



Annual Traffic Report 2025

Foreword

This report provides a detailed overview of the volume and structure of air traffic at Munich Airport in 2025.

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

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





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Traffic results 2025 at a glance



Total aircraft movements

337,438
+3.1%

Commercial traffic

329,675
+3.4%

Scheduled / charter traffic

319,039
+3.8%



7,763
-6.2%

Non-commercial traffic



Total passengers

43.4 Mio.
+4.4%

Commercial traffic

43.4 Mio.
+4.4%

Scheduled / charter traffic

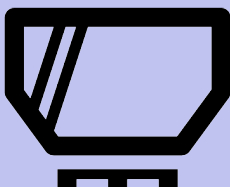
43.4 Mio.
+4.4%



11.158
+7.0%

Non-commercial traffic

Air freight turnover



339,671 t
+10.4%

Traffic development 2025

MUNICH AIRPORT ACHIEVES STABLE GROWTH

Munich grows above the German average

In 2025, the positive traffic trend of the previous year continued, with figures increasingly approaching the levels seen in the pre-crisis year of 2019. Passenger numbers reached approximately 91% and aircraft movements 81% of the reference year's figures.

Compared to its competitors in the German aviation market, Munich Airport performed above average. In the passenger and cargo segments, it was +0.8 percentage points and +7.9 percentage points, respectively, above the average growth of all airports organized within the Association of German Airports (ADV). Only aircraft movements grew slightly below the ADV average.

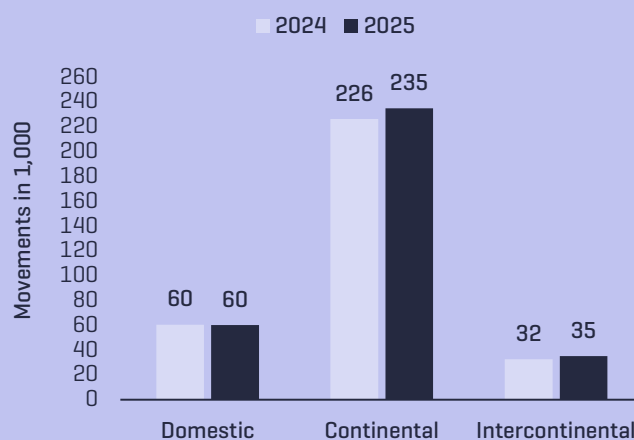
The ADV airport association reported a recovery rate of 88% in passenger traffic across Germany compared to the pre-crisis year of 2019. In a European comparison, however, Germany's weak traffic development is evident: according to data from the Federal Association of the German Aviation Industry

(BDL), Europe excluding Germany had already reached 108% of pre-crisis levels on the supply side by 2025.

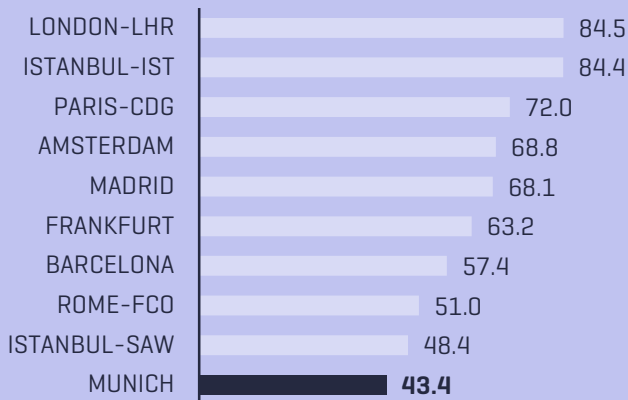
Germany as an aviation hub is suffering from structural problems, primarily due to high government-imposed burdens—to the detriment of Bavaria as a tourism and business hub.

Number of movements per region in 2025

[compared to 2024]



Top 10 Airports in Europe 2025 – Passengers (in m)*:



Source: Airports Council International

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

Munich maintains its European Top 10 position

Munich Airport defended its tenth place among Europe's busiest airports for the second year in a row.

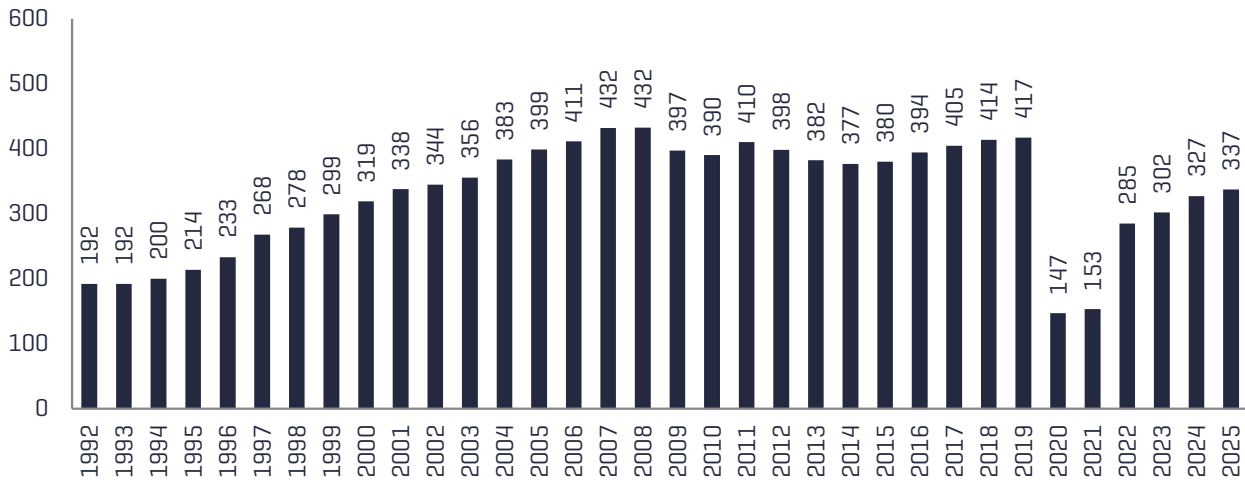
Capacity utilization at previous year's level

Seat load factor stood at 81% in 2025, just below the previous year's figure [-1 percentage point]. This continued high figure confirms the sustained strong demand.

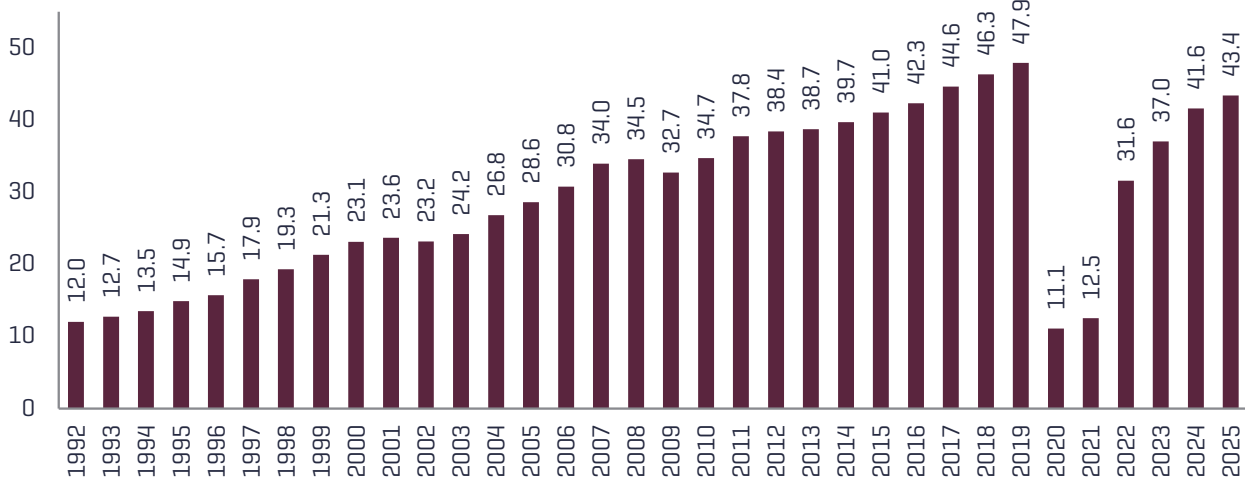
The annual travel analysis by the Research Association for Holidays and Travel (FUR) also reports a new record number of travellers for the year 2025.

Development of air traffic at Munich Airport 1992-2025

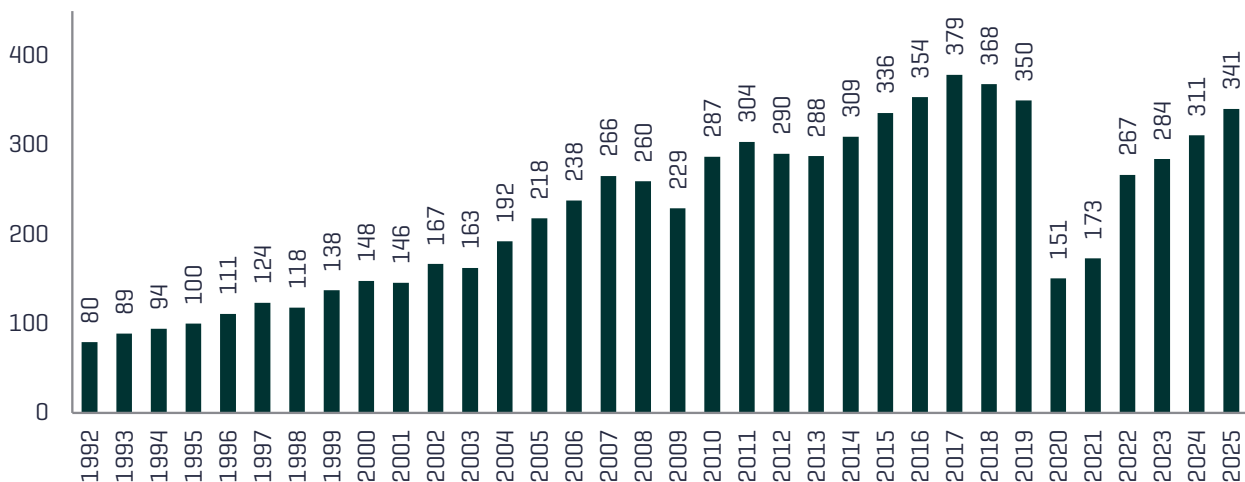
Aircraft movements - total traffic (in 1,000)



Passengers - commercial traffic (in millions)



Cargo (in 1,000 tons)





Aircraft movements 2025

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Aircraft movements 2025

STEADY GROWTH IN FLIGHT MOVEMENTS

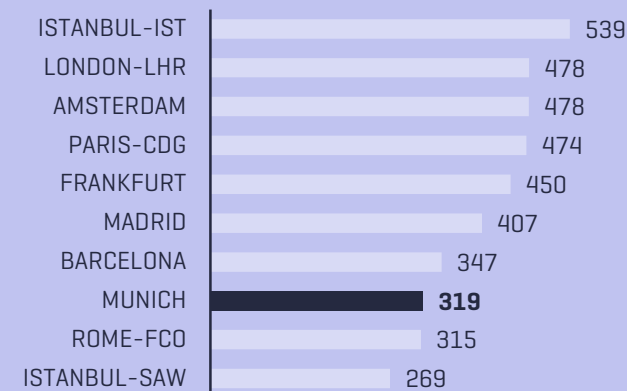
Air traffic rises by +3.1% to 337,438

This development benefited, among other things, from a +5.9% increase in all-cargo flights. Passenger flights also recorded growth of +3.8%.

Munich consolidates its status as an international hub

Last year, 91 airlines offered regular services at Munich Airport. In total, flights were operated to 232 destinations in 73 countries— including 14 destinations in Germany, as well as 162 medium-haul and 56 long-haul destinations. This gives Munich Airport one of the densest route networks in Europe and, as a result, excellent connectivity for transfer connections.

Top 10 Airports in Europe 2025 – Movements scheduled / charter traffic (in thousands)*:



Source: Airports Council International

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

Long-haul traffic exceeds pre-crisis levels

Long-haul traffic volume developed extremely positively, growing by +7.8%, and was the only segment to exceed pre-crisis levels (by 2%).

Continental traffic (excluding Germany) grew by +3.8% and reached 86% of the flight movements recorded in 2019. Domestic German traffic remains challenging (-0.6% year-on-year), suffering particularly from the high costs in Germany driven by government policies and achieving a recovery rate of only 60%.

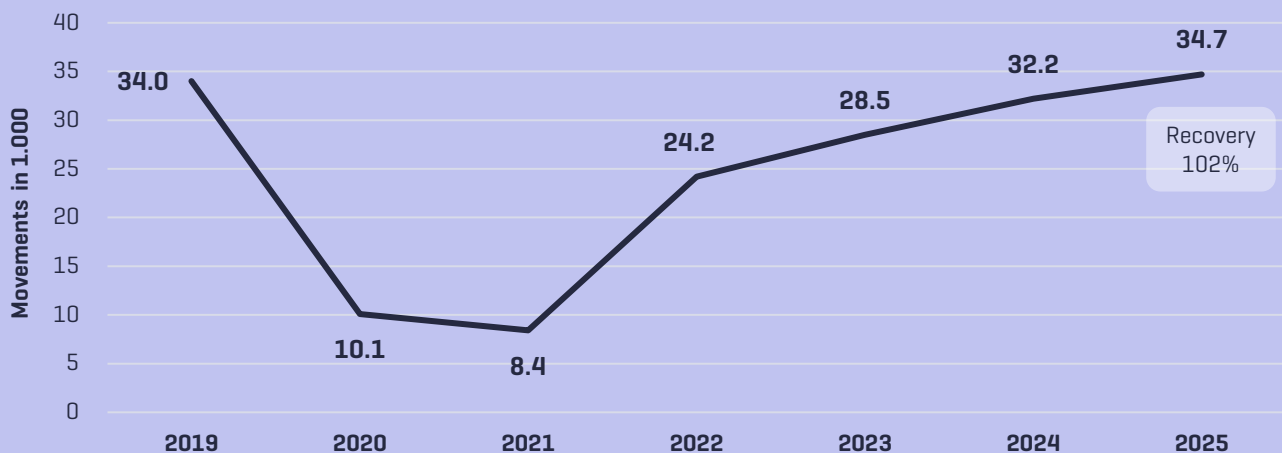
Noteworthy in long-haul traffic for 2025 are Lufthansa's increased frequencies to Bengaluru and San Diego and the new long-haul destinations of Lufthansa subsidiary Discover Airlines to Calgary, Orlando, and Windhoek. Additionally, Vietnam Airlines expanded its flights to Hanoi, and Etihad Airways increased its service to Abu Dhabi. It was particularly encouraging that Cathay Pacific, as a new airline, launched services to Hong Kong.

Munich ranks eighth in Europe for movements

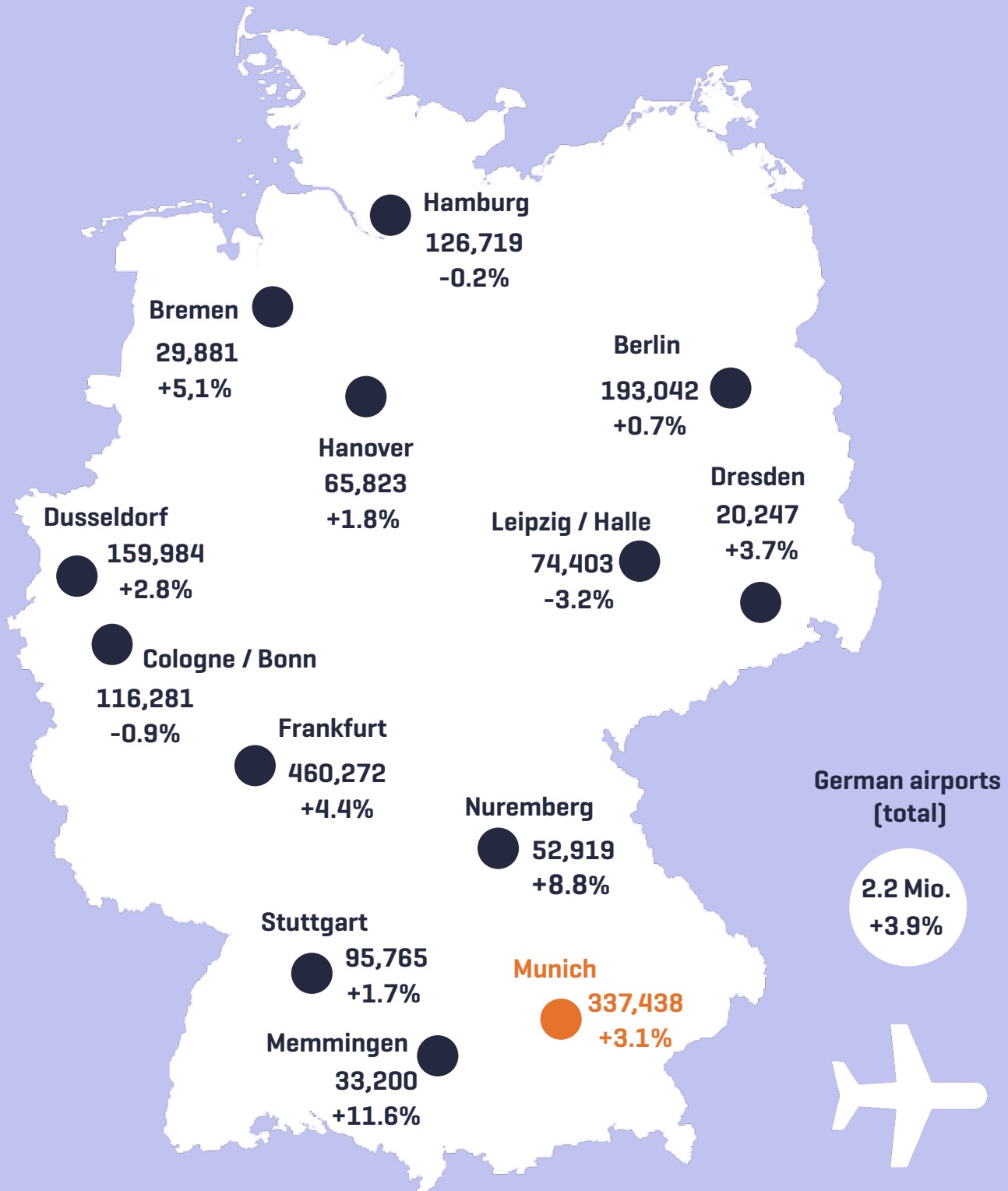
In a European comparison, Munich Airport moved up one spot in terms of flight movements and now ranks eighth among Europe's largest airports.

Movements in intercontinental traffic 2019 – 2025

In 2025, movements exceeded the 2019 level by 2%.



Aircraft movements 2025 at major German airports



Total traffic; change to previous year

Source: Arbeitsgemeinschaft Deutscher Verkehrsflughäfen (ADV)



Passengers 2025

Passengers – development and
structure 2025 10

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airports 13

Passenger development 2025

PASSENGER GROWTH CLEARLY ABOVE THE GERMAN AVERAGE

Stable passenger growth

In 2025, Munich Airport welcomed 43.4 million passengers. This represents an increase of 1.8 million passengers compared to 2024 and a significant growth of +4.4%.

Top destinations in passenger traffic 2025		
[by city]		
Hamburg	1,306,482	Domestic
Frankfurt	1,068,426	
Berlin	959,477	
London [LHR]	1,298,606	Continental
Paris [CDG]	858,047	
Madrid	856,251	
Dubai	666,229	Intercontinental
New York*	568,534	
Bangkok	477,887	

*JFK + EWR

Long-haul traffic exceeds 2019 levels

Long-haul traffic recorded the most significant growth in 2025. With 8.9 million commercial passengers, an increase of +8.5% was achieved, even surpassing 2019 levels by +5.5%. As in the previous year, the largest long-haul market was the U.S., with approximately 3.5 million passengers [+3.7%] and a result 17% above pre-crisis levels. The emerging market of

India also showed strong growth, recording 68% more passengers than in 2019.

Continental traffic showed a significant recovery with around 28.4 million commercial air travellers, representing a growth of +4.3%. As a result, passenger volume in this segment lagged only -5% behind the reference year of 2019. Domestic German passenger traffic stagnated in 2025 at around 6.1 million commercial travellers (just under -1%) and reached 64% of pre-crisis levels. Domestic German traffic continued to face pressure from high prices, high government-imposed fees, and the resulting reduction in capacity.

Share of transfer passengers at previous year's level

The transfer passenger share in 2025 was 42%, the same as the previous year. This was +3 percentage points higher than in the pre-crisis year of 2019. The long-haul markets of the U.S. and India benefit significantly from Munich's hub function. The transfer flow between the U.S. and India, as the strongest intercontinental-to-intercontinental flow, ranked among the top ten transfer flows at Munich.

Generation Z – Trend toward more travel continues

The results of the passenger survey at Munich Airport show once again that Gen Z (those born between 1995 and 2010) enjoy traveling for leisure. With nearly five flights per year, they are in line with the average for all leisure-related air travel. Their most popular long-haul destinations are the U.S., destinations in Asia, and the Arab Gulf states.

Generation Z is a key driver of the travel market

Gen Z is highly inclined to travel by plane

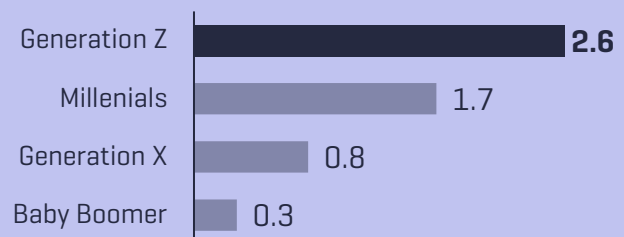
The share of passengers under 30 at German airports continues to rise steadily



Source: ADV

Gen Z travels almost nine times as often as Baby Boomers:

International trips per month*:



*in summer

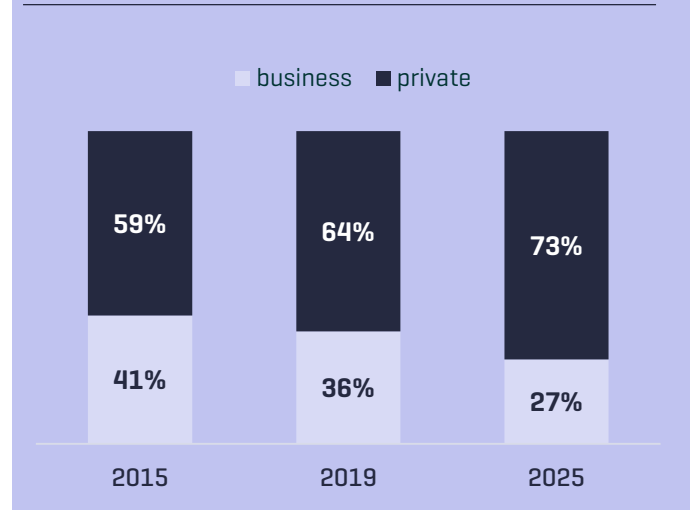
Source: Simon-Kucher Travel-Trends-Study 2024

Private travel exceeds pre-crisis levels

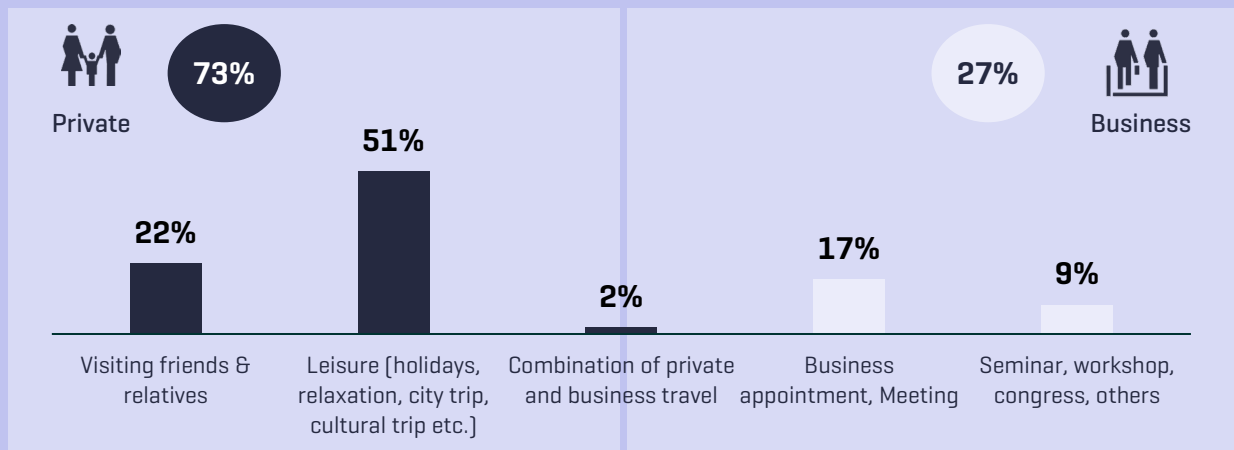
In 2025, private travel volume reached 31.6 million passengers, or 103% of pre-crisis levels. The desire to travel remains undiminished, and despite high prices, there is significant demand for visits and vacations.

The share of business travel remained stable at 27%, the highest share among major German airports. The absolute number of business travelers increased by +5% to 11.8 million. This segment continues to suffer significantly from the reduced domestic flight offerings. Visitor traffic grew disproportionately by 11%, with long-haul flights in this segment increasing by 13%. The most important country of origin here was the U.S., as the second-largest inbound market. The business travel share reached 38% within the economically important visitor segment, underlining Munich's significance as a business location.

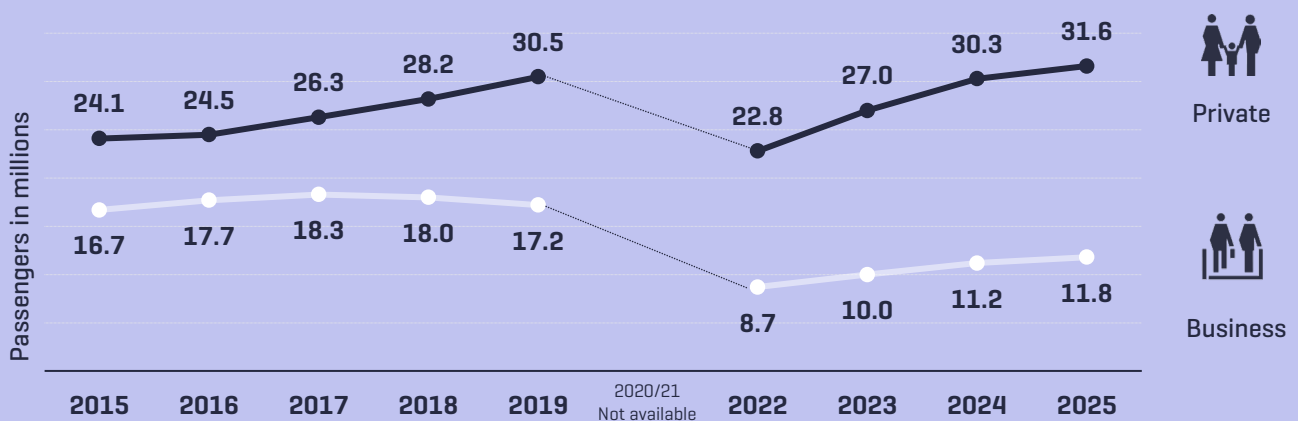
Shares in business and private travel



Reason for travel 2025 - details



Development in business and private travel



Structure of passenger traffic 2025

Passenger profile

Originating passengers
58%



Transfer passengers
42%

Modal split



34%



6%
Rental car & Car-Sharing



34%

S-Bahn



15%

Bus, Transfer Services



9%

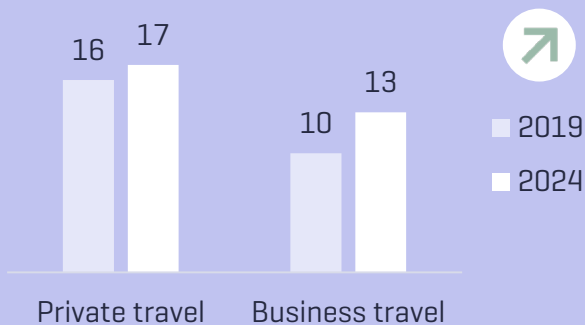
Taxi



2%

ÜFEX

Average duration of trip in days



Permanent residence

Germany
47%



Other countries
53%

Reason of travel

Private
73%

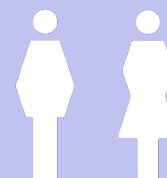


Business
27%

Gender

Male

52%



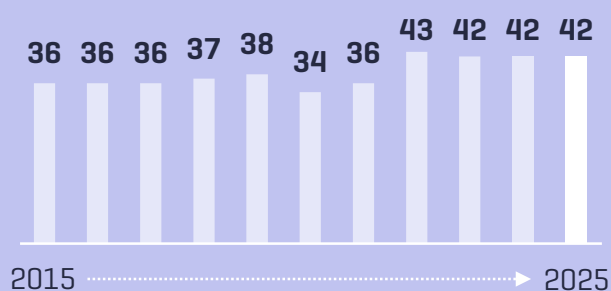
Female

48%

Non-binary 0,03%

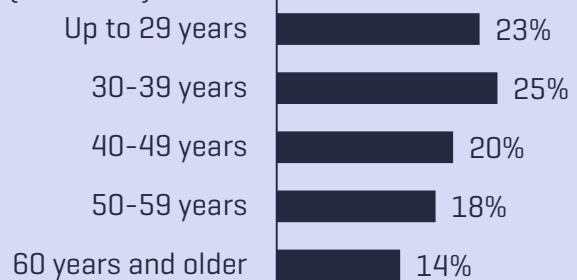
Share of transfer passengers

2015 - 2025 [in %]



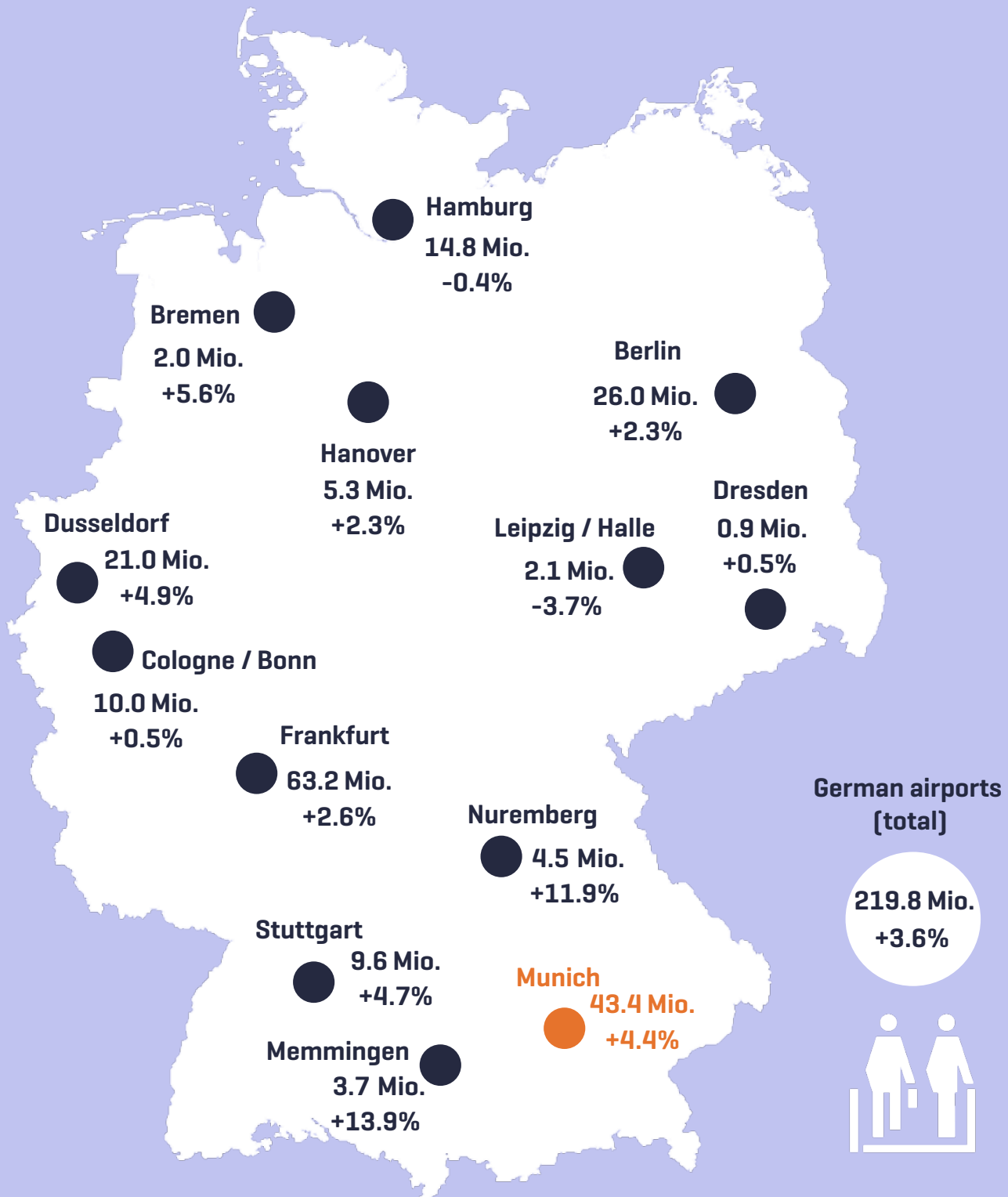
Age groups

[Ø 42 Jahre]



Source: Flughafen München GmbH, Passenger survey

Passengers 2025 at major German airports



Commercial traffic; change to previous year

Source: Arbeitsgemeinschaft Deutscher Verkehrsflughäfen (ADV)



Air freight and air mail 2025

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Air freight and air mail 2025

AIR CARGO IN MUNICH CONTINUES TO DEFY WEAK ECONOMIC CONDITIONS

Air freight exceeds pre-crisis levels

With growth of +10.4% and 339,671 tonnes in 2025, commercial air cargo throughput exceeded the pre-crisis level of 2019 by +2.4%.

Belly cargo benefited from the positive development of long-haul passenger services and increased by +11.2%, with 303,299 tonnes, the 2019 result was clearly surpassed by +6.2%. A positive development was also recorded in the dedicated freighter segment, which grew by +4.1% and reached 79% of the pre-crisis level.

Air cargo in Munich is set to grow above the German average again in 2025

In the German aviation market, growth in the air cargo segment was significantly more subdued in 2025, at 1.6%. As in the previous year, the major cargo hubs in particular showed weak performance. While Frankfurt was in line with the ADV average at +1.8%, Cologne/Bonn and Leipzig/Halle stagnated at +0.1% and +0.4%, respectively. In 2025, as in the previous year, 89% of the cargo handled in Munich was transported as cargo on passenger aircraft. According to IATA, global cargo growth in 2025 was more moderate at +3.4% following the double-digit growth of the previous year.

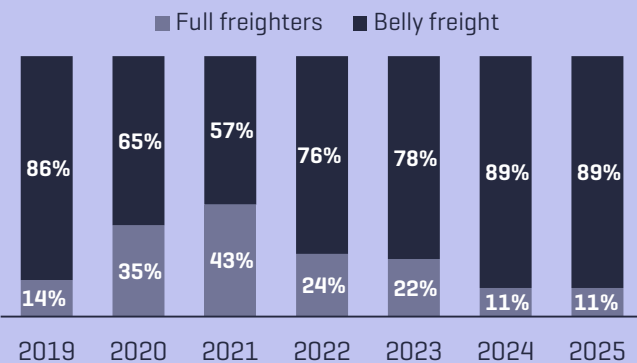
Air mail turnover continues to decline

As in previous years, airmail volumes decreased in 2025, reaching 1,075 tonnes [-68.9% year on year / -94.2% vs. 2019]. Airmail volumes are primarily driven by postal strategies and political decisions. Dedicated postal flights remain discontinued.

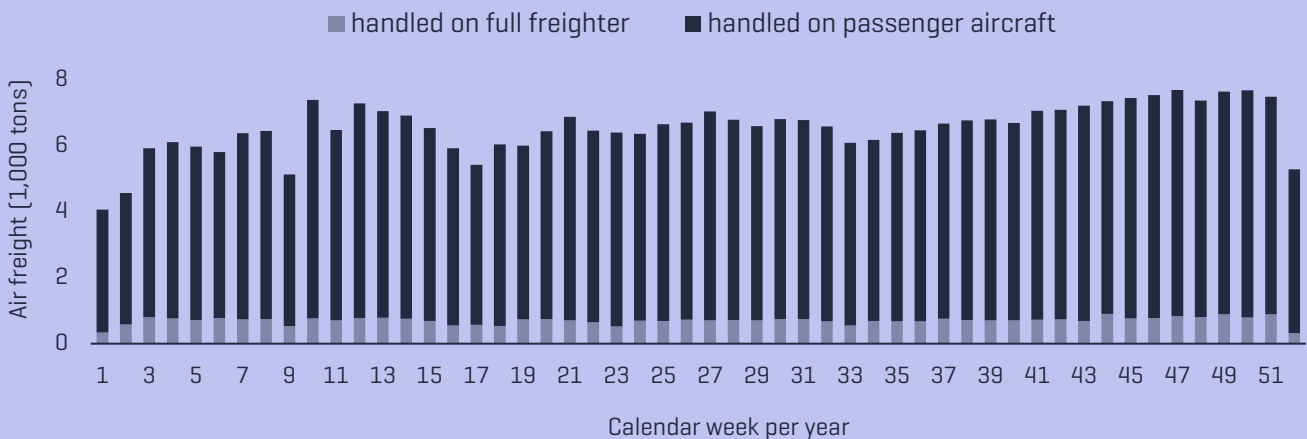
Cargo volume nearly reaches pre-crisis levels

Total cargo volume, the sum of air cargo and airmail turnover, amounted to 340,746 tonnes in 2025 — a clear increase of +9.5% year over year. This value is now only slightly below the pre-crisis level [-2.7% compared to 2019].

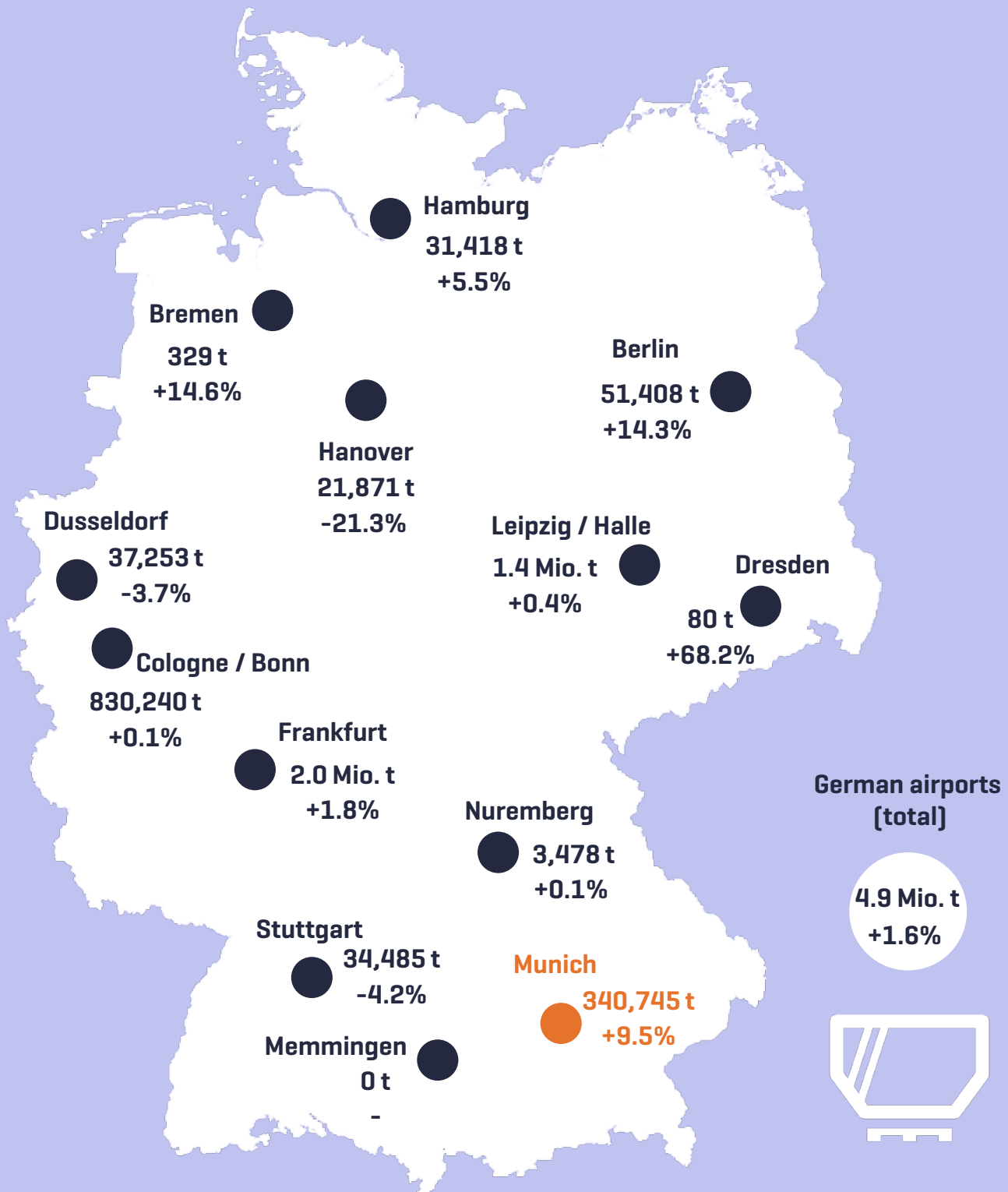
Shares of air freight handled on passenger aircraft and full freighters



Weekly development of air freight tonnage 2025



Cargo 2025 at major German airports



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

Traffic records since 1949



Traffic records since 1949

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

Traffic records since 1949

[continued]

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

Appendix

Europe

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

Middle East

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

North Africa

Algeria, Morocco, Tunisia, Egypt, Libya

Rest of Africa

The African continent without North Africa

North America

Canada, USA and Greenland

Latin America & the Caribbean

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

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

Asia/Pacific

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



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