

Environmental Statement

2025 Issue

Reporting year 2024



Lufthansa



Lufthansa CityLine





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Dear reader,

With the Environmental Statement 2025, we are celebrating a special anniversary: 25 years ago, Lufthansa CityLine became the first airline worldwide to be validated according to the demanding EMAS standard. Since then, we have been working continuously on the further development of our operational environmental management system. One important step was its expansion to the Lufthansa core brand at the Frankfurt am Main and Munich locations. With the joint EMAS validation of both companies, we are constantly expanding our sustainable practices.

By using resources more efficiently and optimising processes at Lufthansa Airlines and Lufthansa CityLine, we are advancing our environmental and economic goals in equal measure. We are maintaining this course even in economically challenging times.

Digital solutions are a key lever here. They enable us to record environmental impacts more transparently and thus improve our control options – for example through data-based analyses, digital monitoring systems and intelligent processes to reduce flight-related emissions. In 2024, we continued our environmental measures in all areas and made new switch-offs: We have now introduced

the shutdown of one or more engines after landing while taxiing to the parking position as standard, which saves large quantities of kerosene. In everyday cabin life, we contribute to the circular economy through an improved recycling concept. By loading beverage reserves more precisely on certain aircraft types, we are further reducing the weight on board – with a direct effect on fuel consumption and CO₂ emissions.

Behind these successes are our dedicated employees. Their expertise, their willingness to change and their commitment in everyday life are the basis of our environmental management. We would like to express our appreciation for their commitment.

This environmental statement provides a comprehensive insight into our work over the past year. We cordially invite you to inform yourself about our progress and future prospects. Be a part of our shared journey towards more sustainable aviation.

We appreciate your interest and wish you an informative read.



Jens Ritter
Chief Executive Officer
Lufthansa Airlines

Dr. Fabian Schmidt
Managing Director
Lufthansa CityLine GmbH

Frank Maleiner
Managing Director
Lufthansa CityLine GmbH



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Voices of the environmental coordinators

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At Lufthansa Airlines and Lufthansa CityLine, around 40 environmental coordinators are committed to climate and environmental protection in our day-to-day operations. Anchored in all departments, they are the backbone of our environmental management system. Together with the sustainability team, they drive the environmental concept throughout the organisation with great personal commitment and are passionate about the continuous development of our processes in terms of sustainability.



Corinna Frank
Flight Attendant
Lufthansa CityLine

“Environmental protection is very important to me personally – not only at work, but also in my everyday life. As an Environmental Coordinator at Lufthansa CityLine, I can put my convictions into practice in my day-to-day work. I am particularly proud of our environmental working group with colleagues from the cabin, which has already provided a number of important impulses. The fact that we are now celebrating 25 years of EMAS at Lufthansa CityLine shows how much our commitment has grown over the years – and motivates me every day.”



Marie Weishaupt
Flight attendant and
Manager Sustainability
Lufthansa Airlines

“As a flight attendant, I know the processes on board very well – and at the same time, I see how the threads come together behind the scenes in the sustainability team and how sustainable solutions are brought forward strategically. No matter where we work, we all play our part in the sustainability performance of our company – it’s important to me to communicate this.”



Edeltraud Chawla
Manager communication
Lufthansa Airlines

“Sustainability is a key communication topic – both internally and externally. As an environmental coordinator, it is a personal concern of mine to prepare information in a transparent and understandable way and thus strengthen environmental awareness in our company. Because real change starts with knowledge and attitude.”



Justus Herrscher
Intern Sustainability
Lufthansa Airlines

“For me, sustainability is more than just a trend – it is our responsibility towards future generations. During my internship in the sustainability team at Lufthansa Airlines, I experience first-hand how complex the interrelationships in the company are – especially the balancing act between ecological responsibility and economic viability. This challenge in particular shows me how important it is to develop sustainable solutions that are also viable from a business perspective.”



Stefan Guigas
Project Manager Aircraft Maintenance
Lufthansa Airlines

“In strategic divisional development, we are working on the future of technical fleet support – from digital transformation to cultural development. Sustainability is a central strategic element of this. As Environmental Coordinator, it is important to me to think about this perspective systematically and incorporate it into our initiatives. After all, we can only achieve a sustainable impact if environmental aspects are firmly anchored in our strategic work.”



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Lufthansa Airlines

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Lufthansa Airlines is the largest airline within the Lufthansa Group. With its two hubs at Germany’s largest airports – Frankfurt am Main and Munich - it offers its customers a high-quality travel experience with worldwide connecting flights.

At both locations, the short-haul and long-haul fleets form the backbone of flight operations. Not only are flying personnel stationed here, but also technical, operational and administrative departments. These include station management, aircraft maintenance and operational planning and control of passenger traffic. The Frankfurt site is Lufthansa Airlines’ largest hub: around two thirds of all flights pass through this airport. In addition, the hub is closely connected to the central Group functions and other Lufthansa Group companies, which also have branch offices here. Together with its partner airlines, Lufthansa Airlines also provides a large part of the air traffic at Munich Airport.

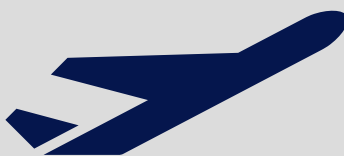
70
countries (-1.4%)



206
destinations (-1.9%)



306,272
flights (+0.9%)



33,474
employees (+7.6%)



48,602,404
passengers (+3.9%)



155,784
million seat kilometres
offered (+7.6%)



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Aircraft types



Airbus A380



Boeing B747



Boeing B787



Airbus A340



Airbus A350



Airbus A330



Airbus A320 family

244
Total (-3.6%)

All figures relate to the year 2024 or the reporting date 31.12.2024. Changes from the previous year are shown in parentheses.



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Lufthansa CityLine

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As a wholly owned subsidiary of Deutsche Lufthansa AG and partner of Lufthansa Airlines, Lufthansa CityLine specialises in European destinations. As a hub airline, it provides fast and convenient passenger connections to the Munich and Frankfurt hubs and links the European regions to Lufthansa Airlines’ global route network. The modern and efficient Airbus A320neo has been a new member of the fleet since 2023. The company has been operating cargo aircraft for Lufthansa Cargo since 2022 and has thus opened up a new business segment. As a medium-sized company, Lufthansa CityLine is characterised by lean structures and the integrated organisation of flight operations, technology and administration. These areas are brought together at the Munich location as the largest operational base. A further technical station is located in Frankfurt am Main.

Aircraft types

4



Airbus A320neo

12



Airbus A319-100

27



Bombardier CRJ900

4



Airbus A321F

47

Total (-14.5 %)



2,064

employees (-9.2 %)



31
countries (+10.7 %)



114
destinations (-1.7 %)



86,957
flights (-5.7 %)

6,882,408

passengers (+1.0 %)



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The Lufthansa Group is a global aviation group. It occupies a leading position in its European home market and has three main business segments: Passenger Airlines, Logistics and MRO.

Passenger Airlines



The Passenger Airlines segment includes the network airlines Lufthansa Airlines, SWISS, Austrian Airlines and Brussels Airlines. As part of our multi-hub strategy, they offer their passengers a wide range of flights via the hubs in Frankfurt, Munich, Zurich, Vienna and Brussels. The regional airlines Lufthansa CityLine, Lufthansa City Airlines and Air Dolomiti as well as the leisure carrier Discover Airlines are closely associated with Lufthansa Airlines. The Passenger Airlines segment also includes Eurowings. This airline offers a large number of point-to-point connections on European short and medium-haul routes.

MRO



Lufthansa Technik

Lufthansa Technik is one of the world’s leading providers of maintenance, repair and overhaul services for civil, commercial aircraft. Lufthansa Technik AG serves more than 800 customers around the globe, including airlines, aircraft manufacturers, leasing companies, VIP jet operators, governments and armed forces.

Logistics



Lufthansa Cargo

The logistics business segment of Lufthansa Cargo AG comprises several specialised companies, such as the Jettainer Group for the management of air freight containers, the time:matters Group for particularly urgent shipments, as well as heyworld and CB Customs Broker for tailor-made e-commerce solutions. There is also a specialist for customs and customs clearance services. Lufthansa Cargo AG also holds a 50 percent stake in the cargo airline AeroLogic.

Group-wide reporting

The Lufthansa Group publishes material aspects and facts on sustainability annually in the combined non-financial statement, which is an integral part of the Annual Report.

- Further reports:
- Sustainability Factsheet
 - Progress Report on the UN Global Compact
 - Lufthansa Group TCFD Report (Climate Risks and Opportunities)
 - Lufthansa Group SASB Report (Sustainability Accounting Standards Board)
 - CDP Response (Carbon Disclosure Project)

All reports are published on the Lufthansa Group website.

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At a glance

Head office	Cologne
Hubs	Frankfurt am Main, Munich, Zurich, Vienna und Brussels

Revenue (EUR billion) **37.5**

All figures relate to the year 2024 or the reporting date 31.12.2024.

101,709 employees

163 nationalities



735 aircraft Group fleet



991,752 flights

131.3 million passengers



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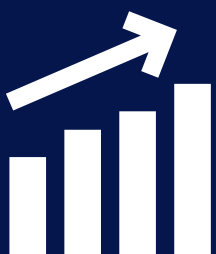
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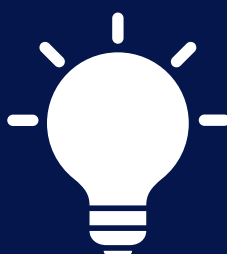
- Customers
- Consumers



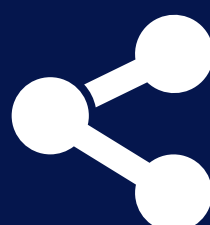
- Investors
- Shareholders
- Lender



- Government
- Legislation
- Politics
- Authorities



- Science
- Research and Education



- General Public
- Residents
- Vulnerable groups
- Social Network
- NGOs, Associations



- Nature



- Analysts
- Rating agencies



- Employees
- Employee representatives



- Suppliers
- Contractual partners



The Lufthansa Group attaches great importance to open, consistent and trusting dialogue with its internal and external stakeholders. This exchange helps to better understand the needs, expectations and wishes of the various interest groups and to incorporate them into the company's actions. In this way, it also contributes to the further development of the Lufthansa Group's sustainability strategy. Various target group-oriented formats are used in this dialogue.

In addition, the Lufthansa Group regularly conducts a survey among its numerous stakeholders on questions of corporate responsibility. In this way, a systematic survey is conducted to determine what the interest groups consider to be particularly important for the Lufthansa Group in the areas of the environment, climate protection, social issues and corporate governance principles. The last survey took place in August 2023: Over 10,000 representatives from all external stakeholder groups as well as all employees and management of the Lufthansa Group were invited to submit their assessment anonymously. The results were incorporated into the Lufthansa Group's materiality analysis (see page 9). The Lufthansa Group also receives important impulses on key topics via its Group-wide employee survey "involve me!".



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For many years, the Lufthansa Group has identified the topics that are of particular importance for its own business activities regarding environmental protection, social responsibility and good corporate governance (Environment, Social, Governance, ESG) in the context of a materiality analysis. In 2024, this process was adapted to the EU’s Corporate Sustainability Reporting Directive (CSRD) and the European Sustainability Reporting Standards (ESRS). In terms of dual materiality, these regulations also require the effects of business activities on people and the environment (inside-out view) and the financial risks and opportunities of ESG issues for the organisation (outside-in view) to be taken into account. Accordingly, in 2024 the Lufthansa Group identified and evaluated material sustainability topics both along the value chain and regarding core business activities, business relationships and locations. In addition, the results of the stakeholder survey from 2023 were incorporated into the materiality analysis.

Material ESG topics for the Lufthansa Group



Environment

- Climate change**
 - Mitigation
 - Adaption
 - Energy management
- Resource use and circular economy**
 - Resource inflows and outflows
- Pollution**
 - Noise pollution



Social

- Own workforce and workers in the value chain**
 - Working conditions
 - Equal treatment
 - Other work-related rights
- Consumers and end-users**
 - Social inclusion
 - Personal safety
 - Information-related implications



Governance

- Business conduct**
 - Protection of whistleblowers
 - Animal welfare
 - Corruption and bribery
 - Political engagement
 - Corporate culture
 - Management of relationships with suppliers

Environmental concerns

A sense of responsibility and stakeholder orientation are fundamental elements of the Lufthansa Group’s environmental strategy. The main environmental impacts of flight operations continue to include climate effects caused by CO₂ emissions and noise pollution during take-off and landing, as well as the consumption of natural resources. To implement its environmental strategy, the Lufthansa Group is pursuing measures in the areas of emissions reduction, noise protection and improved energy efficiency. At the same time, it is undertaking a resource management that is oriented towards the concept of closed cycles and is engaged in basic research in exchange with scientific institutes. Management systems are intended to help improve control and performance monitoring. In addition, the Lufthansa Group is represented in various associations and organisations that deal with industry-relevant environmental and climate protection issues.

Dialogue with airport neighbours and other interest groups

The Lufthansa Group is involved in dialogue forums with residents living near the airports and works on noise protection measures in multilateral working groups.

Business ethics and compliance

Responsible behaviour in accordance with laws and international standards is an essential part of the Lufthansa Group’s corporate culture. Our Code of Conduct provides the framework for acting with in-

tegrity and requires compliance with laws as well as internal rules and voluntary commitments. In 2023, the Lufthansa Group Code of Conduct was updated to reflect changing regulatory requirements and stakeholder expectations.

Incorporation of the CSR directive implementation act into risk management

In accordance with the implementation act, the Lufthansa Group’s risk management also includes CSR-relevant aspects and their risks for external stakeholders. Risks are transferred to the combined non-financial statement in accordance with the implementation act if they have a serious negative impact and their occurrence is highly probable. In 2023, the CSR content was updated with its mitigating instruments and measures. As in the previous year, there are no CSR risks of such high materiality that they were included in the individual analysis.

Noise legislation

Stricter noise regulations can lead to increased costs for airlines or airports, for example by retrofitting aircraft or banning certain types of aircraft. At European level, the pending amendment to the Environmental Noise Directive is relevant. At federal level, the limit values of the Aircraft Noise Protection Act were reviewed in 2017.



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The people involved

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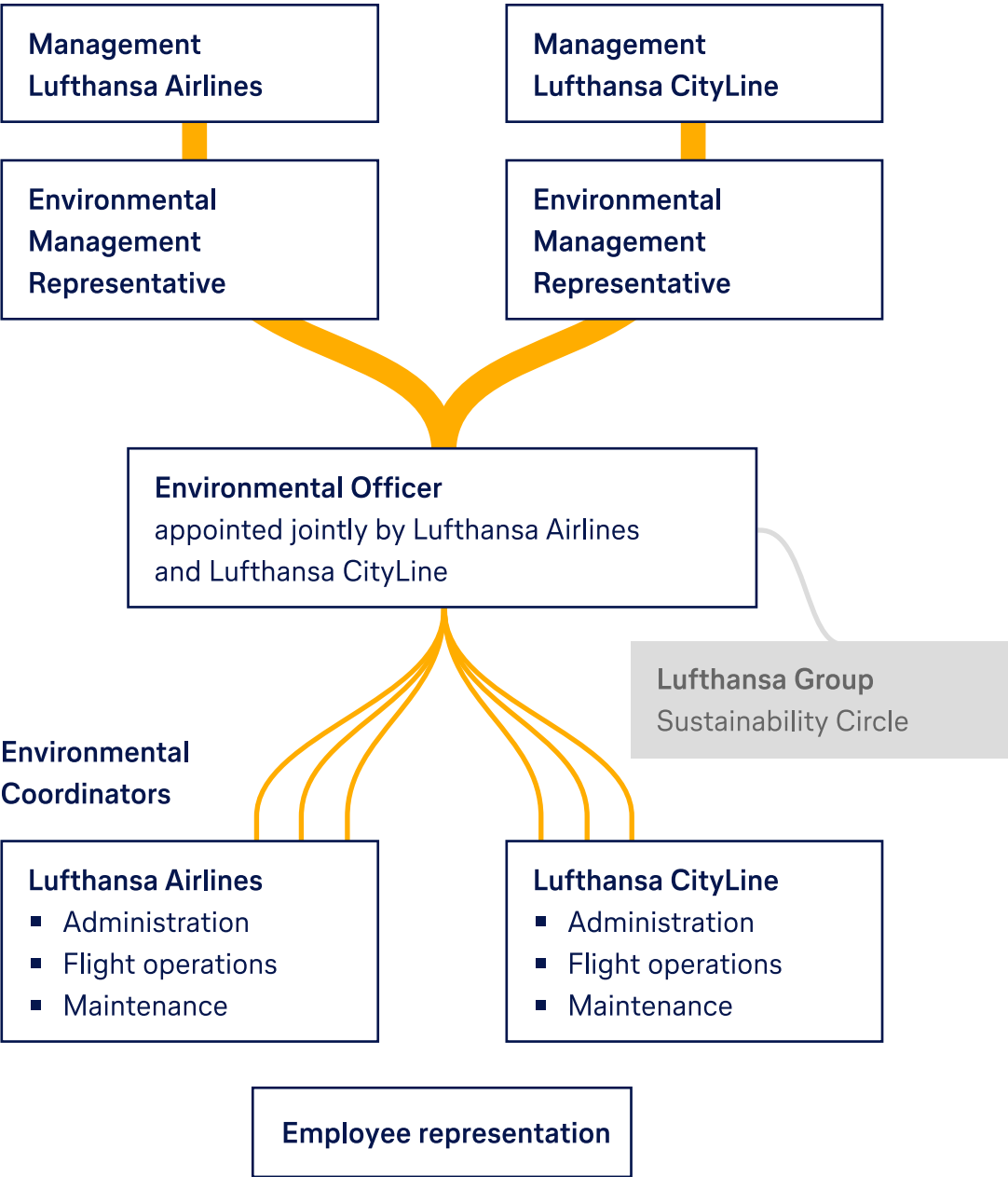
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Lufthansa Airlines and Lufthansa CityLine have established a joint environmental organisation that coordinates the integrated environmental management system and ensures that its requirements are implemented. Responsibilities have been defined across the company, including the roles of environmental officers and management representatives. Employee representatives are also actively involved. Targeted communication and dialogue measures ensure that employees are kept informed and actively participate in the improvement process.

Our environmental organisation



The company management monitors the effectiveness of the management system and provides the necessary personnel and financial capacities. They jointly appoint the environmental officer.



Jens Ritter
Chief Executive Officer
Lufthansa Airlines

Dr. Fabian Schmidt and Frank Maleiner
Managing Directors
Lufthansa CityLine

Management representation and environmental officer

The practical coordination of all environmental activities and the strategic development of corporate environmental protection are the responsibility of the environmental management representatives and the environmental officers of Lufthansa Airlines and Lufthansa CityLine. Together they find solutions for company- and hub-specific challenges in the area of environmental protection.



Dominik Moeslein and Markus Stiegen
Management representatives
for Lufthansa Airlines and
Lufthansa CityLine

Isabell Wallner
Environmental officer
for Lufthansa Airlines and
Lufthansa CityLine



A total of around 40 environmental co-ordinators work in the various specialist departments of Lufthansa Airlines and Lufthansa CityLine. They ensure that the environmental organisation is well anchored and networked across the board and that technical environmental concerns are effectively promoted.



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Responsibility for environmental protection and sustainability for all departments and operating units of Lufthansa Airlines has been combined in the Business Development & Sustainability department since 2022. It is directly assigned to the department of the Chairman of Lufthansa Airlines’ Executive Board. The Environmental Officer works here together with other sustainability managers. In 2024, the team became fully effective after specific responsibilities for sustainable aviation fuels (SAF), efficiency measures and communication were also filled in the previous year. In addition, the two management representatives for the environment for Lufthansa Airlines and Lufthansa CityLine reinforce the involvement of management in the environmental system.



“Sustainable aviation fuels are a key lever for more climate-friendly air traffic. In my work, I combine technical understanding with strategic thinking, because I am convinced that we have to set the right course today to ensure scaling, availability and impact tomorrow. That’s why the future of flying begins with the decisions we make now.”

Dr. Nora Metzner
Teamlead & Manager Sustainability Strategy (SAF)
Lufthansa Airlines



“To strategically address and manage sustainability issues within our company, we need a deep understanding of their long-term impact on our business model, transparent data collection, and clearly defined responsibilities. In my role as Portfolio Manager, I contribute by embedding sustainability aspects and related costs into our decision-making processes, supporting departments in their projects, and making their impact on our key performance indicators visible. What motivates me is the belief that with a clear strategy and a strong understanding of impact, we can drive real transformation.”

Vincent Mariathan
Manager Sustainability Strategy (Portfolio Management)
Lufthansa Airlines



“Sustainability in flight operations means continuous improvement – based on data, systematically and in close cooperation with the specialist departments. Our measures are aimed at permanently optimizing the use of fuel and constantly increasing the efficiency of our processes. This is how we create measurable progress – not all at once, but step by step.”

Michael Rambach
Manager Sustainability Strategy
(Operations Efficiency)
Lufthansa Airlines



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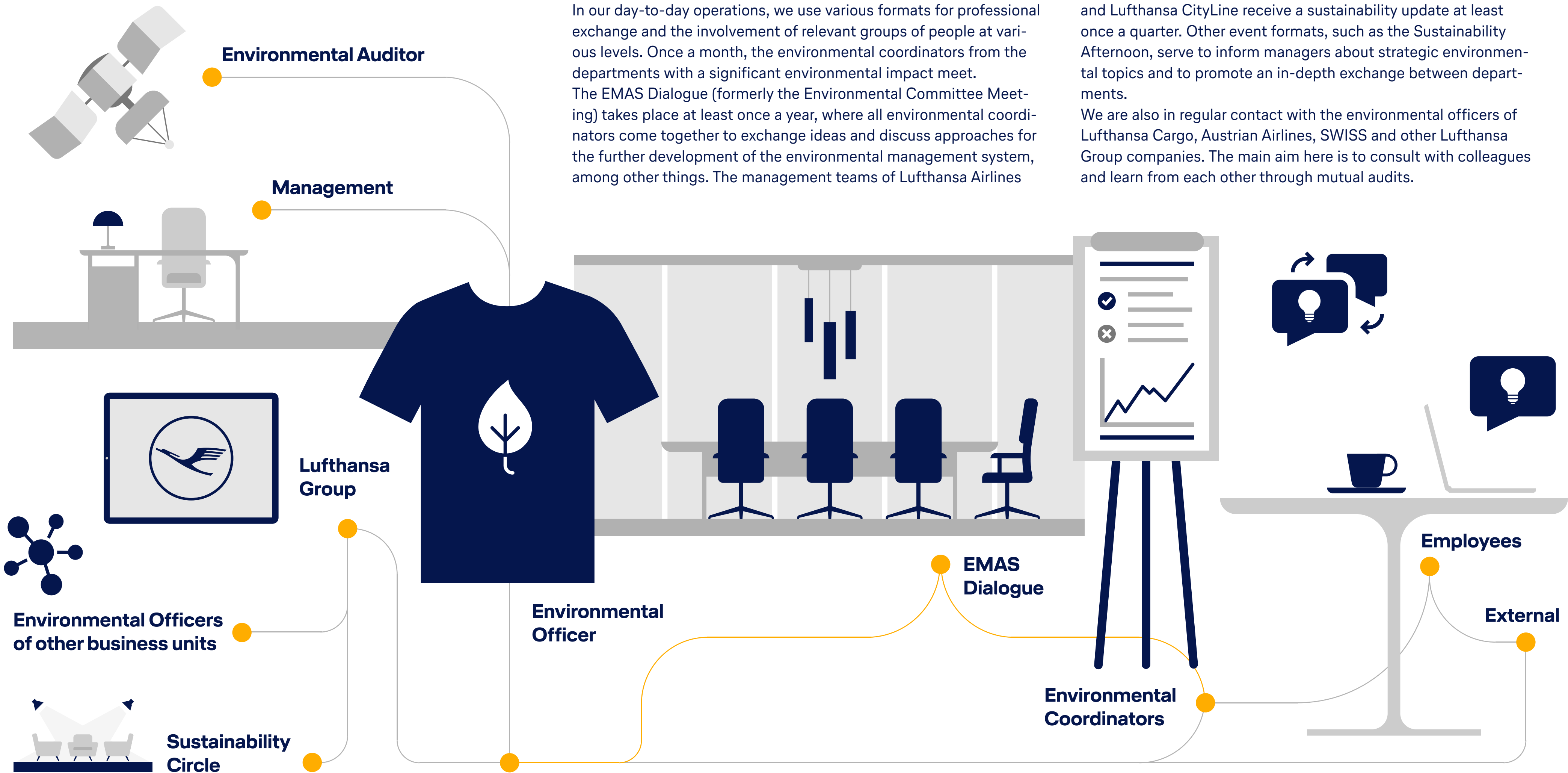
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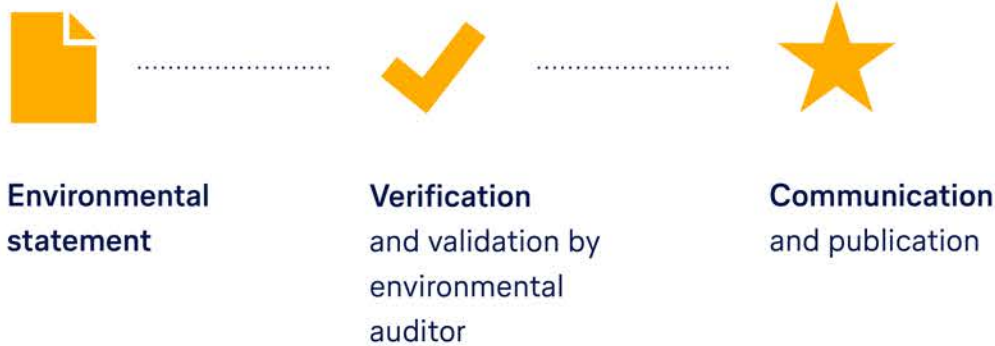
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External process



An essential objective of the joint environmental management system of Lufthansa Airlines and Lufthansa CityLine is to anchor a continuous improvement process. We follow the well-known principle of Plan-Do-Check-Act and are guided by the essential components of the European audit system EMAS. In our environmental guidelines, we have formulated our common convictions in consistent environmental care within the company and towards our partners and suppliers.

The main environmental impacts of flight operations include climate effects as a result of CO₂ emissions caused by the combustion of kerosene. Arrivals and departures at airports are also associated with noise pollution for local residents. Other environmental impacts are added to this: resources such as energy and water are consumed both during in-flight service and in the supporting activities of flight operations – aircraft maintenance and administration. Waste is also generated along our value chain, which must

be reduced and recycled. This results in environmentally relevant fields of action for which we define measures in our environmental program. We monitor our progress with detailed environmental indicators and internal monitoring audits in each specialist area. In addition, we have the effectiveness of our environmental management system reviewed every year by an external environmental auditor. By publishing this environmental report, we make our commitment accessible to our stakeholders and the interested public.

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This Environmental Statement refers to the business segments and the associated operational processes of Lufthansa Airlines and Lufthansa CityLine. The focus is on the two airports, Frankfurt am Main (FRA) and Munich (MUC), where the operational bases of

both companies are located. They have rented buildings and space for administration, aircraft maintenance, lounges and crew training from the airport companies.



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Lufthansa Airlines

- 01 Office building 302 (BG2)**
BG2 is the base of Lufthansa Airlines and comprises the main administrative areas as well as flight operations at the FRA hub.
- 02 Further administrative buildings/areas**
Lufthansa Airlines uses various other shares in office buildings and areas on the Frankfurt Airport site. These are summarised here.

- 03 Maintenance Hangar 5**
This hangar is home to Lufthansa Airlines' aircraft maintenance facility. Long-haul aircraft in particular are maintained here.
- 04 Maintenance Hangar 6**
Lufthansa Airlines' short-haul aircraft are serviced in this other hangar.
- 05 Further maintenance buildings/areas**
Workshops, storage and office space for aircraft maintenance are located in other rented areas on the airport premises.

- 06a Terminal 1**
Lufthansa and partner airline flights are handled in Terminal 1. This includes the check-in, baggage drop-off and boarding gate areas.
- 06b Lounges**
Thirteen lounges are available to passengers in premium travel classes in Terminal 1.

- 07 First Class Terminal**
Not far from Terminal 1 is the exclusive First Class Terminal for First Class travellers and HON Circle members.

Lufthansa CityLine

- 08 Maintenance Hangar 7**
Lufthansa CityLine's Frankfurt technical station uses the hangar together with Lufthansa Airlines' aircraft maintenance department.



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09 Flight Operations Center (FOC)
The FOC at Munich Airport houses the flight operations and most of the administrative offices of Lufthansa Airlines and Lufthansa CityLine.

Lufthansa Airlines

10 Maintenance Hangar 1
The large hangar houses Lufthansa Airlines' aircraft maintenance facility.

11 Lounges
There are seven lounges for passengers of Lufthansa and its partner airlines in Terminal 2 and the satellite of Terminal 2.

12 Administration building
Lufthansa Airlines uses additional administrative space in the Terminal 2 extension.

Lufthansa CityLine

13 Maintenance Hangar 4
Lufthansa CityLine's Munich technical station has its own hangar with office space.

14 Trainings centre
The Lufthansa Aviation Training and Lufthansa CityLine training building houses aircraft mock-ups and training rooms for emergency and service training.

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Together we operate internationally.



We are committed to the highest quality standards.



We record and evaluate the impact of our actions on the environment.



Our environmental responsibility also applies to our surroundings.



We want to constantly improve.



This claim is set out in our environmental guidelines.



Air traffic consumes both energy and raw materials and contributes to environmental pollution through emissions and waste. In order to minimise the negative effects on the environment as much as possible, both locally and globally, we have committed ourselves to establishing environmental guidelines. These serve as an expression of our responsibility and form the basis for the joint environmental management of Lufthansa Airlines and Lufthansa CityLine.

In May 2025, the CEO of Lufthansa Airlines, Jens Ritter, and the Managing Directors of Lufthansa CityLine, Frank Maleiner and Dr. Fabian Schmidt, confirmed these guidelines with their signatures. They will be continuously updated in line with developments in research and technology as well as social debate.

➤ Environmental protection is a primary corporate objective.

The obligation to protect the environment is an expression of our shared corporate responsibility. Environmental protection is one of our key corporate goals. We want to meet the demands of our employees and customers in terms of environmental compatibility, efficiency, safety, quality, service and comfort in equal measure.

➤ We are guided by the principle of sustainable management.

Sustainable management also means using energy and raw materials as sparingly as possible and making sensible use of renewable resources. We avoid environmental impacts such as emissions, noise, waste and wastewater whenever possible and keep them to a minimum if they cannot be avoided. Our environmental management system ensures the planning and implementation of our environmental goals.

➤ We want to constantly improve.

We are constantly committed to complying with environmental laws, ordinances and regulations. In addition, we strive to use the best possible technology within the scope of our economic possibilities and thus constantly reduce the negative effects of our business activities on the environment. Our own environmental management system controls the responsibilities, processes and resources for implementing our environmental measures. The requirements of occupational health and safety are also taken into account.

➤ We record and evaluate the impact of our actions on the environment.

We systematically record our activities that have an impact on the environment. We document and assess them and derive targets and measures for improvements. We monitor the results of implementation and optimise them.

➤ We assess the consequences for the environment before we make a decision.

Consideration of the resulting environmental impact is an indispensable part of our economic decision-making processes. If it becomes apparent that a decision will have a greater impact on the environment, we look for ways to reduce or avoid this impact. In this way, we ensure compliance with our binding environmental protection targets.

➤ Environmental protection is everyone's responsibility.

In an open and comprehensive dialogue, managers and employees work together towards the goal of continuously improving environmental protection in all areas of the company. Constant information and regular training courses promote environmental awareness among employees.

➤ Environmental protection needs innovation.

Where economically and socially justifiable, we use innovations and modern technologies to conserve resources and improve environmental compatibility.

➤ Our environmental responsibility also applies to our surroundings.

We are committed to complying with our guidelines and environmental goals at all locations. We will also enforce them as far as possible in all cross-company projects and investments. Compliance with environmental standards is a criterion for us when selecting our contractual partners. We inform our customers and suppliers about our environmental protection efforts and give them suggestions on how they can support us in our efforts.

Our principle is openness.

We take concerns about the environmental impact of our activities seriously. We engage in constructive dialogues with the authorities and the public. We are aware that only honest information can create trust. The regularly published environmental report forms the basis of this communication.

Munich, May 2025

Jens Ritter
Chief Executive Officer
Lufthansa Airlines

Dr. Fabian Schmidt
Managing director
Lufthansa CityLine GmbH

Frank Maleiner
Managing director
Lufthansa CityLine GmbH



Our organisation

Communication and environmental education

Our company

Our organisation

- The people involved
- Bundled expertise
- Committees and networks
- Continuous improvement process
- Our locations
- Environmental policy

Communication and environmental education

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“Environmental protection is everyone’s responsibility” – as emphasised in our environmental guidelines. Environmental education and communication are therefore key components of our environmental management system, as they keep employees informed, enable them to get actively involved and help shape sustainability measures.

Together with the communications departments, the experts in the sustainability team ensure that our employees are continuously involved and transparently informed about environmental and resource issues. We use a variety of formats – digital and on-site – to make environmental and climate protection tangible within the company. The “Sustainably Explained” format on the intranet provides employees with both short explanatory videos and detailed articles on key topics such as sustainable aviation fuels, measures to increase efficiency in flight operations and fleet modernisation.

We also address our managers directly with various formats such as the Sustainability Afternoon. This gives them the opportunity to take a closer look at aspects of sustainability and engage in discussions.



The ESG Roadshow
As an interactive traveling exhibition, the Lufthansa Group’s ESG Roadshow made stops at all major Lufthansa Airlines locations, such as the maintenance and station areas. At eight vividly designed theme islands, employees were able to find out how the Lufthansa Group is pursuing its environmental and climate goals – from sustainable aviation fuels to fleet modernisation and the circular economy. Specialist presentations, guided tours and the thirst-quenching SAF(t)bar with smoothies also invited employees to think and participate and making it tangible what sustainability means in everyday working life.

“Welcome on Board” with a focus on sustainability
In 2024, the sustainability team was once again present at Lufthansa Airlines’ “Welcome on Board Days” with its own market stand. The interactive onboarding format is aimed at new employees from all areas, from cabin and cockpit to technology and administration. The aim is to inform new colleagues about ESG initiatives at Lufthansa Airlines and the Lufthansa Group right from the start – in a practical and understandable way – and to sensitise them to sustainability issues.

“Green Corner” for cabin crews
The “Green Corner” is our central point of contact for sustainability topics in the cabin - both tangible and hands-on in the “Lufthansa Product World” at Frankfurt and Munich airports as well as digitally on the crews’ tablets. Here, cabin crew can find all relevant information about environmental standards on board, practical environmental tips and, above all, clear instructions on recycling – compact, accessible and directly integrated into their work processes. Since April 2024, we have also been offering Deep Dive Sessions, in which we delve deeper into specific sustainability topics, answer questions and provide valuable inspiration for everyday work on board.



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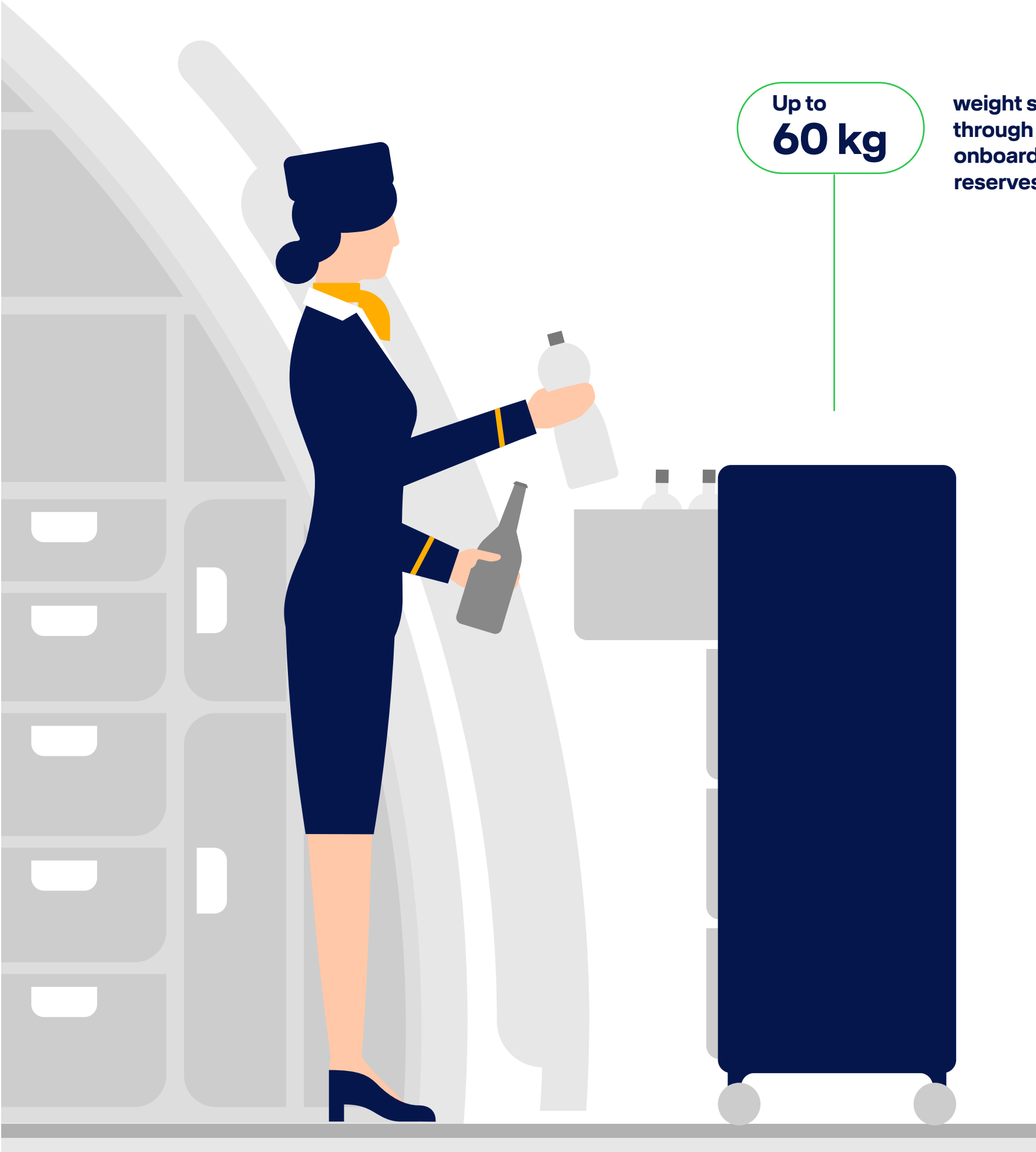
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Selected measures from the Environmental Program 2024 of Lufthansa Airlines and Lufthansa CityLine



Up to **60 kg** weight savings per flight through optimization of onboard beverage reserves

Less weight on board: optimised beverage reserves
As a result of a more precise determination of requirements, the reserve beverage trolley and a red wine and coffee box have no longer been carried on Lufthansa CityLine’s A319 fleet since 2024. This will save up to 10.5 kilograms per trolley and thus up to 60 kilograms of weight per flight. Cockpit and cabin crew can find out how these and other measures for greater fuel efficiency work in a dedicated section of the digital crew portal. They can also submit their own ideas via the portal.

Practical recycling for cabin crews
A new recycling guide and its accompanying “Trolley Story” illustrate how the right steps can help conserve natural resources in everyday cabin life. Both have been displayed in the briefing rooms for cockpit and cabin crews at the Frankfurt and Munich hubs since 2024. The recycling guide includes procedural instructions on how to stow waste and empty containers in the trolley for recycling. The “Trolley Story” illustrates these instructions visually, making it easier to understand and integrate into everyday flying. Both materials are also available digitally.





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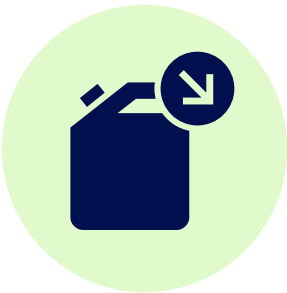
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Standard process for greater efficiency: engine shutdown on the runway
Since 2024, one or more engines have been switched off on all Lufthansa Airlines and Lufthansa CityLine flights after landing for taxiing to the parking position, depending on operational possibilities. The reduced use of engines during taxiing has already led to fuel savings of around 3,000 tons of kerosene in the first year of use.



Land more efficiently with reduced flap setting
An optimised landing approach procedure with less extended flaps could save around 300 tonnes of kerosene across the entire Lufthansa Classic fleet in 2024. The pilots are being familiarised with the procedure.



Kerosene savings (selection)

Around
600 tonnes

through optimised
climb rate

Around
3,000 tonnes

through engine shutdown
on the runway

Around
115 tonnes

through increased access
to PCA systems

Around
300 tonnes

through reduced flap
setting

Clean Up Day 2024
In 2024, Lufthansa Airlines and Lufthansa CityLine once again took part in World Clean Up Day and, together with partners such as Lufthansa Aviation Training, Fraport and Munich Airport, cleared waste around areas near Frankfurt and Munich airports.

Optimised climb rate
The adaptation of climb profiles and other procedures for a fuel-efficient climb led to a measurable saving of around 600 tons of kerosene in 2024 compared to 2023. The procedures are used on all Lufthansa CityLine fleets.

Enjoy Hessian Sustainability Day regionally
To mark the 8th Hessian Sustainability Day on September 26, 2024, the Frankfurt canteens served green sauce – a classic of regional Hessian cuisine. In doing so, we not only contributed to promoting regional gastronomy but also underlined our values in terms of sustainability and local products in an enjoyable way.

Ground power instead of auxiliary power unit for air conditioning
As part of the “Green Turnaround” program to reduce emissions during aircraft handling, we have further sensitised pilots to use the auxiliary power unit (APU) less for air conditioning on board. Instead, they should use preconditioned air (PCA) systems where available. They also supply the cabin with fresh air, but in most cases, they are operated with ground power or rarely with diesel. This has resulted in additional savings of around 115 tons of kerosene compared to the previous year.

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Field of action: Fuel efficiency (selection)

Goal	Measure	Timeline	Status	Description
Reducing flight-related greenhouse gas emissions	Engine shutdown during taxi-in (Reduced Engine Taxi-In) as an operating standard	2024		The procedure for switching off one or more engines after landing is now standard for all fleets. The reduced use of engines during taxiing led to fuel savings of around 3,000 tons of kerosene in 2024.
	On-demand cargo cooling on long-haul flights	2024		On long-haul flights of the Airbus fleet with non-temperature-sensitive cargo, the cooling of the cargo holds is deactivated. The savings are still being evaluated.
	Flight route optimisation	2024		The safe flight altitude was adjusted for the flight routes that were extended due to the closure of the Afghan airspace. This shortened the flight time again after the necessary extension, saving a total of around 1,500 tons of kerosene in 2024.
	Use of the auxiliary power unit (APU)	2024		As part of the “Green Turnaround” program to reduce emissions during aircraft handling, pilots were made aware of the need to use conditioned air (PCA) via ground power supply instead of the auxiliary power unit (APU). This saved around 115 tons of kerosene compared to 2023.
	Reduced flap landing settings (Reduced Flap Landing)	2024		The pilots in the Airbus fleet were made aware of the need to extend the landing flaps less during landing. This resulted in a saving of around 300 tons of kerosene in 2024.
	Optimisation of the rate of climb	2024		By adjusting the recommended climb speed, the pilots were able to save around 600 tons of kerosene compared to the previous year.
	New tablet holder in the cockpit	2024		Lighter tablet holders have been installed on the Boeing 748 fleet. In total, this leads to annual kerosene savings of around 17 tons.
	Lighter cargo nets	2024		Lighter nets for securing air freight reduce the kerosene consumption of the entire fleet by around 67 tons per year.
	A380 maintenance concept	2024		Thanks to process optimisations, the A380 fleet can now be maintained at the home airport and fewer transfer flights to other maintenance locations are required. This saves around 270 tons of kerosene.

Goal	Measure	Timeline	Status	Description
Reducing flight-related greenhouse gas emissions	Optimisation of lateral trajectories	2024		Thanks to an improved communication link between the cockpit and the live version of the flight route optimiser (FPO), up-to-date information on improved and more efficient flight routes is always available.
	Cooperation with air traffic control for optimised flight routes	2024		Together with German Air Traffic Control (DFS), the flight paths of incoming air traffic at the hubs are analysed. Shorter and more realistic flight routes can be derived from this. Up to 50 tons of kerosene can be saved in this way.
	Filling waste water tanks	2024		Filling an aircraft's wastewater tank with cleaning fluid more precisely in line with requirements helps to reduce weight. This results in savings of around 320 tons of kerosene.
	Late engine switch-on during coasting (Reduced Engine Taxi-Out)	2024 to 2025		During taxi-out, one of the engines is to be switched off or switched on later to save kerosene. The introduction as an operating standard is scheduled for 2025.
	Optimisation of loading	2024		Thanks to a more precise determination of requirements, a reserve trolley on Lufthansa CityLine's A319 fleet has not been loaded since December 2024. Depending on the route and flight time, this leads to weight savings of up to 65 kilograms per flight.
	Synergies in auditing reduce travel expenses	2024		By integrating the air freight audits into the regular ground station audits, up to twelve separate audits and the associated travel expenses could be eliminated in 2024.

All information on kerosene savings relates to the cross-location flight operations of Lufthansa Airlines and Lufthansa CityLine.

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Field of action: Energy and resource efficiency (selection)

Goal	Measure	Timeline	Status	Description
Reduction of emissions and waste	Repairing the curtains	since 2024		In order to be able to use curtains in the cabin for longer, a sewing machine was purchased in the maintenance area of Lufthansa CityLine in Munich. This enables minor damage to be repaired and the existing curtains to be used for longer.
	Further use of loose and emergency equipment	2024		The loose on-board and emergency equipment from decommissioned aircraft will be stored by Lufthansa CityLine and reused for other aircraft types.
	Clean Up Day 2024 and Hessian Sustainability Day	2024		In 2024, Lufthansa Airlines and Lufthansa CityLine once again took part in World Clean Up Day together with partners such as Lufthansa Aviation Training, Fraport and Munich Airport. At the same time, regional ingredients were cooked in the canteen in Frankfurt to celebrate Hesse's Sustainability Day.
Saving resources due to digitalisation	Optimisation of the recruitment process	2024		At Lufthansa CityLine, initial job interviews will always take place virtually in the future. This reduces travel and overnight stays for applicants.
	Digitisation of various application forms	2024		Digitisation makes further paper applications superfluous. For example, Lufthansa Airlines cockpit personnel can now submit reimbursements for expenses completely electronically. Two pages of paper can be saved per application.
	Digital Briefing pocket card	2024		The briefing pocket cards for cockpit personnel are no longer printed, as the documents can be retrieved electronically and are always up to date.
	Digital personnel documents and process adjustments in the HR area	2023 to 2024		The digital availability of documents such as payroll accounting, collaborative processing of digital documents and standard double-sided printing can save around 1.5 million sheets of paper per year.
	Expansion of digital access to application documents	2024		As the staff representatives at Lufthansa CityLine can also access application documents digitally, printouts and mailing are obsolete.
	Digitisation of documents for staff appraisals	2024		The documents for Lufthansa CityLine crews' performance reviews have been available exclusively in digital form since 2024.

Goal	Measure	Timeline	Status	Description
Saving resources due to digitalisation	Digital purchase of onboard products for employees	2024		Thanks to integration into the existing service app, crew members can now purchase meals on board digitally, eliminating the need for paper applications.
	Switch to electronic training files	2024		From 2024, training files at Lufthansa CityLine will be managed exclusively digitally, which will eliminate approximately one paper folder per employee.
	Optimised refuelling	2024		Thanks to direct and prompt digital communication between the cockpit, aircraft dispatch and load planning, short-term changes to the load can be incorporated into the calculated fuel quantity. This leads to savings of around 90 tons of kerosene.
	Digitisation of application documents and dossiers	2024		The digitalisation of application documents and dossiers at Lufthansa CityLine saves around 8,500 sheets of paper per year.
Strengthening environmental communication	Employee sensitization during training	2024		Sustainability topics such as recycling on board are regularly addressed during exchange and training measures for Lufthansa CityLine cabin crews.
	“ESG Roadshow” on sustainability topics	2024		The interactive traveling exhibition “ESG Roadshow” made stops at all major Lufthansa Airlines locations in 2024 and provided clear information about sustainability. There were also guided tours and presentations.
	Recyclingguide and “Trolley Story”	2024		A new recycling guide and the accompanying “Trolley Story” were displayed in the briefing rooms for Lufthansa Airlines crews. They make environmental issues tangible and create awareness in everyday flying. Both materials are also available digitally.
	Environmental updates for leading flight attendants	2024		The senior flight attendants (SFA) in the Lufthansa CityLine cabin are informed directly about current sustainability topics from the environmental working group or the sustainability team and can directly involve their colleagues.
	Procedural instructions for fuel-saving flight procedures	2024		The “OPS Efficiency Guide” provides pilots with practical recommendations on how to optimise fuel consumption depending on the type of aircraft and flight phases.

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Field of action: Energy and resource efficiency (selection)

Goal	Measure	Timeline	Status	Description
Strengthening environmental communication	Sustainability content in cockpit communication	since 2024		Evaluations and innovations relating to more efficient flight procedures are regularly addressed in Cockpit News.
	Environmental communication plan	2024		A comprehensive communication plan has been developed. Measures include a sustainability exhibition, the video format “Sustainably Explained”, the cork collection and the communication of sustainability reporting and environmental measures via the environmental statement.
	Partnership with Deutsche Bahn	2024 to 2025		In 2024, a joint campaign was initiated for the inter-modal “Lufthansa Express Rail” service. Air travellers can thus travel comfortably by train to and from the Frankfurt hub.
	Recycling on board	2024		The Lufthansa Group airlines have produced a joint film on recycling issues on board and made it available on the intranet and in training courses.
	Onboarding app for new employees	2024		The newly introduced onboarding app makes it possible to share important information for new employees directly in the app rather than sending it by email or via a printed information brochure.
	Onboarding app for new employees	2024		During the welcome days at Lufthansa Airlines and Lufthansa CityLine, new employees are informed about the environmental management system and sustainability issues. The aim is to convey the importance of their active participation.
	Presentation of the environmental management system to new employees	2024		A Group-wide energy management guideline for energy consumption on the ground was introduced.
	Energy management guideline	2024		The semi-annual simulator checks for cockpit personnel continuously address resource-saving procedures.
	Expansion of sustainability communication for training measures	2024		The flight operations sustainability team uses events for pilots to give presentations on sustainability topics and exchange ideas in discussion groups.

Goal	Measure	Timeline	Status	Description
Increasing resource efficiency	Electrification for towing and de-icing vehicles	2024		As part of its ongoing optimisation efforts, the booking control team works to achieve high flight utilisation, thereby implementing efficient flight planning. In addition, overbooking rates and measures to fill available seats are constantly reviewed and implemented.
	Electrification for towing and de-icing vehicles	2024 to 2030		At both the Frankfurt and Munich hubs, the electrification of the fleet of towing and de-icing vehicles operated by the LEOS and EFM subsidiaries is continuing.
	Electrification of ground handling vehicles	2024		The airlines’ ground vehicles are to be gradually replaced by electrically powered vehicles. Economically planned and with the increasing availability of charging infrastructure at airports, the reduction of petrol and diesel-powered vehicles is being driven forward.
	Central office supplies store and sustainable procurement	2024		The introduction of a central office supplies store at the FOC in Munich enabled orders to be bundled and stocks of consumables to be significantly reduced. At the same time, sustainability criteria were implemented in procurement. The concept was extended to central storage locations with new office space.
	Electrification of the First Class Lounges VIP service vehicle fleet	2024		Most of the VIP Services vehicle fleet has been converted to hybrid and all-electric vehicles.
	HR order management tool	2024		The order management tool enables Lufthansa CityLine’s HR department to send orders to the right contact persons in a more efficient and targeted manner. This saves digital resources such as e-mails with attachments.

Field of action: Active noise protection

In 2024, Lufthansa Airlines and Lufthansa CityLine did not implement any new environment-related measures in the area of noise abatement. However, measures that lead to a change in the flight path or procedures on the ground often also contribute to this area of action. We are continuing to implement the measures taken to date.

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The environmental balance sheet of Lufthansa Airlines and Lufthansa CityLine reveals many levers for improving efficiency and environmental performance, even in economically challenging times.

We are constantly expanding and improving our data collection and documentation by tapping into new sources of consumption data, increasing transparency and expanding the scope of our activities. In doing so, we may have to make changes to the methodology or correct the previous year’s figures. Even more precise data helps us to open up new fields of action because it reveals how consumption develops and where environmental measures make sense. It also allows us to see whether and to what extent process changes are effective – albeit often only after several years of comparison.

Digital solutions are playing an increasingly important role here – for example through data-based analysis procedures, digital monitoring systems or optimised processes to reduce emissions. Significantly lower paper consumption and a growing proportion of recycled paper also show that the many individual measures in the area of digitalisation are making a significant contribution to saving resources. At the same time, we also need to keep a close eye on rising energy consumption as a result of digitalisation and increase efficiency here too.

The fuel and emissions figures for flight operations are our biggest area of action. They show the positive effects on fuel consumption achieved through optimised capacity utilisation, more efficient procedures and more economical aircraft of the latest design.



-78%

Thanks to the continuous digitalisation of our processes, paper consumption at Lufthansa CityLine has been continuously reduced over the past ten years and is now around 78 percent lower than in 2015.



99%

Where printouts are still necessary, we use almost exclusively recycled paper.



-60%

We were able to reduce waste per lounge guest in Munich by 60 percent compared to 2019.



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Lufthansa Airlines

Company indicators across locations	Unit	2024	2023	2022	2021	Change
Employees	Number	33,474	31,123	29,305	31,292	7.6
Aircraft	Number	244	253	242	195	-3.6
Operational ground fleet	Number	519	514	493	205	1.0
Company key figures FRA	Unit	2024	2023	2022	2021	Change
Employees	Number	22,705	21,421	20,238	21,747	6.0
thereof: Cockpit	Number	3,070	2,935	2,900	3,094	4.6
Cabin	Number	13,685	12,866	12,422	13,519	6.4
Maintenance	Number	1,340	1,289	1,305	1,343	4.0
Apprentices	Number	47	27	20	21	74.1
Aircraft	Number	161	168	161	145	-4.2
Operational ground fleet	Number	363	358	356	74	1.4
Company key figures MUC	Unit	2024	2023	2022	2021	Change
Employees	Number	10,402	9,362	8,762	9,258	11.1
thereof: Cockpit	Number	1,781	1,609	1,543	1,587	10.7
Cabin	Number	5,894	5,344	5,161	5,530	10.3
Maintenance	Number	561	512	473	482	9.6
Apprentices	Number	63	29	0	0	117.2
Aircraft	Number	83	85	81	50	-2.4
Operational ground fleet	Number	156	156	137	131	0.0
Transport key figures across locations	Unit	2024	2023	2022	2021	Change
Flights	Number	306,272	303,406	274,360	152,438	0.9
Passengers	Mio. Number	48.60	46.79	40.60	18.67	3.9
Seat kilometres offered, SKO	Mio. pkm	155,784	144,717	127,909	75,454	7.6
Freight kilometres offered, FTKO	Mio. tkm	6,139	5,334	4,526	2,840	15.1
Tonne kilometres offered, TKO	Mio. tkm	21,968	20,042	17,507	10,486	9.6
Passenger kilometres, PKT	Mio. pkm	132,861	122,703	105,063	46,350	8.3
Freight tonne kilometres, FTKT	Mio. tkm	3,085	2,617	2,325	1,940	17.9
Tonne kilometres, TKT	Mio. tkm	16,470	14,977	12,906	6,605	10.0

Lufthansa CityLine

Company indicators across locations	Unit	2024	2023	2022	2021	Change
Employees	Number	2,064	2,272	2,071	2,066	-9.2
thereof: Cockpit	Number	551	664	602	616	-17.0
Cabin	Number	819	925	846	842	-11.5
Maintenance	Number	418	411	391	381	1.7
Apprentices	Number	28	23	19	23	21.7
Aircraft	Number	47	55	50	53	-14.5
Operational ground Fleet	Number	45	44	44	44	2.3
Transport key figures across locations	Unit	2024	2023	2022	2021	Change
Flights	Number	86,957	92,211	89,105	57,767	-5.7
Passengers	Mio Number	6.88	6.81	6.15	3.45	1.0
Seat kilometres offered, SKO	Mio. pkm	5,193	5,278	4,832	3,313	-1.6
Freight kilometres offered, FTKO	Mio. tkm	186	141	84	23	31.5
Tonne kilometres offered, TKO	Mio. tkm	750	720	612	377	4.1
Passenger kilometres, PKT	Mio. pkm	4,248	4,269	3,699	2,200	-0.5
Freight tonne kilometres, FTKT	Mio. tkm	82	57	29	1	44.0
Tonne kilometres, TKT	Mio. tkm	507	484	399	221	4.8

The 'Change' column provides information on the development of the key figures from the previous year (2023) to the current reporting year (2024) in percent.
Further information on data delimitation and calculation methodology as well as the resolution of the footnotes on page 30.



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Frankfurt buildings

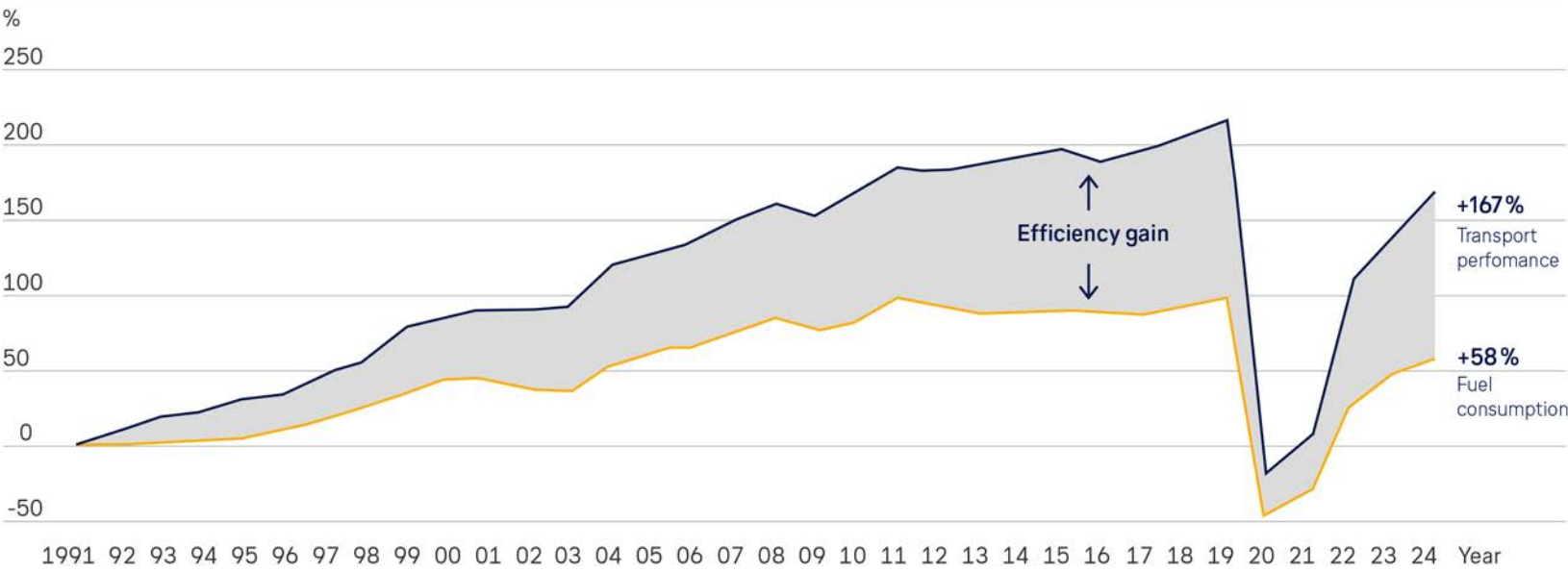
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Environmental figures Lufthansa Airlines	Unit	2024	2023	2022	2021	Change
Fuel consumption (flight operations) ^{1,2,4}						
Fuel consumption, absolute	Mt	4.49	4.12	3.55	1.99	8.9
Fuel consumption, specific, Passenger transport	l/100pkm	3.48	3.51	3.50	3.78	-0.9
Fuel consumption, specific, Freight transport	l/FTKT	0.33	0.33	0.34	0.39	-0.8
Carbon dioxide emissions (flight operations) ^{1,3,4}						
Carbon dioxide emissions, absolute	Mt	14.19	13.03	11.23	6.29	8.9
Carbon dioxide emissions, specific, Passenger transport	kg/100pkm	8.76	8.84	8.82	9.51	-0.9
Carbon dioxide emissions, specific, Freight transport	kg/tkm	0.83	0.83	0.85	0.97	-0.8
Nitrogen oxide emissions (flight oper-ations) ^{1,3,4}						
Nitrogen oxide emissions, absolute	t	65,739	59,189	50,166	28,366	11.1
Nitrogen oxide emissions, specific, Passenger transport	g/100pkm	40.40	39.90	39.21	43.18	1.3
Nitrogen oxide emissions, specific, Freight transport [□]	g/tkm	3.93	3.93	3.86	4.31	0.1
Carbon monoxide emissions (flight operations) ^{1,3,4}						
Carbon monoxide emissions, absolute	t	9,494	9,083	8,332	4,395	4.5
Carbon monoxide emissions, specific, Passenger transport	g/100 pkm	6.20	6.45	6.86	7.41	-3.9
Carbon monoxide emissions, specific, Freight transport	g/tkm	0.42	0.45	0.48	0.50	-6.7
Fuel Dumps ^{1,2,4}						
Events, total	Number	18	19	28	2	-5.3
Medical reasons	Number	7	7	12	0	0.0
Technical reasons	Number	5	7	14	1	-28.6
Other reasons	Number	6	5	2	1	20.0
Fuel volume	t	562.70	710.50	891.80	80.00	-20.8
Fuel consumption (operational ground fleet) FRA ⁵						
Fuel consumption [□]	l	344,783	344,270	262,278	154,492	0.1
Fuel consumption per vehicle [□]	l	950	962	737	2,088	-1.2
Fuel consumption (operational ground fleet) MUC ⁵						
Fuel consumption	l	230,787	228,667	153,958	75,194	0.9
Fuel consumption per vehicle	l	1,479	1,466	1,124	574	0.9

DECOUPLING TRANSPORT PERFORMANCE AND FUEL CONSUMPTION*
(Change compared to 1991 in percentage, data for the Lufthansa Airlines fleet)



* All scheduled and charter flights operated by Lufthansa Airlines.
Services provided by third parties are excluded from this as no influence can be exerted on their performance.

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[□] Corrected due to new data basis.

The 'Change' column provides information on the development of the key figures from the previous year (2023) to the current reporting year (2024) in percent.
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Environmental key figures Lufthansa Airlines	Unit	2024	2023	2022	2021	Change
Material consumption FRA						
Paper ⁷	t	12.95	19.98	25.76	8.47	-35.2
Proportion of recycled paper	%	71	33	39	55	111.4
Paper per employee	kg	0.57	0.93	1.27	0.39	-38.8
Material consumption MUC						
Paper ⁷	t	7.25	14.79	12.52	11.42	-51.0
Proportion of recycled paper	%	90	56	56	60	60.5
Paper per employee	kg	0.70	1.58	1.43	1.23	-55.9
Mobility						
Business trips ▽	Coupon	55,563	56,000	32,000	75,000	-0.8
Jobtickets FRA △○	Number	9,673	21,421	20,238	-	-54.8
Jobtickets MUC	Number	3,340	3,110	295	273	7.4

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△ Previous year's figures not available.
▽ Projection up to and including 2023.
○ Change in demand due to subsidies.

The 'Change' column provides information on the development of the key figures from the previous year (2023) to the current reporting year (2024) in percent.
Further information on data delimitation and calculation methodology as well as the resolution of the footnotes on page 30.



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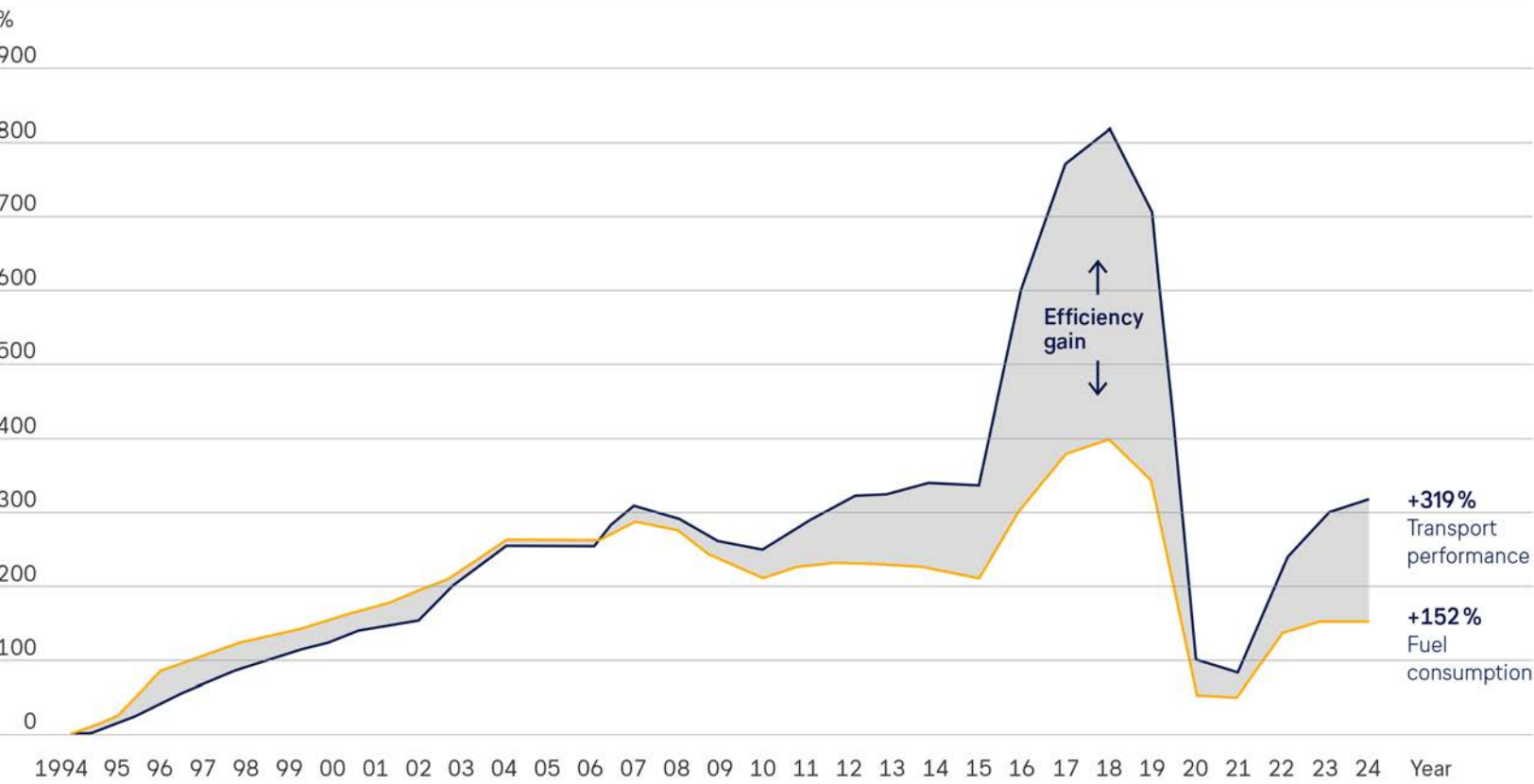
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Environmental key figures Lufthansa CityLine	Unit	2024	2023	2022	2021	Change
Fuel consumption (flight operations) ^{1,2,4}						
Fuel consumption, absolute	t	208,190	210,625	195,510	125,121	-1.2
Fuel consumption, specific, Passenger transport	l/100 pkm	5.39	5.64	6.31	7.08	-4.4
Fuel consumption, specific, Freight transport	l/FTKT	0.39	0.40	0.39	0.92	-4.3
Carbon dioxide emissions (flight operations) ^{1,3,4}						
Carbon dioxide emissions, absolute	t	657,881	665,574	617,811	395,383	-1.2
Carbon dioxide emissions, specific, Passenger transport	kg/100 pkm	13.61	14.23	15.93	17.87	-4.4
Carbon dioxide emissions, specific, Freight transport	kg/tkm	0.97	1.02	0.98	2.33	-4.5
Nitrogen oxide emissions (flight operations) ^{1,3,4}						
Nitrogen oxide emissions, absolute	t	2,585	2,478	2,269	1,407	4.3
Nitrogen oxide emissions, specific, Passenger transport	g/100 pkm	51.60	51.40	57.65	63.67	0.4
Nitrogen oxide emissions, specific, Freight transport [□]	g/tkm	4.80	5.00	4.64	6.50	-4.0
Carbon monoxide emissions (flight operations) ^{1,3,4}						
Carbon monoxide emissions, absolute	t	844	816	775	451	3.4
Carbon monoxide emissions, specific, Passenger transport	g/100 pkm	17.91	17.73	20.21	20.41	1.0
Carbon monoxide emissions, specific, Freight transport	g/tkm	1.02	1.04	0.94	2.14	-2.2
Fuel consumption (operational ground vehicle) ⁵						
Fuel consumption	l	57,722	43,272	44,836	40,730	33.4
Fuel consumption per vehicle	l	1,283	983	1,019	926	30.4
Material consumption						
Paper ⁷	t	2.01	2.62	3.56	2.40	-23.0
Proportion recycled paper	%	99%	73%	78%	80%	35.5
Paper per employee	kg	0.98	1.15	1.72	1.16	-15.2
Hazardous substances	t	33	32	33	26	4.7
Hazardous substances per aircraft [□]	kg	709	579	661	483	22.5
Mobility						
Business trips [▽]	Coupon	33,446	45,000	39,000	25,000	-25.7
Jobtickets	Number	126	118	135	136	6.8

DECOUPLING TRANSPORT PERFORMANCE AND FUEL CONSUMPTION*

(Change compared to 1994 in percent, data for the Lufthansa CityLine fleet)



* All scheduled and charter flights operated by Lufthansa CityLine.
Services provided by third parties are excluded from this as no influence can be exerted on their performance.

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□ Corrected due to new data basis/methodology changed retroactively.
▽ Projection up to and including 2023.

The 'Change' column provides information on the development of the key figures from the previous year (2023) to the current reporting year (2024) in percent.
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Buildings in FRA ⁶		Unit	2024	2023	2022	2021	Change
01 BG2							
	Electricity	MWh	4,736	4,230	5,353	4,489	12.0
	District heating	MWh	5,870	5,055	7,179	7,397	16.1
	Water	m³	25,378	29,905	52,006	46,645	-15.1
	Wastewater	m³	25,378	29,905	52,006	46,645	-15.1
	Effective area □	m²	15,337	15,337	15,337	15,337	0.0
	Built up area	m²	3,008	3,008	3,008	3,008	0.0
	Waste ◇ ⁸	t	50	239	196	12	-79.1
	thereof: Recovery	t	50	239	196	7	-79.1
	Landfilling	t	0	0	0	5	-
02 Other administrative buildings/areas							
	Electricity	MWh	10,718	9,681	9,099	7,300	10.7
	District heating	MWh	21,597	22,651	20,222	2,883	-4.7
	Water Δ	m³	21,979	25,317	22,688	-	-13.2
	Wastewater	m³	7,488	8,730	8,802	3,701	-14.2
	Effective area □	m²	99,985	99,985	99,985	99,985	0.0
	Built up area □	m²	32,891	32,891	32,891	32,891	0.0
	Waste ◇ ⁸	t	862	683	634	595	26.2
	thereof: Recovery	t	860	678	633	594	26.9
	Landfilling	t	1	5	1	1	-69.8
03 Hangar 5							
	Electricity □	MWh	3,628	2,925	2,987	2,397	24.0
	District heating	MWh	7,778	9,277	9,323	9,671	-16.2
	Water	m³	12,934	12,219	8,696	5,767	5.9
	Wastewater	m³	12,934	12,219	8,696	5,767	5.9
	Effective area □	m²	31,118	31,118	31,118	31,118	0.0
	Built up area	m²	29,847	29,847	29,847	29,847	0.0
	Waste ◇ ⁸	t	188	151	153	96	24.3
	thereof: Recovery	t	165	137	110	83	20.5
	Landfilling	t	24	15	42	14	59.0
04 Hangar 6							
	Electricity	MWh	3,424	3,349	3,472	3,458	2.2
	District heating	MWh	7,928	9,457	9,504	9,859	-16.2
	Water	m³	5,895	4,439	4,640	3,202	32.8
	Wastewater	m³	5,895	4,439	4,640	3,202	32.8
	Effective area □	m²	29,098	29,098	29,098	29,098	0.0
	Built up area	m²	25,595	25,595	25,595	25,595	0.0
	Waste ⁸	t	85	83	124	92	2.6
	thereof: Recovery	t	85	83	124	91	2.6
	Landfilling	t	0	0	0	1	-

The 'Change' column provides information on the development of the key figures from the previous year (2023) to the current reporting year (2024) in percent.
Further information on data delimitation and calculation methodology as well as the resolution of the footnotes on page 30.

Buildings in FRA ⁶		Unit	2024	2023	2022	2021	Change
05 Other technical buildings/areas							
	Electricity	MWh	10,954	10,328	9,621	10,544	6.1
	District heating	MWh	20,666	22,443	21,127	25,228	-7.9
	Water Δ	m³	26,051	17,490	10,474	-	48.9
	Wastewater Δ	m³	26,051	17,490	10,474	-	48.9
	Effective area □	m²	80,961	80,961	80,961	80,961	0.0
	Built up area □	m²	55,085	55,085	55,085	55,085	0.0
	Waste ◇ ⁸	t	537	628	638	486	-14.5
	thereof: Recovery	t	395	471	505	381	-16.2
	Landfilling	t	142	157	133	105	-9.5
06 Terminal and Lounges							
	Number of lounge guests	Number	3,232,559	3,094,537	3,105,519	3,151,494	4.5
	Electricity Δ	MWh	4,567	4,406	-	-	3.7
	thereof: Lounges	MWh	2,582	2,524	2,265	1,530	2.3
	Electricity per lounge guest	KWh	0.80	0.82	0.73	0.49	-2.1
	District heating	MWh	4,261	4,520	2,731	2,731	-5.7
	Water Δ	m³	45,468	44,059	-	-	3.2
	Wastewater Δ	m³	45,468	44,059	-	-	3.2
	Effective area □	m²	21,205	21,205	21,205	21,205	0.0
	Built up area □	m²	16,876	16,876	16,876	16,876	0.0
	Waste ◇ ⁸	t	3.54	12.00	13.00	5.00	-70.5
	thereof: Recovery	t	3.54	12.00	13.00	5.00	-70.5
	Landfilling	t	0.00	0.00	0.00	0.00	-
07 First Class Terminal							
	Number of guests	Number	136,821	74,717	63,735	17,760	83.1
	Electricity Δ	MWh	340	359	-	-	-5.4
	Electricity per guest	KWh	2.48	4.80	-	-	-48.3
	Effective area □	m²	2,452	2,452	2,452	2,452	0.0
	Built up area □	m²	2,100	2,100	2,100	2,100	0.0
08 Hangar 7 (CLH)							
	Electricity	MWh	60	54	67	293	10.4
	District heating	MWh	65	73	80	437	-10.8
	Water	m³	25	120	129	151	-79.1
	Effective area □	m²	349	349	349	349	0.0
	Built up area □	m²	349	349	349	349	0.0
	Waste ◇ ⁸	t	0.05	2.06	14.00	7.13	-97.6
	thereof: Recovery	t	0.05	0.63	14.00	2.69	-92.0
	Landfilling	t	0.00	1.43	0.00	4.44	-100.0

□ Corrected due to new data basis/methodology changed retroactively.

Δ Previous year's figures not (fully) available.

◇ Project and infrastructural deviations in waste generation.



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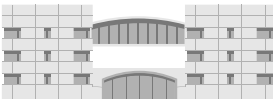


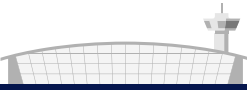
Lufthansa CityLine


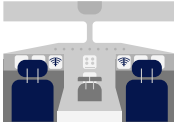
Frankfurt buildings

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Buildings in MUC [◇]		Unit	2024	2023	2022	2021	Change
09 FOC							
	Electricity	MWh	2,724	2,688	2,638	2,441	1.3
	District heating	MWh	2,130	1,904	1,899	2,162	11.9
	Water	m³	11,088	10,120	9,022	5,485	9.6
	Wastewater	m³	12,069	13,299	12,201	6,541	-9.2
	Effective area	m²	11,755	11,755	11,755	11,755	0.0
	Built up area	m²	11,015	11,015	11,015	11,015	0.0
	Waste ^{◇ 8}	t	222	214	230	160	3.7
	thereof: Recovery	t	222	214	230	157	3.7
	Landfilling	t	0	0	0	3	0.0
10 Hangar 1							
	Electricity	MWh	7,529	4,091	3,641	3,314	84.0
	District heating	MWh	9,303	10,668	9,148	8,148	-12.8
	Water	m³	6,004	6,637	4,939	4,905	-9.5
	Wastewater	m³	6,004	6,637	4,939	4,905	-9.5
	Effective area	m²	52,744	52,744	52,744	52,744	0.0
	Built up area	m²	35,449	35,449	35,449	35,449	0.0
	Green area	m²	7,443	7,443	7,443	7,443	0.0
	Waste ^{◇ 8}	t	201	105	76	47	91.0
	thereof: Recovery	t	163	93	0	0	75.9
	Landfilling	t	38	13	0	0	202.2
11 Lounges							
	Number of lounge guests	Number	2,129,771	1,955,760	1,676,012	565,439	8.9
	Electricity	MWh	2,130	2,089	1,767	1,139	1.9
	Electricity per guest	KWh	1.00	1.07	1.05	2.01	-6.4
	Effective area	m²	10,377	10,377	10,377	10,377	0.0
	Waste ^{◇ 8}	t	494	442	352	483	11.7
	thereof: Recovery	t	419	427	340	478	-2.0
	Landfilling	t	75	15	12	5	410.2
	Waste per guest	kg	0.23	0.23	0.21	0.85	2.6
12 Administration building							
	Electricity	MWh	190	192	294	240	-1.0
	Effective area	m²	5,385	5,385	5,385	5,385	0.0

Buildings in MUC [◇]		Unit	2024	2023	2022	2021	Change
13 Hangar 4							
	Electricity	MWh	1,388	1,209	1,307	1,303	14.8
	District heating	MWh	4,505	4,143	4,379	3,929	8.7
	Water	m³	1,581	1,397	1,540	1,027	13.2
	Effective area	m²	15,815	15,815	15,815	15,815	0.0
	Built up area	m²	13,009	13,009	13,009	13,009	0.0
	Waste ^{◇ 8}	t	9	22	24	51	-60.1
	thereof: Recovery	t	7	21	9	47	-65.8
	Landfilling	t	1	0	15	3	320.2
14 Training centre							
	Electricity	MWh	174	128	123	128	35.7

◇ Project and infrastructural deviations in waste generation.

The 'Change' column provides information on the development of the key figures from the previous year (2023) to the current reporting year (2024) in percent.
Further information on data delimitation and calculation methodology as well as the resolution of the footnotes on page 30.



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Data delimitation

Unless otherwise stated, reporting on transport performance, kerosene consumption and emissions from flight operations for the years 2021 to 2024 is based on the following data delimitation:



[1] All scheduled and charter flights operated by Lufthansa Airlines (excluding Air Dolomiti and Discover Airlines) and Lufthansa CityLine are included. This does not include third-party services, as no influence can be exerted on their performance. Cross-location information relates to the Frankfurt am Main and Munich hubs and the respective flight operations of Lufthansa Airlines and Lufthansa CityLine.

Calculation methodology



[2] Jet fuel in absolute terms

Kerosene consumption is determined based on actual flight operations, i.e. considering the actual load factor and routing according to the gate-to-gate principle. This means that all flight phases are recorded – from taxiing on the ground to detours and holding patterns in the air.



[3] Emissions in absolute terms

The calculation of absolute emissions from flight operations is based on the actual transport performance and therefore on the actual load factor and the total kerosene consumed in the reporting year. The transport performance is measured in tonne-kilometres, i.e. the payload transported over a distance. For passengers and their baggage, the standard of 100 kilograms on average is applied, for freight the weighed weight. Each aircraft-engine combination in the fleet is considered separately and calculated using programs from the respective engine and aircraft manufacturers. The annual average flight profile

of each individual sub-fleet is included in the programs. This makes it possible to determine emissions as a function of flight altitude, distance, thrust and load. This is particularly necessary for nitrogen oxides (NOX), carbon monoxide (CO) and unburned hydrocarbons (UHC). Carbon dioxide emissions (CO₂) are determined by applying a fixed ratio to the weight of the kerosene burned. Until the 2023 reporting year, the combustion of one tonne of kerosene was multiplied by a tank-to-wheel factor of 3.15 in accordance with the standard EU ETS method in tons of CO₂. From the 2024 reporting year, this factor was changed to 3.16 in line with the change in the EU ETS method. This is also in line with ISO 14083, which is an internationally recognised standard for calculating emissions in the transport sector and replaces the previous DIN EN 16258. The CO₂ figures for the years prior to 2024 have therefore been recalculated retrospectively in this environmental statement.



[4] Specific consumption and emissions

When calculating the specific consumption and emissions, the absolute values are set in relation to the transport performance. For example, the key figure litres per 100 passenger kilometres (l/100 pkm) is calculated on the basis of the actual load factor and the kerosene consumed. The underlying distances refer to great circle distances. In combined transport (freight and passenger transport on one aircraft), fuel consumption is allocated to determine passenger- or freight-specific values based on their share of the total payload.



[5] Vehicles (fuel)

The operational vehicles of the Station, Limousine Service and Maintenance divisions are analysed. Some of the previous year's figures for the vehicle fleets of individual areas are not available. The data on the fuel consumption of the vehicles is derived from the actual amount of fuel used, which is documented by fuel card statements.



[6] Electricity, heat and water consumption

The Lufthansa Airlines and Lufthansa CityLine buildings are all leased from the Munich and Frankfurt am Main airport companies. These companies transmit the consumption data annually. In some cases, consumption is not shown separately in the rental agreement due to the lack of metres and is therefore not included in this report. At the Frankfurt hub in particular, Lufthansa Airlines has in some cases only rented small areas in buildings. The full consumption data for these buildings is used and summarised in the report ("Other buildings/spaces").



[7] Material input

Paper consumption is requested from the supplier and corresponds to the amount of copy paper used in the reporting year.



[8] Waste

The waste data and key figures are compiled and analysed annually from the transfer notes and invoices from the waste disposal companies.

Accuracy

For reasons of presentation, the figures in the tables and charts have been rounded. However, the changes compared to the previous year and the pro rata percentages refer to the exact values. For this reason, it is possible that a figure in the table may have remained the same compared to the previous year, but a relative change is still shown. Due to the rounding of proportional percentages, it is also possible that their addition may lead to different results compared to the addition of non-rounded percentages. For example, due to rounding, pro rata percentages may not add up to 100 percent, although this would be logical.



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Lufthansa Airlines

Sites

Lufthansa Airlines München, Südallee 15, 85356 München-Flughafen
Lufthansa CityLine GmbH, Südallee 15, 85356 München-Flughafen
Lufthansa CityLine GmbH, Cargo City Süd, Geb. 520, (Halle 7), 60549 Frankfurt am Main and
Lufthansa Airlines Frankfurt am Main, Airportring Mitte, Tor 21, Geb. 302, 60549 Frankfurt am Main

Registration-No.: DE-155-00158

Date of first registration
13th January 2000

This certificate is valid until
31st May 2027

This organisation has established an environmental management system according to EU-Regulation Nr. 1221/2009 and EN ISO 14001:2015 (section 4 to 10) to promote the continual improvement of environmental performance, publishes an environmental statement, has the environmental management system verified and the environmental statement validated by a verifier, is registered under EMAS (www.emas-register.de) and therefore is entitled to use the EMAS-Logo.

Munich, 13th June 2024

Dr. Manfred Gößl

Dr. Manfred Gößl
Chief Executive Officer

Erklärung des Umweltgutachters
zu den Begutachtungs- und Validierungstätigkeiten nach Anhang VII der Verordnung (EG) Nr. 1221/2009 sowie nach Änderungs-VO 2017/1505 und 2018/2026

Der Unterzeichnende, **Dr.-Ing. Reiner Beer**, EMAS-Umweltgutachter mit der Registrierungsnummer DE-V-0007, akkreditiert oder zugelassen für den Bereich 51.10 (NACE-Code Rev. 2), bestätigt, begutachtet zu haben, ob die gesamte Organisation/ wie in der Umwelterklärung der Organisation

Lufthansa Airlines:

Standort 1:
Lufthansa Airlines München, Südallee 15, 85356 München-Flughafen

Standort 2:
Lufthansa Airlines Frankfurt am Main, Airportring Mitte, Tor 21, Geb. 302, 60549 Frankfurt am Main

Standort 3:
Lufthansa Cityline GmbH, Südallee 15, 85356 München-Flughafen

Standort 4:
Lufthansa Cityline GmbH, Cargo City Süd, Geb. 520 (Halle 7), 60549 Frankfurt am Main

angegeben, alle Anforderungen der Verordnung (EG) Nr. 1221/2009 des Europäischen Parlaments und des Rates vom 25.11.2009 und Änderungs-VO 2017/1505 vom 28.08.2017 und 2018/2026 vom 19.12.2018 über die freiwillige Teilnahme von Organisationen an einem Gemeinschaftssystem für Umweltmanagement und Umweltbetriebsprüfung (EMAS) erfüllt.

Mit der Unterzeichnung dieser Erklärung wird bestätigt, dass die Begutachtung und Validierung in voller Übereinstimmung mit den Anforderender Verordnung (EG) Nr. 1221/2009 und Änderungs-VO 2017/1505 und 2018/2026 durchgeführt wurden, das Ergebnis der Begutachtung und Validierung bestätigt, dass keine Belege für die Nichteinhaltung der geltenden Umweltvorschriften vorliegen, die Daten und Angaben der aktualisierten Umwelterklärung der Organisation / des Standortes ein verlässliches, glaubhaftes und wahrheitsgetreues Bild sämtlicher Tätigkeiten der Organisation/ des Standortes innerhalb des in der Umwelterklärung angegebenen Bereichs geben.

Diese Erklärung kann nicht mit einer EMAS-Registrierung gleichgesetzt werden. Die EMAS-Registrierung kann nur durch eine zuständige Stelle gemäß der Verordnung (EG) Nr. 1221/2009 erfolgen. Diese Erklärung darf nicht als eigenständige Grundlage für die Unterrichtung der Öffentlichkeit verwendet werden.

Nürnberg, 31.07.2025

Dr. Ing. Reiner Beer

Dr.-Ing. Reiner Beer
Umweltgutachter

100% Recyclingpapier



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