.068	7.808	3,3%	24,5%
Augsburg	7.485	6.985	7,2%	1,1%
Friedrichshafen	5.431	5.126	6,0%	-49,7%
Braunschweig-Wolfsburg	5.403	5.632	-4,1%	-41,3%
Mannheim City	5.268	5.637	-6,5%	-20,8%
Sylt	4.976	4.668	6,6%	-16,0%
Ingolstadt/Manching	3.565	3.701	-3,7%	-29,7%
Lübeck-Blankensee	3.479	3.850	-9,6%	21,7%
Kassel-Calden	3.402	3.710	-8,3%	-29,7%
Lahr	1.575	1.318	19,5%	-0,4%
Hof-Plauen	1.439	1.689	-14,8%	-4,4%
Heringsdorf	551	670	-17,8%	-44,3%

Please note: The airport Schwerin-Parchim is currently closed.



Austro-Control: 38.763

Others: 17.833

DFS Aviation Services: 110.751

DFS Aviation Services:

Braunschweig-Wolfsburg, Dortmund, Emden, Friedrichshafen, Karlsruhe/Baden-Baden, Lahr, Magdeburg/Cochstedt, Memmingen, Mönchengladbach, Niederrhein, Paderborn/Lippstadt

Austro Control:

Augsburg, Frankfurt-Hahn, Heringsdorf, Hof-Plauen, Kassel-Calden, Lübeck-Blankensee, Oberpfaffenhofen Schwerin-Parchim, Sylt

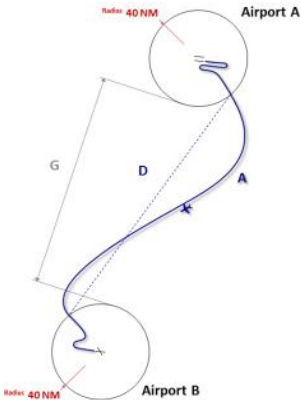
Others:

Ingolstadt/Manching, Laage, Mannheim City

Flight efficiency in 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).

	2025	2024
Evaluated traffic	2.691.715	2.597.955
Average actual route/flight	345,0 km	345,6 km
Average direct course/flight	342,0 km	342,4 km
Average direct route extension/flight	3,1 km	3,2 km
Average direct route extension/flight	0,90%	0,93%



Additional information:

The evaluated traffic includes only civil flights. This value is different from the number of IFR flights in 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 (40NM) outside of the DFS controlled airspace are not included.