



Manston Airport NSIP

Comments on Applicant's Deadline 3 Responses to Questions from the Examining Authority

Introduction

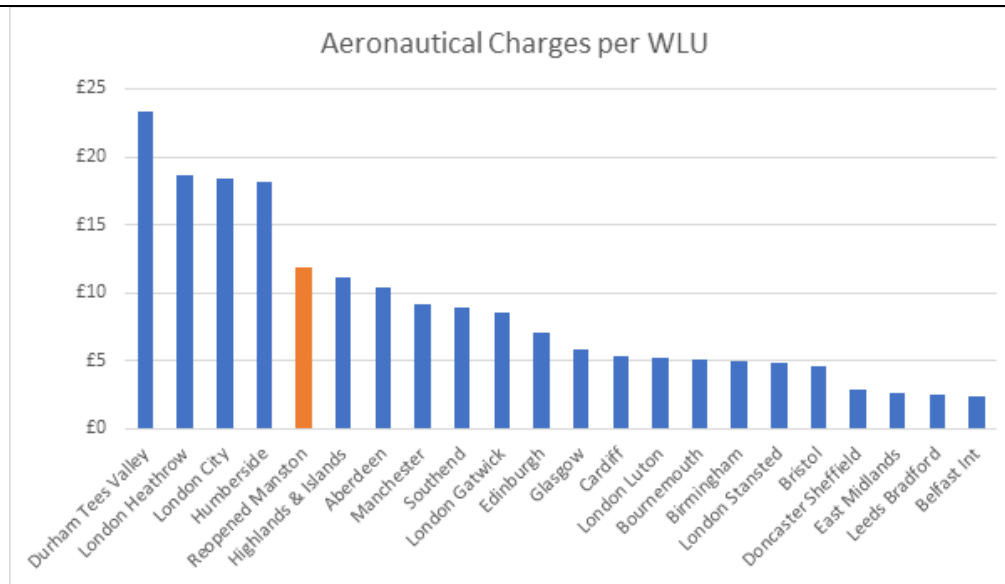
As with other submissions made by the Applicant, we note that the answers given are in places inconsistent and contradictory and this serves to undermine their credibility and to cast further doubt upon the overall robustness of the need case. Many of the responses simply repeat material already submitted and do not provide the further requested clarification nor, in some cases, respond to the question put.

We comment here on points of relevance to the need case and the forecasts of usage for the development that underpin the entire NSIP Justification, including the assessment of socio-economic impacts. We have referenced our answers to the ExA's question number but do not repeat in full the question and answer given. We cross refer as required to the York Aviation 2017 Report and the 2019 Update Report as required where points have already been addressed in our evidence. Where we have nothing to add to our previous analysis, we do not comment on the specific question and answer.

AQ.1.19	The question posed seeks justification for the assessed capability of the proposed cargo and passenger stands and questions whether the impacts of this level of usage have been assessed in the ES. It is clear that the claimed capability has not been assessed in the ES and the Applicant now proposes that there should be aircraft movement limits within the Noise Mitigation Plan. However, this would not be binding and could be varied by the Applicant when reviewed. The answer cross refers to calculations at OP.1.11, which provides no further insight into how the quantum of infrastructure has been justified. However, the more pertinent question is why, if this is the capability of the infrastructure, the totality of this infrastructure is required to handle the number of aircraft movements which are now proposed as the cap on activity. We address this at Section 6 of our 2019 Update Report and demonstrate that, even allowing for airlines operating at the times they prefer and for robustness and resilience, the maximum amount of development required would be around half of that applied for.
CA.1.4	We note that all of the Northern Grass area has been redefined as being for airport related works (Works 15-17). However, there remains no justification for why the totality of this area is required for airport related uses. The additional benchmarking of the requirements for such airport related uses from the Applicant, that was promised by Deadline 3, and as part of the updated NSIP Justification Statement has not been provided. To assist the ExA further in understanding the limited requirement for such non-airside airport related development, we would refer the ExA to a recent report prepared for East Midlands Airport in relation to a proposed change of use of a building formerly used for cargo activities from airport related to non-airport related uses. This report (attached as Appendix A) makes clear that there is no longer demand for

	airport-related landside accommodation even at the UK's main air freight hub. This would strongly suggest the same would be true at Manston.
CA.1.14	The response does not address the question adequately. Whilst members of the advisory team, (e.g. Viscount Aviation) may have experience of airport management and operations, the Applicant itself has no track record of successful airport operation and development in the UK. The only UK airport operated directly by the Applicant or its principals was Manston and its owner at the time, Wiggins Group (for whom Tony Freudmann was employed), and its successors all failed to secure a viable airport operation.
CA.1.15	<p>The Application Documents are predicated on the Airport's first year of operation being 2020. This is highly unlikely to be achievable. As we discuss later (F.1.6), the amount of capital expenditure now cited as required to enable the Airport to be operational strongly suggests that opening in 2020 would not be physically achievable given the expected timeframe for a DCO decision.</p> <p>In any event, it is highly unlikely that the required airspace changes could be completed in time to allow the Airport to become operational before 2022 at the earliest. This would significantly narrow the gap between the time when the Airport might become operational and the delivery of additional runway capacity at Heathrow to facilitate cargo capacity growth there. The CAA's response to Question Ns.1.24 makes clear that it would normally likely to take at least 60-70 weeks from the initiation of the airspace change process to flight path options being defined. There then follows a CAA decision making process of at least 8 weeks. We note that the process was initiated on 14th January 2019, meaning that the earliest that the required airspace could be in place would theoretically be mid-2020, assuming no delays to the process as set out in the CAA document CAP1616, which outlines the process for delivering an airspace change. Heathrow has recently consulted on its design envelopes for achieving independent parallel approaches to its existing runways ahead of Runway 3. This consultation has just closed and Heathrow Airport expects to be able to consult on design options in 2020 and to submit its final options to the CAA in 2021 for approval, with implementation being in 2022 - https://afo.heathrowconsultation.com/wp-content/uploads/sites/4/2019/01/3625-HRW-2R-AIR-CON-1-3.1-3R-Consultation-Booklet-Update-1-AW-LR-pages.pdf. This would suggest that flightpath implementation in 2022 is the earliest possible date given the consultation requirements of the CAP1616 process, but we note that RSP has not yet commenced any of the consultation required regarding Design Principles or Design Envelopes that would be required ahead of the definition of the options and submission for approval. Furthermore, the Statement of Need, as published on the CAA Airspace Change website - https://airspacechange.caa.co.uk/PublicProposalArea?pID=112 links the change to the FASI S programme, which is a major airspace redesign exercise covering the whole of the South East of England, including inter alia the redesign of airspace required to facilitate the 3rd runway at Heathrow. It is our understanding that, because of the complex interactions between flightpaths serving all of the airports in the South East, consultation on flight path options across the full range of airports is planned to be concurrent to ensure that all of the interfaces are correctly identified. This is planned for 2022, with implementation of the new airspace arrangements in the period 2024-2026. It is entirely possible that new flightpaths for Manston could not be in place until this later date.</p>
E.1.2	The Applicant's response to Question E.1.2 states that the information provided at Tables 3.7 and 3.8 of the ES represent the worst case for environmental assessment. However, as made clear in Table 3.1 of the York Aviation 2019 Update Report, the information in these tables does not match other information regarding the mix of aircraft types expected set out elsewhere in the Application Documentation. In particular, Appendix 3.3. of the ES, which purports to set out the forecasts used as the basis of the environmental assessment, shows a higher proportion of Code E aircraft in the fleet mix than the data in Tables 3.7 and 3.8, which would have the effect of increasing some aspects of the environmental impact. The ExA cannot be certain, therefore, that the worst case impacts have been consistently assessed.
E.1.3	We note that when considering the capability of the infrastructure proposed by RSP, we did not consider the capability provided by 3 tear down aircraft stands. In the absence of any clear justification for the provision of 3 full aircraft stands for such purposes, the provision of these

	stands simply adds to the overall degree to which there is over-provision of infrastructure even in the highly unlikely event of RSP's 'forecasts' being achievable.
F.1.5	<p>The Applicant has appended a summary table of income and expenditure which it claims is the Business Model underpinning the whole investment of over £300m. For the reasons well explained in the 2019 Report from Altitude Aviation Advisory, this level of information will be wholly inadequate for any investor to contemplate investment in an airport, let alone such a high risk enterprise as the re-opening of Manston Airport. This cannot be considered as a Business Model without substantial further detail of the costs and revenues by specific line item (landing fees, passenger charges, freight throughput charges, handling charges, fuel income, commercial passenger income, rentals, car parking etc) and without detailed explanation and justification for the assumptions used line by line. This has not been provided by the Applicant.</p> <p>Based on the information provided by the Applicant, Aeronautical Revenues per Workload Unit (WLU) are projected as £17.27 in Year 1 falling to £11.29 in Year 20. This means that on average the expected aeronautical charges per WLU are around £12 over the period. This would imply a charge per passenger of around £12, which is much too high for a Ryanair/low fares airline dominated airport, or revenue per tonne of cargo of around £120. This is over 2.5 times higher than the airport is previously achieved when operational. To the extent that the effect of low fare airlines is to reduce the contribution of passenger revenues overall, then charges for cargo operations will be higher and are more likely to be around the £180 per tonne mark assumed for Year 1 before passenger operations are assumed to commence. This would be approaching 4 times what Manston previously earned per tonne of cargo.</p> <p>It is also worth comparing these charges to those observed elsewhere at UK airports using the UK Airports Performance Indicators 2016/17 produced by Leigh Fisher. This suggests that Manston would have amongst the highest aeronautical charges in the UK, substantially above a wide range of major and established UK airports. We note particularly that charges would be 4.5 times higher than what RSP consider to be the nearest comparator, East Midlands. It is important to note that aeronautical income per WLU figures are distorted at very small airports, such as Durham Tees Valley and Humberside, which have limited commercial passenger and freight operations but more substantial general aviation activities, including in the latter case helicopter operations serving the North Sea gas rigs. In both cases, the main airline operator carrying passengers is KLM, which will be willing to pay substantially higher airport charges than a low cost airline as many of the passengers will be transferring globally at Amsterdam and paying relatively higher fares to the airline overall. The only other airports which are projected to have higher charges than RSP propose for Manston are Heathrow and London City. This illustrates the extent to which the income assumed by RSP is unreasonable as Manston could not be expected to command the level of charges levied at the UK's main hub airport or at London City Airport, with its unique position serving the City and Canary Wharf.</p>



As we made clear at para. 7.36 of our 2019 Update Report, charges at this level would make Manston totally uncompetitive, with the obvious implication that it would struggle to attract any users at all. Given the expected mix of traffic, it will need to charge at the levels seen at Stansted, Doncaster Sheffield and East Midlands to have any hope of attracting cargo operators and low cost airlines. Charges at this level would certainly not factor in any compensation to the airlines for switching costs or other cost factors identified by Azimuth as we discuss at para. 3.27 of our 2017 Report.

Total Revenue per Workload Unit is forecast as £27.39 in Year 1 falling to £18.82 in Year 20. This can be compared to East Midlands Airport, which is a highly successful air freight hub with passenger operations by mainly low cost airlines, which earned total revenue per WLU of £6.82 in 2016/7, the latest year for which data is available in the *Leigh Fisher Airport Performance Indicators*. The revenues assumed to be attainable in the 'Business Model' submitted by the Applicant are wholly unrealistic for a largely cargo/low cost airline operation. We would note that Aeronautical Revenue comparisons generally are more robust as the total revenues per WLU recorded for smaller airports can be heavily impacted by the extent to which broader property revenues may be included so creating a false picture of true airport related earnings.

It is unclear how the remaining revenue streams have been divided between 'Commercial Net Income' and 'Other Income' in terms of revenue from passengers and revenue derived from letting property on the Northern Grass.

Please note that there was an error in the definition of a Workload Unit given at reference 140 of our 2019 Update Report which should have read that 1 million Workload Units (WLU) comprises 1 million passengers or 100,000 tonnes of cargo per annum. The use of WLUs within our report was correct.

F.1.6	We note that the Applicant has now provided an updated assessment of the capex requirements to bring the Airport back into use. Although a more detailed schedule of areas is now provided, this remains inadequate to understand the costs involved in individual elements of the project. Nonetheless, it is significant that the Applicant now acknowledges that the cost involved in bringing the Airport back into use and for
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the initial two phases of capital investment are substantially greater than originally stated. The Phase 1 costs have risen from £100m to £186m and the Phase 2 costs from £45m to £69m, i.e. early years expenditure has increase from £145m to £255m. Excluding the £80m we originally assumed for the cost of developing the Northern Grass in line with the phased programme now presented, the net costs for the airport related development south of the road is expected to be incurred as follows:

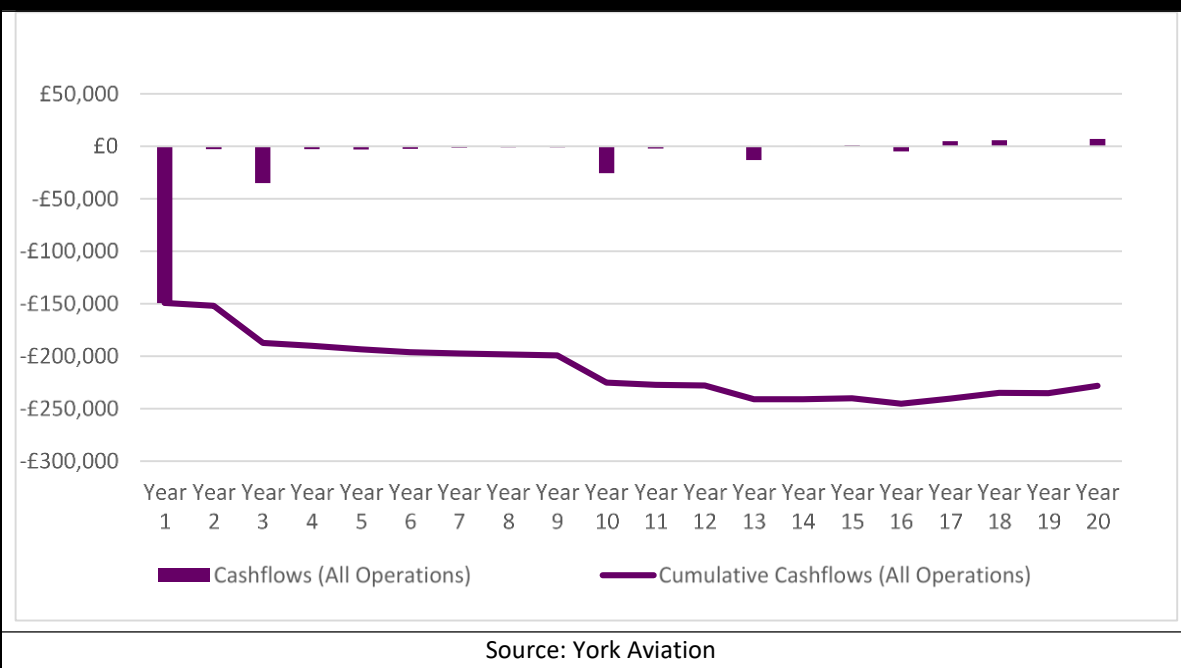
- Years 0/1 £144m
- Years 3/4 £31m
- Years 9/10 £25.2m
- Year 13 £12.8m
- Year 16 £6.4m
- Year 19 £6.4m

Of course, if the uses proposed for the Northern Grass are now assumed to be strictly airport-related, these uses would not be expected to generate significant commercial property income and so the net effect of allowing for the investment required to open up the Northern Grass is likely to materially worsen the financial position compared to more general business park uses which might have provided some element of cross subsidy to airport operations.

Overall, the increased upfront costs have significant implications for the cumulative cashflow based on more realistic revenue assumptions as set out in Section 7 of our 2019 Update Report, even assuming RSP's demand 'forecasts' could be realised. We have updated **Figure 7.2** from

our 2019 Update Report. This shows that on a cumulative cash flow basis, the amount of funding required from debt and equity is likely to reach £250m in around Year 16 before there is any possibility for debt to start to be repaid. It is important to note that interest charges are excluded from this analysis.

Figure 7.2: Scenario 1: RSP Proposals Cumulative Cashflows for Manston Airport (£ million)



As with our previous assessment, we cannot calculate an IRR (internal rate of return) for the first 20 years of the project so our assessment remains that it is highly unlikely that rational investors could be persuaded to invest in the project.

- F.1.15 As we noted in our 2019 Update Report (para. 7.4), RSP has committed to adhering to the principles set out in the Airports NPS of ensuring that its development is cost efficient and sustainable so as to minimise costs to airlines, passengers and freight users, albeit we recognise that these provisions of the Airports NPS may not be directly applicable other than to consideration of the 3rd runway at Heathrow. They are, nonetheless, highly relevant to the consideration of whether any airlines would actually choose to operate from Manston. The answer given by RSP is that *“The Business Model is predicated on being able to offer airport users competitive terms.”* However, as we have demonstrated in Section 7 of our 2019 Update Report and in commenting on the response to Question F.1.5 above, this is far from the case and the anticipated revenues in RSP’s Business Model are far in excess of what users would be willing to pay. There are two possible outcomes; either airlines will not operate to Manston and the expected passenger and freight volumes will not materialise, or the revenues earned will be materially less than set out in the submitted Business Model. Either way, the implication is that the development will not be cost efficient or viable and the operation is highly unlikely to be sustainable, as was the case with previous attempts to operate a commercial airport at Manston. Although

	the answer claims that there will be net benefits to users, these benefits have not been set out or quantified anywhere in the Application Documents.
F.1.16	The economic licensing regime referred to in the Airports NPS applies only to Heathrow and Gatwick currently. The application to other airports is subject to market power assessment. Based on our assessment of the likely market for Manston it is not plausible to assume it would attain a position of substantial market power.
F.1.17	<p>It is important to note that the provisions of the Civil Aviation Act 2012 apply principally in relation to the economic licensing of airports with substantial market power. As this will not apply to Manston, the process of seeking an economic licence will not apply. In the response, the Applicant appears to confuse the process of applying for an Aerodrome Licence/EASA Certificate with the separate requirements of the Civil Aviation Act 2012.</p> <p>Schedule 8 of the Civil Aviation Act 2012 makes provision for airports with a turnover of greater than £1 million in two consecutive years to obtain a certificate conferring the status as a Statutory Undertaker. RSP will not be able to apply for such a certificate until they have been operational for 2 years and can demonstrate that the turnover threshold has been exceeded.</p>
ND.1.1	<p>The response to this question claims that the Airports Commission did not consider the potential role that Manston might play as a freight airport. In its response to the ExA's questions, the Civil Aviation Authority helpfully provides the submission made by the previous operator of the Airport to the Airports Commission. It is clear here that the proposition submitted by Manston was for a major freight airport (point b) of the submission, which we note was written by the Aviation Strategy and Policy Consultancy now part of Northpoint and one of RSP's current advisers. In the light of this, it is not credible to suggest that the Airports Commission did not consider Manston other than in terms of a role in meeting passenger demand. It is also disingenuous to say that the Airports Commission's Interim Report and shortlisting did not consider freight as benefits to freight users were extensively discussed throughout the Commission's Interim Report (Section 3) and formed part of the consideration of benefits, albeit these could not be specifically quantified (AC Interim Report, para. 3.100). The inclusion of air freight benefits as part of the Commission's Sift criteria is made clear at para. 3.7 of their <i>Guidance Document 02: Long Term Capacity Options: Sift Criteria May 2013</i>. Whilst there may have been further submissions on air freight by TfL on behalf of the Mayor of London (Ramboll/Oxford Economic Report <i>Impacts on the Air Freight Industry, Customers and Associated Businesses 2013</i>) later in the process, it is clear that the Airports Commission gave full consideration to the implications for the air freight sector in its shortlisting process.</p> <p>The proposal that Manston could act as a major freight airport to relieve congestion at the other airports was not followed through/rejected by the Airports Commission, which only mentioned Manston as a possible reliever airport for General Aviation (see our 2019 Update Report para. 2.21). RSP have added reference to passenger capacity in square brackets to quotation from Appendix 2 to the Airports Commission's Interim Report. This is not correct and seeks to mislead the reader. The quotation needs to be read in context of proposition submitted by the operator of Manston which put forward a major freight role.</p> <p>The Applicant also makes reference to the recent policy support for all airports making best <u>use</u> of their existing runways alongside the development of a 3rd runway at Heathrow. This policy still requires the case to be made for each specific airport. As we make clear in our 2019 Update Report (paras. 2.16, 2.17), this requires a realistic assessment to be made of the usage of each runway and the benefits deriving from that usage which can be balanced with any environmental harm that might arise. The policy cannot be taken in isolation without considering the extent to which there are net benefits from the level of usage proposed. The policy does not support safeguarding runways in perpetuity against some prospect of future use.</p>

ND.1.2	<p>The Applicant quotes extensively from the recent Aviation Strategy Green Paper in relation to the Government’s support for the air freight sector. However, the Applicant fails to make reference to how the Government envisages the need to be met (para. 4.49 of the Green Paper): <i>“The government supports continued growth of the air freight sector particularly making best use of existing capacity at airports, to continue to facilitate global trade for UK businesses and consumers. It has already taken action by supporting the Northwest Runway scheme at Heathrow, which has been estimated to nearly double the capacity for freight at the airport to 3 million tonnes per year.”</i> At para. 4.47, the Green Paper makes specific mention of <i>East Midlands and Stansted alongside Heathrow as the principal freight gateways</i>. It is important to note that the reference here is to <i>“existing capacity”</i> rather than existing runways as the means by which the growth of air freight is to be supported.</p> <p>The truth is that there is no specific support in policy for re-opening Manston as an air freight hub. Whilst policy is generally supportive of facilitating air freight, it does not follow that Manston is a solution.</p>
ND.1.3	<p>We note that the answer given here simply refers back to previously submitted Azimuth material. If the ExA had considered this sufficient, we presume that the question would not have been put. It is clear that the Applicant has not given adequate consideration of the alternatives for handling demand for air freight services across the UK.</p>
ND.1.4	<p>The Applicant’s response completely fails to mention the clear position of Government that the requirement for more air freight capacity will principally be met by the provision of the new Northwest runway at Heathrow and through greater use of existing facilities, principally at East Midlands and Stansted. The analysis of the contribution of Heathrow at Section 5.2 of Azimuth’s Vol I appears to proceed from the assumption that the new capacity will principally be used for low cost airlines offering little bellyhold capacity. This is completely at odds with the Airports NPS, which especially sees the 3rd runway as offering the potential for more global connectivity, including to points not currently served, and a doubling of capacity for air freight. Specifically, the Government sees the 3rd runway at Heathrow as: <i>“expected to lead to more long haul flights and connections to fast-growing economies, helping to secure the UK’s status as a global aviation hub, and enabling it to play a crucial role in the global economy”</i> (Airports NPS, para. 3.18). It is these flights that will enable Heathrow to double its freight handling capability.</p> <p>Azimuth erroneously adopt a set of criteria for considering alternative airports in terms of their own asserted requirements for a freight focussed airport. The need for a new freight focussed airport is unsubstantiated by evidence, as we make clear in Section 4 of our 2019 Update Report. In our 2017 and 2019 reports, as well as our 2015 Report for TfL and the Freight Transport Association that Azimuth persist in wrongly interpreting, we make clear that the principal alternative likely to be used for any cargo that could not be accommodated at the Heathrow hub is bellyhold capacity at alternative airports.</p>
ND.1.5	<p>Examination of the Air Cargo World article cited by Azimuth at footnote 5 strongly suggests the information provided relates to rates for scheduled and bellyhold cargo in the run-up to Christmas. This is a transient phenomenon associated with the shipment of goods for Christmas. In any event, even if freight rates for bellyhold rise on a temporary basis, this may still be below the equivalent cost of a dedicated freighter operation as we set out at para. 4.7 of our 2019 Update Report. Given the difference in cost of dedicated freighter operations, these would not solve the problem. We note that the article at Footnote 6 makes clear that this problem was not just confined to the UK or Europe but affected routes between the Far East and the US suggesting that the high seasonal freight rates are a global issue rather than specific to the air freight sector in the UK. Increased bellyhold capacity at Heathrow is likely to be an effective means of ameliorating the seasonal issue in terms of freight rates to and from the UK.</p>
ND.1.6	<p>This response seeks to compare the situation at Frankfurt with that at Heathrow in terms of the number of freighter services operated/the proportion of freight handled on dedicated freighter aircraft rather than bellyhold. The proportions for Paris and Amsterdam are also stated. These four airports are the principal hub airports in Europe. The context for the greater number of dedicated freighter aircraft operated to</p>

these airports is easily explained by the difference in bellyhold capacity offered for sale to non-European points at each of these airports. Based on the Official Airline Guide database (OAG), the tonnage capacity offered in bellyholds of departing passenger aircraft in the week beginning 4th March 2019 was:

- Heathrow - 41,275 tonnes
- Paris - 25,382 tonnes
- Amsterdam - 20,707 tonnes
- Frankfurt - 17,122 tonnes

The relative share of freight carried in dedicated freighter aircraft is in inverse proportion to the amount of bellyhold capacity available at each of the airports.

An important feature of these hub airports is that they have well developed freight forwarding infrastructure concentrated around them given the global connectivity offered by the hubs and the national airlines based there. This consolidation is driven in the first instance by the hub connectivity offered in the bellyhold of passenger aircraft but the existence of the freight forwarding and consolidation centres makes these airports the first choice for dedicated freighters to operate to the extent required to supplement any gaps in the network of bellyhold services available. These conditions are not replicable at other non-hub airports, other than for express freight/integrator operations for which Germany like the UK has specialist airports where such operations are based. Leipzig and Cologne serve as hubs for such operations in the same way as East Midlands serves as the UK main integrator hub. It is notable that, despite handling 44 million passengers a year with major global connections, Munich Airport only handled 3,807 freighters in 2018, despite Bavaria being a major manufacturing economy. This only serves to highlight the special circumstances which make Frankfurt attractive for dedicated freighter operations, notwithstanding its night closure period, and so long as it has available slots. Just as with Heathrow, the attraction of Frankfurt for freighter handling is simply not replicable elsewhere in Germany.

There are also important scale factors that apply to the position of Germany in terms of the total air freight market:

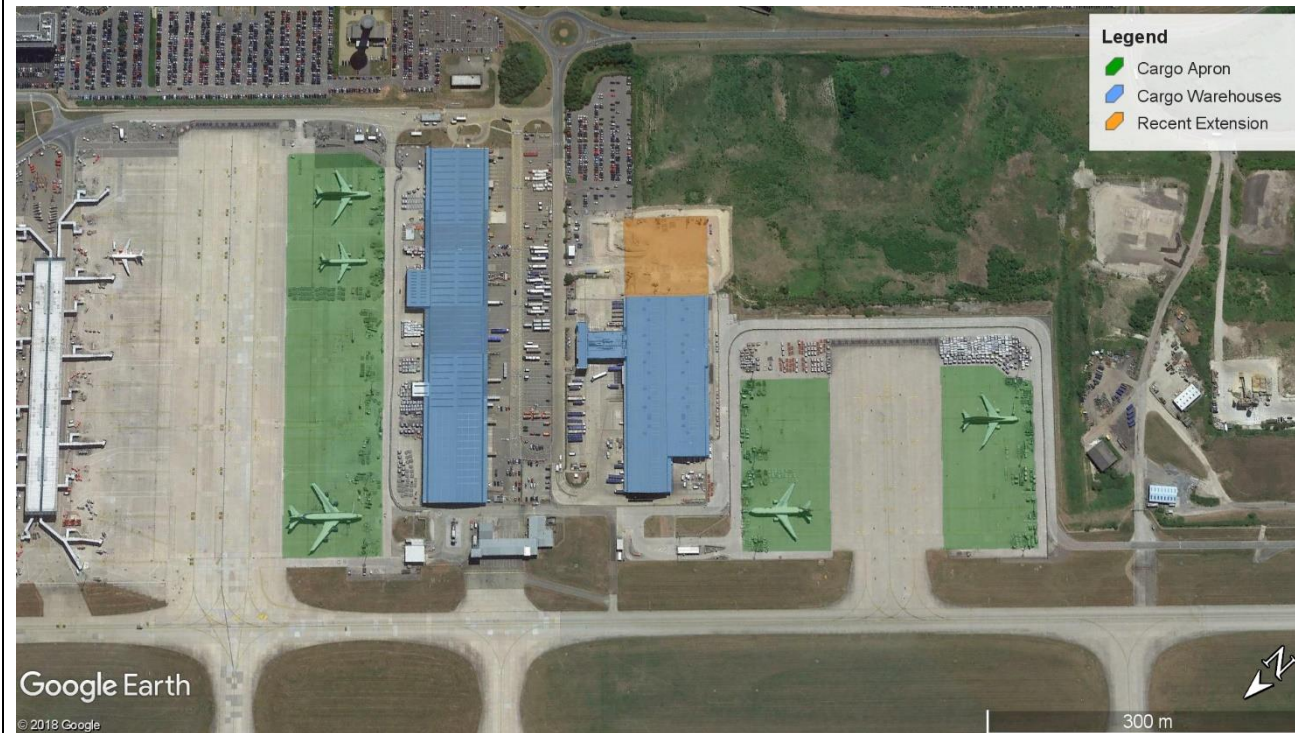
- the economy is around 30% larger than the UK;
- of which manufacturing's share is over 20% compared to 9% in the UK;
- the population is around 25% higher than the UK driving imports.

Hence, it is unsurprising that the need for air freight capacity is greater to and from Germany than to and from the UK. Furthermore, Germany's central location within Europe means as it acts as a distribution hub for much of Central Europe, well beyond its borders, in a manner that the UK could not hope to replicate. Hence, given the more limited bellyhold capacity available at Frankfurt, the need for more dedicated freighter operations is hardly surprising. The fact that they choose to operate to Frankfurt despite the night closure period is a sign of the power of the hub.

When the economic factors are properly considered, alongside recognition of the special characteristics that give rise to demand for cargo services to major national hub airports, the relative performance of Frankfurt and Heathrow is easily explained. The UK is currently adequately

	<p>served by the existing combination of bellyhold capacity and freighter capacity available at Heathrow, East Midlands, Stansted and other existing airports, as shown in Figure 4.7 of our 2019 Update Report. The situation at Frankfurt is simply not a relevant comparator with the key requirement being increased global connectivity at Heathrow, that the 3rd runway will provide, rather than an increase in capacity for dedicated freighter aircraft at a remote location.</p>
ND.1.7	<p>This response continues to rely erroneously on our work for TfL and the FTA. We previously corresponded with Dr Dixon of Azimuth Associates regarding their misinterpretation of this work (see correspondence attached at Appendix B). Azimuth's response explains our use of a gravity model approach to look at how any excess demand for air freight capacity might be dispersed in the event of there being a shortage of capacity across the main London airports. What the response fails to recognise is that the expected distribution of any air freight which could not use the London airports (see page 23 of our report for TfL and the FTA attached as Appendix C) was based not solely on access times but on the attractiveness of alternatives in terms of bellyhold and freighter capacity available. The share of the main European hubs is, thus, a reflection of the relative strength of their networks including bellyhold capacity, offering capacity at competitive freight rates; a competitive position that Manston would simply not be able to replicate. A dedicated freight airport would be expected to intercept no more than a small fraction of any displaced demand.</p> <p>The response goes on to wrongly ascribe diversion to Europe to lack of facilities at UK regional airports but the real issue is bellyhold capacity on long haul services coupled with the structural focus of the forwarding and consolidation sector adjacent to the main hub airports, including Heathrow. Manston would not address this structural issue, which is, indeed, one of the main reasons why Manston would fail. It should be noted that Heathrow is addressing the congestion in its cargo centre (See para. 4.21 of our 2019 Update Report) and there is no evidence that other UK airports have suffered from equivalent congestion issues such as to impact on their attractiveness.</p>
ND.1.8	<p>We would note that response the perhaps wrongly assumes, as Azimuth does throughout its reports, that air freight using the London airports is necessarily destined for London and the South East only. This table of comparative journey times set out in the response might be relevant for the fresh fruit and flowers market that Manston used to handle and might recapture if the price charged to airlines was low enough but it is not relevant for the bulk of cargo that Manston would need to attract if it were to seek to achieve the share of the UK market asserted by Azimuth. Our analysis, set out in Figures 4.4 and 4.5 of our 2019 Update Report, shows how widely dispersed across the UK the market for air freight is. Our analysis would suggest that only around half of UK air freight is destined for or originates in London and the South East but, despite this, regional airports handle only 23% of freight tonnage. This analysis would point to at least 1/3 of freight using London airports as having an origin or destination elsewhere in the country. Hence, the relevant journey times are not to specific distribution centres serving London (such as Sainsbury's local distribution centres) but to Heathrow where much of the total UK air freight is consolidated into economic loads and to the 'Golden Triangle' for UK distribution in the vicinity of East Midlands and the M1/M6 junction. Manston has no real advantage in the former case and is not an option in the latter. We would suggest that the contour maps provided by the Applicant in the appendices only serve to make this point.</p> <p>This response also contains the extraordinary claim that Stansted does not have a dedicated freight facility. The cargo facilities at Stansted are described at https://www.stanstedairport.com/about-us/cargo/. This states that Stansted has a 'World Cargo Centre' with 55,000m² of warehouse and office space. This facility is currently split over two warehouse units, the larger of which has been in operation since before 2000 with the second being added around that time. The second and smaller unit has been recently been extended and it is clear that Stansted has significant space safeguarded adjacent to the cargo facilities and cargo aprons to expand further. Stansted's dedicated cargo</p>

stands can simultaneously accommodate 4 x A380, 3 x B747-8F, 1 x B747-400F and 1 X B767-300 or up to 15 smaller code C aircraft. The scale of facilities is substantial as illustrated in the satellite picture below.



ND.1.9 We note the explanation given regarding the difference between express freight or integrator operations and the more general air freight model. There is no evidence that the UK needs a dedicated freight hub for general air freight given the substantial bellyhold capacity available at Heathrow and growing bellyhold capacity at UK regional airports. Any growth in freighter aircraft movements in the UK in recent years is almost entirely within the integrator model.

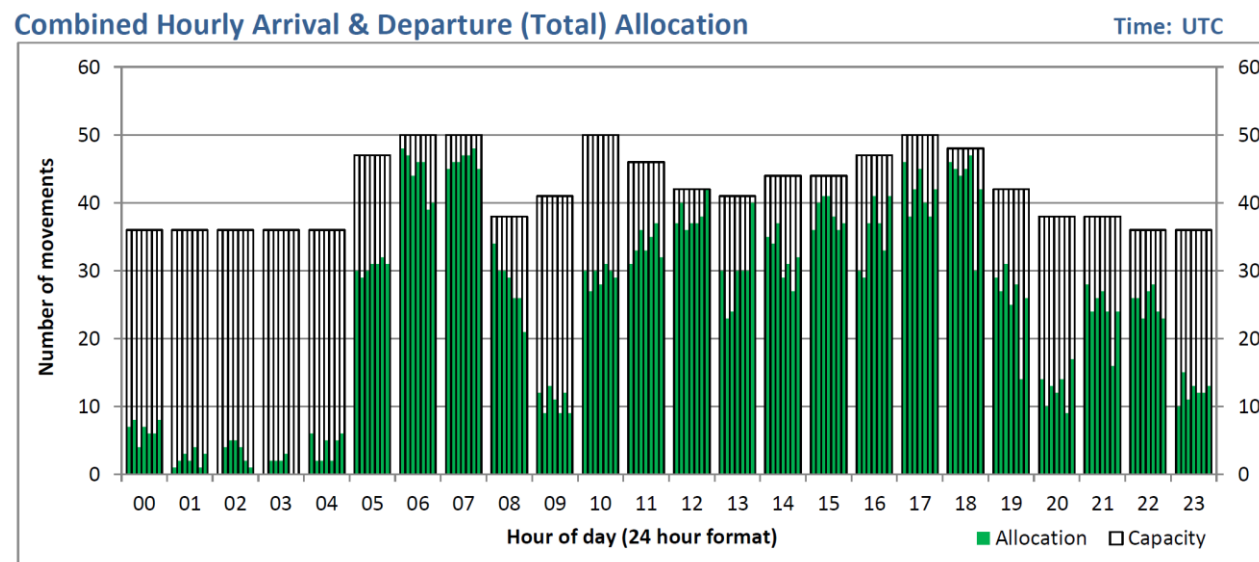
ND.1.10 It is important to note that the table reproduced in the Azimuth Reports from the DfT's 2017 UK Aviation Forecasts reflects the position on the basis that no additional capacity is provided at any of the London airports. To a large extent, the identified constraints relate to passenger capacity defined in planning conditions. The table takes no account of consented increases in passenger capacity at Stansted, the third runway at Heathrow and any other capacity developments in the pipeline. Hence, this chart is of no relevance to considering the extent to which there would be capacity for more freighter movements across the London airports.

Part ii) of the response contains another extraordinary statement that little additional terminal or runway capacity has been added at UK airports for decades. This appears to ignore the development of a second runway at Manchester, Terminal 5 at Heathrow, expansion at Gatwick and Stansted, Luton's expansion to 18 million passengers a year. The response claims that Manston is required because further expansion elsewhere will take time. However, as we have identified in our 2019 Update Report, there is no immediate shortage of air freight

	capacity. Even on the basis of the table referred to at i) of the answer, Stansted Airport would not be expected to be full until 2040 by which time R3 at Heathrow will have been in place for some time.
ND.1.11	<p>The Applicant gives another extraordinary response that most freighter movements do not operate to a timetable and are ad hoc based on demand. This is wrong and misleading. Integrator operations all operate to timetables but these are not usually published in a central database. At Frankfurt, 18,000 of the 28,000 dedicated freighter movements in 2018 operated to a published timetable; of the rest, we would expect a substantial proportion to have been integrator movements also operating to a timetable but not published as such. The published freighter schedule is already in place for much of the next 12 months with over 15,000 movements already timetabled (see timetable information extracted from OAG at Appendix D). The number of scheduled freighter movements in the UK is lower at over 7,000 dedicated freighter movements already scheduled for the next 12 months. It is important to note that the schedule will not be complete for the winter scheduling season (from Nov) at this point in time, so the final total of annual scheduled freighter movements will be greater.</p> <p>In the response, Azimuth Associates wrongly interprets the increase in cargo tonnage between Frankfurt and China as indicating an increase in trade. This is not necessarily so. Similarly, the Manchester study looked at increased cargo export figures from Manchester Airport once Hainan Airlines commenced the operation of a passenger flight offering bellyhold capacity but, whilst exports flown from Manchester to China increased, the total of UK exports fell negating the effect of any increase in exports flown to/from Northwest England. It is also relevant to note the Cathay Pacific example cited in our 2019 Update Report (para 4.19), where a dedicated freighter operation was replaced by bellyhold capacity as a more cost effective operation. The ability to carry bellyhold freight is integral to a route's viability but the overall route economics enable cargo capacity to be sold at a lower rate per tonne than dedicated freighter operations (see 2019 Update Report para. 4.7).</p> <p>The thrust of this response ultimately describes ad hoc freighter operations, which are largely charter operations, which made up around 36% of all freighter movements in the UK in 2017, i.e. c.19,000. Of these, over half are within the UK. This again serves to indicate the small scale of the market from which Manston hopes to attract a share.</p> <p>We have addressed the low probability of Manston attracting operations by Amazon's dedicated freighter fleet in our Update Report at para. 3.10.</p>
ND.1.12	<p>We note that the sample routes used in the freight rate graph do not relate to the UK. Indeed the market where rates show the most volatility is Hong Kong-North America where there is no suggestion that lack of airport capacity drives rates higher. The volatility in the rates on the European markets illustrated is less. Even so, the range of volatility looks to be around 2.5x, less than the 4.5x estimated cost differential of using a dedicated freighter compared to bellyhold capacity. Hence, these examples do not provide evidence that there is a role for dedicated freighters to be operated, even on an ad hoc basis at times of seasonal demand. Any relief role for Manston as asserted is likely to be limited.</p> <p>The Heathrow quotation referenced in the response points to the need for more bellyhold capacity on passenger routes, which R3 will permit, rather than a need for dedicated freighter aircraft.</p>
ND.1.13	Much of the response simply repeats material already contained in the Azimuth Reports. As we have addressed in some detail in both of our reports, Azimuth's interpretation of UK air freight statistics is flawed and betrays a lack of understanding of the market dynamics. The fact that the UK is now experiencing strong air freight tonnage growth suggests that the performance of the sector is less related to congestion and more to underlying economic factors. There has been no shortage of capacity for freighters at airports other than Heathrow, specifically Stansted and EMA so, if anything, any restrictions in freighter growth reflect Heathrow specific issues, rather than a general constraint, which

Manston cannot address any more than the already well established airports. As we have pointed out in response to ND.1.6 above, the reason that a greater proportion of freight is carried in dedicated freighter aircraft at the Frankfurt hub is a result of the substantially lower volume of bellyhold capacity available rather than any constraint on dedicated freighter operations at Heathrow.

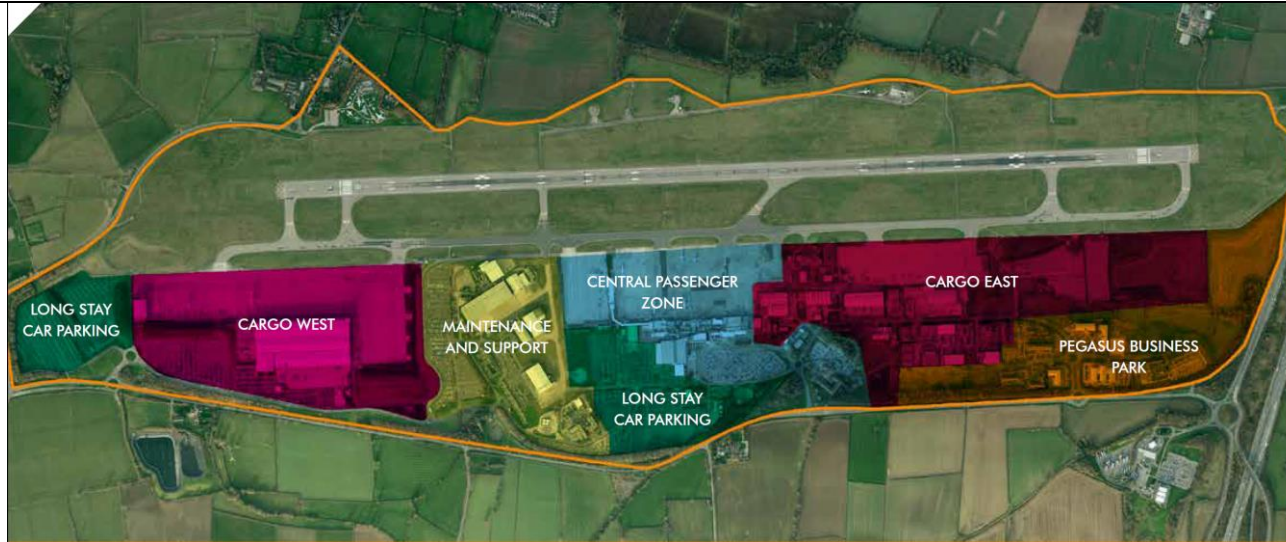
In terms of whether Stansted operates under capacity constraints for cargo aircraft, the Applicant tries to infer from growth in passenger aircraft movements (ATMs) and a fall in cargo ATMs that this can only be due to passenger aircraft crowding out cargo aircraft. First of all, as we have pointed out in response to ND.1.8 above, Stansted operates with dedicated freight aprons and so there is no conflict between the stand occupancy requirements of low cost carriers and those of cargo carriers. The quotation from Schiphol appears entirely irrelevant in this regard. The Applicant wrongly uses the initial raw slot demand at Stansted in the answer to ND.1.18 to suggest that Stansted Airport is more constrained than it actually is. The correct information to use is the pre-season allocation of slots which we illustrate below for Summer 2018 taken from the Airport Coordination Ltd Pre-Season Report https://www.acl-uk.org/wp-content/uploads/2018/03/STN_S18_SOS.pdf.



The graph above shows the actual spare runway capacity to accommodate additional freighter movements at Stansted at the start of the summer season in 2018. As can be seen there is ample spare capacity for additional ad hoc freighter movements to be scheduled if required (the already timetabled operations will be included in the chart).

The response also cites the recent Steer 2018 report for Airlines UK (see para. 4.6, 4.16-4.19 of our 2019 Update Report) in relation to recent airfreight growth to and from the UK compared to faster growth across Europe and, whilst acknowledging that this may be in part due to underlying economic factors, attempts to assert that it is somehow due to constraints on dedicated freighter operations at Stansted. The evidence shows this to be simply nonsense.

ND.1.14	<p>The Applicant has appended to this response its correspondence with the Department for Transport. Unsurprisingly, Azimuth Associates repeats its view that the Department's assumption that there will be no growth in dedicated freighter movements to and from the UK is wrong. Contrary to what is inferred in the response, the Department has not promised to produce a forecast of dedicated freighter movements, notwithstanding the current growth in cargo tonnage. What the Department actually said was: <i>"The Department is currently reevaluating air freight policy as part of the developing Aviation Strategy, and you may have seen last July's Call for Evidence and the recent (April 2018) Next Steps response documents which set out some initial options.....We take your suggestion of conducting more detailed modelling of air freight on board and will consider it along with the other suggestions we have received as part of the strategy."</i> It is evident from the section on the Supporting Freight at paragraphs 4.45 to 4.50 of the Green Paper that the Department has not taken up the suggestion that detailed forecasts of dedicated freighter movements should be produced. Rather as covered in earlier responses, the Department has placed particular emphasis on the role of the existing airports Heathrow, East Midlands and Stansted and stressed the expected doubling of air freight capacity at Heathrow. In the context of the emphasis that the Department is placing overall on ensuring that the UK has sufficient airport capacity in the right places to support the broader economic growth agenda, it is inconceivable that they would not have factored into their analysis of the capacity requirements, as set out in the October 2017 <i>UK Aviation Forecasts</i>, the need for more dedicated freighter aircraft if they believed it to be a likely requirement. In our discussions with the Department, we are not aware of any intention to produce forecasts of freighter aircraft movements in the near future.</p>
ND.1.15	<p>In this response, the Applicant attempts to assert that capacity for dedicated freighter aircraft at East Midlands Airport (EMA) is somehow constrained by capacity. At 76,000 annual aircraft movements in 2018 according to CAA Airport Statistics, EMA has ample spare runway capacity. A single runway can typically support well over 200,000 aircraft movements a year before significant constraints start to arise. The Airport's 2015 Sustainable Development Plan (https://live-webadmin-media.s3.amazonaws.com/media/2934/ema-sdp-2015-land-use.pdf) identifies land and facilities to support 10 mppa (up from 4.9 mppa) and 1.2 m tonnes of cargo (from 360,000 tonnes). The forecast tonnage is 700,000 tonnes by 2040, which the Applicant appears to have incorrectly construed as a capacity constraint. Land is clearly zoned for expansion in Cargo East and West as illustrated below.</p>



The reason why the EMA plan places emphasis on meeting integrator demand is because this is where there is demand for growth in dedicated cargo services. More general freighter movements could be accommodated if there was demand. Given the position of the Airport next to the East Midlands Gateway logistics park (<https://www.slp-emg.com/c/location.php>), it is highly unlikely that further expansion of cargo facilities at the Airport would be refused. Specifically, policy EC4 of the North West Leicestershire Local Plan supports growth at the Airport in line with its Master Plan (subject to environmental assessment):

“Policy Ec4 – East Midlands Airport

- (1) The growth of East Midlands Airport will be supported provided development that gives rise to a material increase in airport capacity or capability:*
- (a) Is limited to that necessary to support an airport capable of handling up to 10 million passenger and 1.2 million tonnes of cargo per year; and*
 - (b) Incorporates measures that will reduce the number of local residents affected by noise as a result of the airport’s operation, as well as the impact of noise on the wider landscape; and*
 - (c) Incorporates measures to ensure that local air quality satisfies relevant standards; and*
 - (d) Is accompanied by improvements in public transport access to the airport and other measures that will reduce the level of airport-generated road traffic (per passenger); and (e) Will protect and enhance heritage assets within the vicinity of the airport.”*

In the light of this policy support, it is simply unreasonable to assert that EMA operates under any real or prospective constraint on its air freight operations for the foreseeable future.

	<p>The Applicant claims that it has taken the potential for EMA to increase from 360,000 tonnes of cargo to 1 million tonnes in its forecasts. It is totally unclear how this scale of growth has been factored in (see Figure 4.7 of our Update Report) as the Applicant's methodology for forecasting freight movements and tonnage is totally opaque.</p>
ND.1.16	<p>In this response, the Applicant claims night flying by integrators due to passenger flights crowding out movements during the day. This is patently untrue as the pattern of operation at EMA shows (see Table 3.2 of our 2019 Update Report).</p> <p>The response goes on to claim that it is not proposed for Manston to have an integrator base, yet the information provided in Appendix 3.3 to the ES shows that 48% of freighter aircraft movements in Year 20 (more in the earlier years) are expected to be operated by the integrators DHL or Fedex, including feeder flights by small aircraft which clearly implies the expectation of an integrator hub operation. At 8,327 integrator movements in Year 20 (as shown in the ES), Manston would be expecting to operate around 60% of the total number of integrator flights at East Midlands. By any measure, this implies some form of base or hub operation. Such an operation would only be possible if the airlines could operate a similar pattern of day/night movements as seen at EMA, as we outline at paras. 3.37-3.44 of our 2019 Update Report. Even if the operation was on a non-based basis, the pattern of day night movements would be very similar as it should be noted that EMA operates partly as a hub but also as a spoke to DHL's main operation at Leipzig. These movements would have to operate with timings based on late evening arrivals from the main hub and early hours' departures.</p> <p>The Applicant should be asked to clarify as a matter of urgency the intentions regarding integrator operations as, if these movements are removed from the forecasts, the number of predicted freighter aircraft movements is below the threshold for an NSIP (see para. 3.46 of our 2019 Update Report)</p>
ND.1.17	<p>The respondent does not actually answer the question posed. The answer deals with trucking of food, which is not an indication of high value air freight potential. As explained in Section 4 of our 2019 Update Report, trucking of freight between hubs is an integral part of the air freight system. The DfT figures referred to by the Applicant are travelling under an airway bill and will meet required delivery times for the high value/low weight model. Such freight is not a separate category of air freight and would normally be considered as part of the general air freight sector - see Steer Report for Airlines UK (http://airlinesuk.org/wp-content/uploads/2018/10/Assessment-of-the-value-of-air-freight-services-to-the-UK-economy-Final-Report-v22-Oct-2018-b-SENT.pdf) para 2.8ff for a description of different types of freight operation. This explains that the role of trucking is integral to general air freight handling (paras. 2.17-2.19) and not necessarily of itself any indication of capacity constraints but is simply a manifestation of how the market works.</p>

ND.1.18

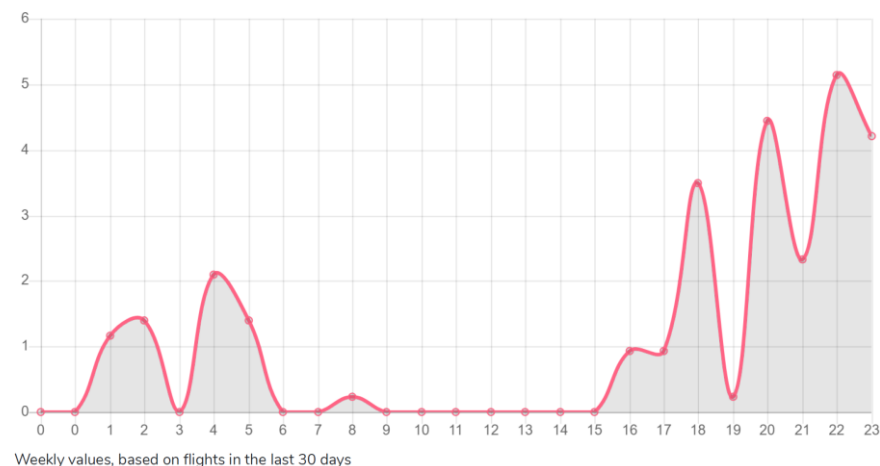
The answer refers to Stansted's previous passenger cap of 35 mppa but fails to recognise that this has been increased to 43 mppa. The response again confuses the DfT's 2017 presentation of the limiting capacity at each airport as being a movement limit not a passenger limit. It is clear from reading the DfT 2017 UK Aviation Forecasts, specifically Tables 63, 64 and Fig 7.4 (as reproduced at Fig 2 of Azimuth Vol I) that the limits reflected, particularly for Stansted, are based on passengers. Table 66 of the DfT UK Aviation Forecasts 2017 shows clearly that Stansted's peak forecast number of ATMs is 212,000 ATMs, i.e. the Airport is not projected to fully use its consented movement capacity of 274,000 ATMs, of which the limit for cargo flights is now 16,000 per annum as per new permission, i.e. 60% growth in cargo flights above current levels. It is simply wrong to assert any form of imminent constraint on the overall number of freighter aircraft movements at Stansted. The concept that MAG is favouring low cost airlines over freight at Stansted is pure speculation and without any foundation. Nor would air traffic control delay freighter operations to favour passenger flights but they would adhere to air traffic flow management slots as issued by Eurocontrol based on filed flight plans. In truth, there is no evidence that freighter operations are restricted at Stansted. Any short term fall in freight tonnage is almost certainly coincidental and related to underlying economic factors. As illustrated in response to ND.1.13, Stansted has recently extended its cargo facilities, which it would not have done so had it intended to force out freighter activity.

As we have noted in response to ND.1.13 above, the Applicant uses the Stansted raw demand graph rather than the correct allocation chart. There is currently plenty of spare runway capacity at the times when the freight operators want to fly.

We have looked at the times when the airlines currently want to fly (on the basis that there is no evidence that airlines are currently constrained from operating at the times they wish by any current capacity constraint at Stansted). The full details are given in **Appendix E**. Summary graphs are shown below:

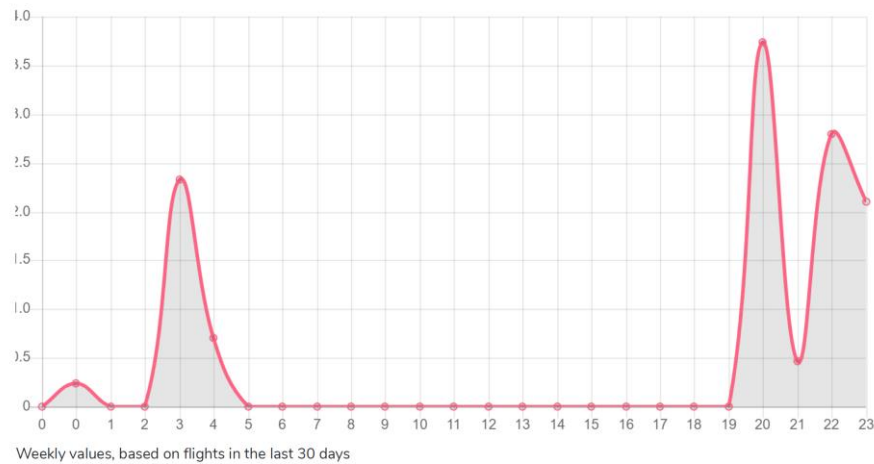
Fedex

Departures per Hour

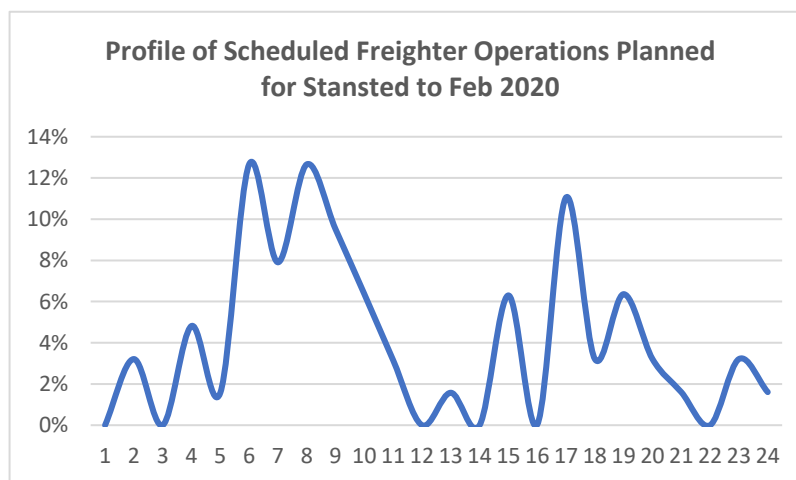


UPS

Departures per Hour



Scheduled Freighter Operations



It is clear that the integrators operate primarily at night with c.36% of all departures at night and a similar pattern for scheduled freighter operators. In overall terms, we estimate that around 45% of all non integrator freighter aircraft movements at Stansted operate with either an arrival or departure in the night period. If these operators had to move from Stansted due to the effect of night constraints, they would only

	<p>do so to an airport that could provide the flexibility to maintain current schedules, i.e. for Manston to be a candidate it would require to be able to operate a substantial number of night flights, well in excess of the proposed night quota in the Noise Mitigation Plan.</p> <p>The situation at Amsterdam has also been misinterpreted by the Applicant. The 80% use it or lose it rule for slots has been in place under EU Regulation 95/93 for many years. This means that systematic off-schedule operations by any airline may result in some airlines losing their grandfathered slots and, with an airport at its overall annual movement limit, alternatives at a different could not be allocated as would have been the case before the limit was reached. This is not some new rule aimed at cargo carriers specifically but a part of EU law.</p>																										
ND.1.19	<p>It is interesting to note that the Applicant does not expect the position of most freight at Heathrow being carried bellyhold in long haul passenger aircraft to change once R3 opens. In terms of the balance of slot usage with R3, it is Government policy that the use of R3 should be focussed particularly on securing global connectivity and in ensuring improved regional domestic connectivity through the ringfencing of some slots (see Aviation Strategy Green Paper para. 3.52). On this basis, the Applicant's estimate of 85,000 of new slots being for long haul services is almost certainly conservative but would still represent an increase of c.50% in global connectivity compared to 2018 (c.175,000 long haul flights based on OAG data). The current bellyhold capacity offered for sale at Heathrow on long haul routes is c. 14 tonnes per sector on average (OAG). On this basis, 85,000 additional flights would equate to 1,200,000 tonnes, i.e. taking Heathrow to the 3 million tonnes total. It should be noted that this is a throughput estimate not a formal constraint so the tonnage achieved could be higher. Contrary to assertions made by Azimuth in its reports, newer aircraft types carry more tonnage per flight meaning that the future bellyhold capacity is likely to be greater on average per aircraft than today. Hence, Heathrow might well achieve more than 3 million tonnes of cargo once R3 is operational. We have extracted bellyhold tonnage capacities being offered for sale on average by aircraft type on 28th Feb 2019 to illustrate the high capacity offered by some newer types, in particular the Boeing B787:</p> <table border="1"> <thead> <tr> <th>Type</th><th>Bellyhold Tonnage</th></tr> </thead> <tbody> <tr> <td>Airbus A330</td><td>11.0</td></tr> <tr> <td>Airbus A340</td><td>12.7</td></tr> <tr> <td>Airbus A350</td><td>20.0</td></tr> <tr> <td>Airbus A380 Passenger</td><td>20.2</td></tr> <tr> <td>Airbus Industrie A330</td><td>13.5</td></tr> <tr> <td>Airbus Industrie A350</td><td>20.0</td></tr> <tr> <td>Boeing 737 Passenger</td><td>5.4</td></tr> <tr> <td>Boeing 747 (Passenger)</td><td>15.2</td></tr> <tr> <td>Boeing 757 (Passenger)</td><td>7.1</td></tr> <tr> <td>Boeing 767 Passenger</td><td>13.9</td></tr> <tr> <td>Boeing 777 Passenger</td><td>23.2</td></tr> <tr> <td>Boeing 787</td><td>38.2</td></tr> </tbody> </table>	Type	Bellyhold Tonnage	Airbus A330	11.0	Airbus A340	12.7	Airbus A350	20.0	Airbus A380 Passenger	20.2	Airbus Industrie A330	13.5	Airbus Industrie A350	20.0	Boeing 737 Passenger	5.4	Boeing 747 (Passenger)	15.2	Boeing 757 (Passenger)	7.1	Boeing 767 Passenger	13.9	Boeing 777 Passenger	23.2	Boeing 787	38.2
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	<p>We would also highlight that the Boeing industry reports, on which Azimuth seek to place substantial reliance throughout their reports, quotes lower (belly) hold capacity growth on passenger aircraft of 6% in their <i>World Air Cargo Forecast 2018-2037</i> (Executive Summary page 7) so Azimuth are simply wrong to speculate that the ability to carry bellyhold is reducing not increasing.</p> <p>We would reiterate para. 2.15 of our 2019 Update Report that Heathrow with R3 provides for growth for 31 years.</p>
ND.1.20	<p>This response seems to proceed from the premise that Heathrow could only attain 3 million tonnes of cargo per annum through extensive introduction of freighter flights. As we have demonstrated in response to ND1.19, this is easily deliverable from bellyhold capacity. Once again, the response is littered with speculation about the need to demolish Terminal 4 to provide more cargo aircraft stands, which is without substance. The fact that slots to use R3 may be released incrementally is not an issue as the release will be in line with demand.</p> <p>The Applicant again claims that it has taken account of growth in air freight capacity at Heathrow in its forecasts for Manston. Once again, this is totally opaque in the methodology. Our assessment (see Section 3 of our 2019 Update Report) is that there will be ample spare capacity.</p> <p>The remainder of the response asserts that, notwithstanding growth in capacity at Heathrow and elsewhere, there will be 400,000 tonnes of freight by 2050 which will require a dedicated freighter operation. This appears to be estimated by growing the current tonnage on dedicated freighters at the London airports by c.2% p.a. However, it does not follow that this freight would not be better suited to using the increased belly hold offer from Heathrow with a 3rd runway. As we have pointed out at paras. 4.4 and 4.19 of our 2019 Update Report, there is clear evidence of airlines discontinuing dedicated freighters when increased bellyhold capacity is available. Comparisons between Heathrow and Frankfurt (see ND.1.6) reinforce the point. Freighters, other than integrator operations and a small number of niche ad hoc/charter operations, fill the gap when bellyhold is not available rather than being a distinct market as the Applicant's response appears to suggest.</p>
ND.1.21	We note the team experience cited. There is little here to give confidence that the team could bring Manston to profitable operations.
ND.1.22	Again, this answer appears to assume that freight is necessarily destined for Central London. Whilst this may be true for urgent documents carried by the integrators, is it not the case for the vast bulk of air freight. Otherwise, the Applicant's answer describes well the reasons why EMA is the main UK freight hub.
ND.1.23	<p>We do not dispute that a 'No Deal' Brexit could lead to delays at the border for trucks in the short term until new systems and processes are put in place.</p> <p>However, the bigger issue with a 'No Deal' Brexit is likely to be the overall impact on the economy. Forecasts suggest that the economy could be up to 9.3% smaller than it would otherwise be in the event of 'No Deal' (https://www.bbc.co.uk/news/uk-politics-46366162). There would simply be less demand for freight transport so reducing any market that Manston might avail of. This is likely to be a much more significant factor in terms of the prospects for dedicated freighter operations at Manston than short term issues of customs clearance at the Channel crossings.</p>
ND.1.24	The response that increased security measures could result in increased delays to cargo on passenger aircraft is pure speculation. The assertion is unsubstantiated and runs counter to the thrust of the Aviation Strategy Green Paper (Section 5) whereby the Government has set out a clear intention to improve the passenger experience.
ND.1.25	The advantages of dedicated freighter operations cited by the Applicant come at a cost which few shippers of general cargo are willing to pay. There is always an economic trade-off between time and cost so, for most air freight, the hub and spoke system works well as it does for passengers. Whilst Azimuth quotes <i>Boeing 2016 World Air Cargo Forecast</i> as saying 80% of cargo between Asia and Europe used dedicated

	<p>freighters, the latest Boeing 2018 report (referred to earlier) shows this proportion has fallen to 75%. Hence, it is completely wrong for the Applicant to claim that there is not a general trend to a reducing share of cargo carried on dedicated freighter aircraft. The trend is clear and relates to the overall cost effectiveness of transporting goods. Boeing, in its 2018 report, stresses that dedicated freighters tend to concentrate on the main trade routes whilst bellyhold and hubbing provides the global reach. This contrasts with the view of the Applicant that some how dedicated freighters offer more flexibility to get goods from A to B.</p> <p>The response appears to cling to the belief that decline in freighter use is due to the lack of a dedicated freight airport, citing Leipzig and Liege as having few passengers and seeking to dismiss East Midlands and Stansted as freight airports because they handle more passengers than Leipzig and Liege. At 4.9 mppa, East Midlands is still a relatively small airport in passenger terms and remains able to focus largely on freight. It is frankly ludicrous to liken East Midlands Airport to Amsterdam Schiphol, which handled over 71 million passengers and nearly 500,000 ATMs in 2018.</p> <p>Reference again made to the potential for Amazon dedicated freighter operations. It is important to understand the purpose of Amazon's freighter operations in the context of the US market. The operation of their own aircraft is about feeding their distribution centres to keep them stocked with product https://aviationweek.com/commercial-aviation/amazon-air-seen-little-threat-incumbent-package-carriers. The circumstances in the US are very different and distances in the UK much shorter so delivery times can be met from depots in the centre of the country without the same need to fly between distribution centres.</p>
ND.1.26	<p>This answer again seeks to draw comparisons between Stansted, East Midlands and Amsterdam Schiphol Airports. We note that this answer correctly quotes the planning conditions at Stansted which were inaccurately cited earlier in the Applicant's responses. The response also states that constraints at East Midlands will be overcome when the new UPS handling facilities are operational. Whilst these facilities will enable UPS to grow to a scale to match DHL, we are not aware of any evidence that activity at East Midlands has been constrained to date.</p>
ND.1.27	<p>The response continues to assert that the decline in dedicated freighters in the UK is due day and night time slot constraints. This is not borne out by experience at the UK's unconstrained airports albeit this may have been a factor, in part, at Heathrow. However, to the extent that there has been any constraint at Heathrow, this has not manifested itself in growth in dedicated freighter movements elsewhere, despite both Stansted and East Midlands having ample spare capacity. There is no reason why the re-opening of Manston would make any difference to the clear trend.</p> <p>It should be noted that globally Boeing (2018) forecasts growth in freighters operating globally of 70% but 100% growth in freight. This suggests a global decline in the freighter share of the market of at least 17.5% over 20 years (and more if capacity of dedicated freighter aircraft were to increase relative to increase in bellyhold capacity). The decline in freighter operations is likely to be strongest in markets where there is strong growth in bellyhold capacity, as would be the case with a 3rd runway at Heathrow.</p>
ND.1.28	<p>This response again says that the focus of Manston will not be on integrator operations, yet such operations make up 48% of the Year 20 freighter movements (more in the early years) as set out in Appendix 3.3 of the ES. The Applicant appears not to understand its own evidence. The response says that other than the integrators, dedicated freighter operators do not depend on night flying. However, our analysis of non-integrator freighter operations at Stansted (see ND.1. 18) shows around 45% of operations were dependent on a night movement when either arriving or departing. Hence, the ability for airlines to operate a substantial proportion of their flights at night would be essential to Manston being able to attract such operations.</p>

ND.1.30	<p>This response is wrongly dismissive of the work of Aviasolutions for Thanet District Council (see Section 6 of our 2017 Report). The response also refers erroneously to a footnote on page 14 of Avia’s 2017 commentary on Local Plan Consultation Responses, whereas the question refers to Aviasolutions earlier 2016 Report. As we point out in our 2017 Report (paras. 6.8 and 6.16), Aviasolutions correctly interprets our report for TfL and the FTA in 2015. Despite having been told in 2017 that they were misconstruing the meaning of the analysis contained in this report (see ND.1.7), the Applicant clings to its erroneous interpretation of our 2015 Report and quotes in this answer a claimed freight capacity shortfall of 2.1 million tonnes without any new runway or capacity across the London airports as the basis for its claim that Aviasolutions got it wrong. Our views and those of Aviasolutions do not diverge as the Applicant claims, they are in essence the same. The Applicant’s view is where the error lies.</p> <p>It is important to note in relation to the role of trucking in the market that this is a matter of cost as well as speed. Dedicated freighter services would not address this issue.</p> <p>The Applicant continues with further criticisms of the Aviasolutions analysis and claims that out of date data has been used because Southend Airport is excluded from the analysis. As any experienced aviation consultant would be aware, Southend has not been included in the CAA Departing Passenger survey in the whole period since 1990, albeit it is being surveyed in 2019. Whilst we noted the Aviasolutions work in our 2017 Report, we have conducted our own analysis of the market from first principles. The Applicant asserts that, somehow, the performance of Manston will be different and claims to use more up to date data than used by Aviasolutions. However, this is not so, as much of the analysis set out in the Azimuth Reports relies on data and analysis used by the Airports Commission in 2013-2015 and fails to take into account subsequent developments and decisions. Once again, the answer states that the London system will be full by 2030 but, as pointed out numerous times in our Reports and responses, this relates to the circumstance where a 3rd runway is not built at Heathrow.</p> <p>Given that the question from the ExA relates to the Aviasolutions 2016 Report which did specifically address viability, it is important to note the conclusion of that report:</p> <p><i>“7.3.9. Conclusion - The asset would require significant long term investment but would only generate a marginal return on the capital invested. These returns are also predicated on a large number of external variables over which the owner of Manston Airport has limited influence. It is AviaSolutions’ view that based on this scenario there is no viable long term prospect of an economically viable airport being established at Manston”.</i></p>
ND.1.31	<p>This answer largely repeats earlier answers (ND1.18) that MAG has made a strategic choice to favour passengers over freight at Stansted. Nowhere in Section 5.1 of Azimuth Volume I does it quote MAG as saying it prefers passengers over freight, albeit Azimuth construes this to be the case. Paras 2.52, 2.53 of the Stansted Airport Ltd (STAL) Planning Statement (https://www.uttlesford.gov.uk/media/7748/Stansted-Airport-application-planning-statement/pdf/35_Planning_Statement_final_.pdf) for its recent planning application makes clear there are substantial aspirations for cargo growth:</p> <p><i>“2.52 Today, Stansted is the third largest air freight centre in the UK, handling around 10% of the UK’s air cargo market. In 2017, 260,000 tonnes of freight, worth over £12bn, were handled on c.12,000 dedicated freighter flights. This helps connect local firms, small and medium</i></p>

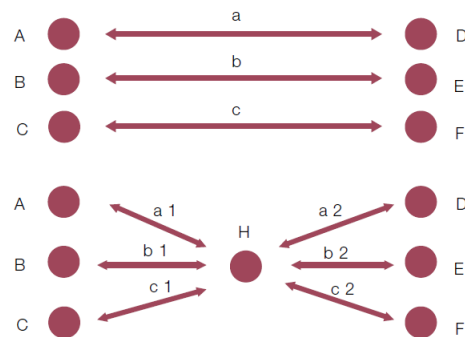
	<p><i>sized enterprises in Essex and hi-tech companies in Cambridge, to global markets. In addition to dedicated air freight, the flights of DHL, FedEx, UPS and Royal Mail provide London with an express cargo hub for time critical, often overnight, deliveries.</i></p> <p><i>2.53 Long haul services, such as those recently announced to the Middle East and North America, also bring trading benefits through the capacity to carry air freight. Belly-hold cargo is an important factor in maintaining the viability of long haul services, as well as giving local businesses easier access for importing or exporting goods. This new cargo capability will complement the existing ‘all freight’ services to, for example, Memphis and Qatar.”</i></p> <p>It is important to note, however, that STAL anticipates that more long haul scheduled services will be the principal means to drive throughput of cargo.</p> <p>We would further note in response to the Applicant’s answer that there is no evidence that there was ever a shortage of capacity at Manston nor that its limited operations in the past were due to any shortfall in facilities. The past performance was reflective of market realities, which have not fundamentally changed.</p>
ND.1.32	<p>This response claims there were no facilities for handling outbound export cargo at Manston, which is absolutely incorrect.</p> <p>The response also restates unsupported expectations of cargo services by type of airline. As we note at para. of our 2019 Update Report, several of the airlines listed as operating in Appendix 3.3 to the ES do not have dedicated freighter aircraft in their fleets. To assist the Examining Authority, we have included the fleet lists of these airlines (from ch-aviation) at Appendix F. Freighter aircraft are denoted by an (F). We have included Qatar Airlines in the list where it is evident that they do operate a young fleet of freighter aircraft but, for the reasons we outline, they are highly unlikely to operate to Manston.</p> <p>We have addressed the shortcomings of the Business Model at F.1.5.</p>
ND.1.33	<p>This answer again is based on there being a shortage of capacity for dedicated freighter operations across the London airports. As we have demonstrated, this is not so.</p> <p>Elsewhere the response is muddled as, whilst it correctly identifies the potential of import of flowers from Africa, it claims that the UK will be importing of consumer goods from Pakistan and exporting clothing. This does not appear to be rational given the relatively limited clothing manufacture in the UK and limited consumer goods exported from Pakistan. The response is also unclear about China and implies that it would be a market for exports rather than the majority of trade currently being imports. In any event, there is no evidence that these markets or goods would be candidates for using dedicated freighters and would more likely seek bellyhold capacity (the experience at Manchester Airport with Hainan Airlines and Cathay Pacific would rather tend to prove this point.) We do not believe that the majority of these goods would be of such an urgent nature as to justify dedicated freighters, other than the fresh flower market that Manston historically handled.</p>
ND.1.34	<p>This answer continues to proceed on the basis that most air freight is to and from London. For the reasons already explained (see Section 4 of our 2019 Update Report), this is not the case.</p>
ND1.35	<p>It is not clear where the figure of 394 perishables flights per year comes from? The ES data at Appendix 3.3 shows 444 such flights (Cargolux from Africa/Nairobi in Year 20). Once again, there is lack of clarity of the basis upon which the application has actually been assessed, with different figures being quoted in different parts of the documentation.</p>

ND1.36	<p>The answer wrongly cites the proportion of KLM passengers within the total passenger forecast. This does not answer the ExA's question as to what proportion would be hubbing at Amsterdam. The answer given appears to mean that the route is assumed to carry 75,000 passengers per annum and does not grow through the period. This would equate to c.52 passengers per flight on average based on the 1,456 movements shown in Appendix 3.3 to the ES. KLM's smallest aircraft, the Embraer175 jet, has a capacity of 88 pax, implying a load factor of 60%. This is below a sensible viability threshold which we have assessed as 80% as an initial minimum rising to 88% (2019 Update Report para. 5.29). KLM's network wide load factor is 89.1% in 2018 (https://news.klm.com/klm-2018-traffic-results/) so the route is unlikely to be viable on the basis set out by the Applicant. We note that the response claims that there have been updated discussions with KLM in Feb 2019. We would not dispute that the airline may have expressed interest in recommencing the service but this may well depend on the support package available from RSP and from local authority stakeholders to support the re-introduction of the service.</p> <p>By way of comparison, our forecasts suggest that, if operated, the route could support 111,000 passengers in Year 20 with 67% connecting in Amsterdam. This would be roughly on a par with the number of passengers carried from Durham Tees Valley to Amsterdam in 2018.</p>
ND.1.37	<p>Part i) of the response fails to address the implications of limits on night flying on the prospects for Manston. In practice, the answer given simply demonstrates that a busy passenger schedule during the day is not an impediment to effective freighter operations as the Applicant has elsewhere tried to argue would be the case at Stansted. For the reasons we have set out at ND.1.6, to the extent that freighters are willing to confine their operations to day time hours at Frankfurt, this reflects the power of the hub and air freight consolidation at Frankfurt which would not be replicable at a small remote airport like Manston. Frankfurt is able to leverage its market power in the air freight sector in the same way as Heathrow.</p>
ND.1.38	<p>The response says that bellyhold freight is only cheaper where "<i>demand outstrips supply</i>". This is economically irrational as normally prices rise as demand outstrips supply. We have explained at ND.1.6 why Frankfurt has more dedicated freighter capacity than Heathrow.</p> <p>In terms of convenience for shippers, bellyhold is a more flexible option precisely because it uses hubbing to connect multiple points. Box 2b from the Airports Commission Interim Report 2013 illustrates the point. Hubs increase connectivity compared to point to point services.</p>

Box 2b: What are aviation hubs and how do they work?

In a hub-and-spoke model, airlines and alliances focus their route networks on one or more key airports which maximise connecting opportunities for passengers. For example, an airline that operates direct services between three pairs of airports (A-D, B-E, and C-F) could instead route its flights via a hub (H) as shown below.

This creates more route options, with passengers travelling from any airport in the network now able to access five different destinations (six, including the hub itself). Furthermore, the additional passengers transiting through the hub make it more viable for the airline to add new routes at that airport or increase frequencies on existing routes, bringing further connectivity benefits. On the other hand, such a model may incentivise airlines to replace some thinner direct routes with routes that involve a transfer, which is less convenient from the perspective of those passengers who travel on this particular route.



Dedicated freighters are inherently less flexible for shippers in terms of getting freight from A to D, E and F etc, and are a more expensive option. Hence, freighter services are being replaced as more bellyhold capacity comes on stream, other than on an ad hoc basis for special loads which can only be justified in limited circumstances..

This answer again makes reference to our 2015 Report for TfL and the FTA. The quotation cited makes clear that we were referring to constraints biting on bellyhold capacity at London not on capacity available for dedicated freighter operations. We have made clear to Azimuth for some time that they have been misrepresenting the conclusions of our 2015 Report.

The Applicant asserts that e-commerce is creating a market for pure freighters to secure delivery times but this only works along narrow corridors of very dense demand. To the extent that such freighters are required (and there is little or no evidence that this is so in the UK context), there are choices as to how to serve London given the availability of capacity at Stansted today.

ND.1.39 The response claims that because of pent up demand for more freighters, movements at Manston will grow quickly. However, as noted earlier, over half of the initial movements are shown at Appendix 3.3 of the ES to operated by an integrator, which contradicts earlier

	<p>statements that Manston will not be an integrator base. Hence, if an integrator base is not to be a feature at Manston (as we strongly believe), it is difficult to see where the initial growth might come from.</p> <p>In essence, this answer repeats much of the circumstantial material from earlier answers, including speculation about future operations at Stansted despite clear evidence of investment in increased air freight facilities there. Air freight operations from the dedicated facility do not impede the fast turnaround of low cost airlines, rather these airlines choose not to carry freight themselves as this would slow down their turnaround times.</p> <p>We would also note that when operating long sectors, Ryanair does not seek to operate 4 rotations within a day. All low cost airlines target their last arrivals late in the evening, with aircraft on the ground overnight.</p>
ND.1.40	<p>The answer says that mail flights are not included as they would require night operations. Again, this is different from the information shown at Appendix 3.3 of the ES which shows 770 annual movements on postal services with Boeing737 aircraft (4.5% of total freight movements). Once again, the information provided by the Applicant is contradictory.</p>
ND.1.41	<p>We note that the question did not highlight that the estimate of 18,000 non-domestic cargo ATMs for England and Wales was for day time ATMs only. Total non-domestic freighters in 2018 were 30,338 according to CAA Airport Statistics. 18,000 movements represents a robust estimate for the total number of non-domestic freighter ATMs across England and Wales. What is significant is that only 6,801 of these freighter movements were outside of the EU in 2018, yet Azimuth forecast Manston handling 2,746 such flights in its first year of operation rising to 4,698 in Year 3 (70% share of static market) and 7,785 by Year 20 based on the sector length and movement data in App 3.3 to the ES. This is simply not credible.</p> <p>The answer again claims that passenger flights will displace daytime freighters at EMA. The Applicant's assertions about capacity constraints at East Midlands are hardly borne out by the recent (18th Feb) notification by the Airport that it intends to build 1.4 hectares of apron for additional cargo activity (3-5 aircraft dependent on size) adjacent to the new UPS facility using its GPDO powers. https://www.leicestermercury.co.uk/news/business/ups-gets-green-light-114m-1277726 https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=documents&keyVal=PNHJVCLR0L300. This suggests that to the extent that there is demand for additional freighters to serve the UK, EMA is already committed to providing the infrastructure required to handle them. It also would strongly suggest that growth is being driven by the integrator sector as the facility is adjacent to the new UPS distribution centre under construction. Of course, we are told elsewhere that it is not intended that Manston will be used by integrators.</p>
ND.1.42	<p>The Department for Transport (DfT) may not forecast freighter movements in detail but they have made a reasoned assumption based on the evidence that there is unlikely to be growth. In the context of considering the need for more airport capacity to ensure that aviation supports economic growth (see Airports NPS and Aviation Strategy Green Paper), it is not plausible to suggest that DfT would seek to understate the need. Contrary to what is stated in the response, the e-mail from the Department does not say that it is planning to produce a forecast for dedicated freighters using UK airports. What the DfT says is that it will take on board the suggestion that forecasts should be produced and consider this as part of the development of a new Aviation Strategy. The recent Aviation Strategy Green Paper does not take up the suggestion nor indicate that any forecasts are in prospect. It is our understanding that such forecasting work is not underway. The remainder of this response is pure speculation.</p>
ND1.43	<p>This response refers to the reference to Manston on the 2003 Future of Air Transport White Paper. We have addressed this at paras. 2.19 and 2.20 of our 2019 Update Report.</p>

ND1.45	We recognise that discussions with airlines are likely to be commercially confidential but the lack of any commitment or documented support from any of the airlines cited as likely to operate, even in general terms, is a concern. We have set out reasons why we do not believe the list of air freight operators to be plausible in our 2019 Update Report.
ND1.46	This response simply repeats generic support for growth in the air transport sector. Policy still expects the specific need to be demonstrated for any development at an airport even within the principle of making best use of runways, other than in relation to Heathrow and the 3 rd runway to which the Airports NPS applies. As we have noted in our 2019 Update Report (para. 2.21), any support for Manston within the Airports Commission work was as a reliever airport for local uses, business and general aviation.
Ns.1.24	See answer to CA1.15 above.
Ns.1.28	The response does not provide the requested information regarding the comparative size of night noise quotas at other airports where they exist.
SE.1.2	This answer asserts that there would be a 45% increase in staying visitors in the local area as a consequence of the Airport handling passenger flights. The calculation appears to be based on the assumption that 25% of 1.4 million passengers will stay overnight in the local area. It is important to note that 1.4 mppa passengers is only 700,000 people making an outward and a return journey. Based on the route network proposed for Manston, we would expect the vast majority of passengers to be outbound leisure largely from the local catchment area (as we set out in Section 5 of our 2019 Update Report). Only the routes to Amsterdam and Dublin might be expected to attract a material proportion of foreign visitors, and these routes make up 22% of our passenger forecast. Given that the Applicant's passenger forecast is overstated and, even assuming half of the passengers on these two routes were foreign resident, the impact on local staying visitors (other than connected with the possible ad hoc cruise charters) would be no more than ¼ of that suggested by the Applicant on the most optimistic basis that all of these passengers remained in the local area.
SE.1.3	No comment on response.
SE.1.5	<p>This section provides little in terms of new information and, in fact, highlights some additional flaws in the Applicant's analysis. We refer the ExA to the analysis in our 2017 and 2019 reports.</p> <p>Direct employment – EMA is not an unreasonable comparator but as previously stated the figures for East Midlands are inflated by significant non-airport related employment on the Pegasus Business Park. We do not believe that this has been taken account of. The application of productivity growth only from Year 11 is illogical given the explanation provided. We would in fact expect productivity growth to be higher in the early years as an airport is getting established and growing as companies are able to benefit from rapid growth in economies of scale.</p> <p>Indirect/Induced Employment – this still does not address the issue of what study area is actually being examined and, hence, whether multipliers adopted are appropriate.</p> <p>Catalytic – we remain of the view that these multipliers are too high in the context of the operation of Manston, the surrounding area and the extent of alternatives. Again, there is still no consideration of the study area involved and the influence of this on any catalytic multiplier.</p> <p>In relation to construction labour available locally, while it would appear that RSP is seeking to make appropriate partnerships locally in terms of new entrants to the market, there is little evidence that they have considered how to work with existing construction firms operating in the area to try to ensure opportunities are recognised by and accessible to these firms.</p>

	<p>The appendices provide some more detail on the breakdown of on-site employment. It is difficult to comment further on these, particularly as it is not the breakdown of employment that is at question here but the overall scale, which is ultimately linked to the demand forecasts. However, in relation to freight employment, in particular, we note that no source for the employment density assumptions is provided and there may be double counting between the employment directly by the airport company and third party employment in this activity. Overall, this makes it difficult to comment on their validity or otherwise.</p> <p>We would, nonetheless, make the following observations:</p> <ul style="list-style-type: none"> • if there are 507 direct airport employees related to cargo handling, what do the other 1,250 employed by other companies do? This appears to be based on the assumption of 50% express freight use (i.e. integrators), which again contradicts the other statements made in response that there will be no integrators operations based at the Airport. • 600 employees in MRO/aircraft dismantling is excessive. The demise of the Monarch Engineering heavy maintenance operation illustrates the problems in the market. http://www.travelweekly.co.uk/articles/320450/hundreds-of-jobs-lost-as-former-monarch-maintenance-arm-collapses. This operation employed 250 staff across two sites at Luton and Birmingham, excluding the line maintenance activities. These latter are associated with maintaining aircraft operations at busy airports so would not need to be replicated in hangarage at an airport like Manston. • If there are 40 staff employed in the FBO, what are the other 50 GA related staff. 40 staff in an FBO are likely to be excessive given the limited business aviation market in the vicinity of Manston given its remoteness from London? • Why would there be 50 staff associated with surface transport located at the Airport? <p>Overall, we continue to believe that the employment density at Prestwick remains the most relevant comparator, noting that this includes Ryanair heavy maintenance activity and so may overstate the number of potential jobs if heavy maintenance or dismantling could not be attracted to Manston.</p>
SE.1.6	<p>This answer claims that there would be no displacement of activity from any other airport and that all the demand that Manston would attract would be unmet demand. This is at odds with claims in the Azimuth Report (see F.1.5 above) that consideration of the costs of switching operations for the airlines and forwarders has been taken into account, which would imply that at least some proportion of the ‘forecast’ demand is expected to have switched (been displaced) from elsewhere.</p> <p>For the reasons we have demonstrated, there is little or no unmet demand for additional dedicated freighter services to/from the UK and other airports have sufficient spare capacity to accommodate any requirements. Hence, given that the economic effects have, in essence, been quantified by Azimuth at the national level, given the multipliers used, the displacement effects relating to demand attracted to Manston that might otherwise have used Stansted or East Midlands in particular have to be accounted for.</p>
SE.1.10	<p>This answer simply reiterates Azimuth figures. No supporting evidence provided as to what export markets it is intended to serve or why the profile would be different from previously seen at Manston in terms of the import export balance (see our response to ND.1.32). The reference appendix is missing from the bundle but assumed to be FRAPORT report on activity in 2018 referred to elsewhere. The cited quote does not say anything about whether this was growth in imports or exports.</p>
SE.1.13	<p>We have commented on the employment assumptions at SE.1.5. The employment estimates provided by the Applicant are not robust for the reasons given in our 2017 and 2019 Reports. This is particularly so in terms of the local employment implications.</p>

SE.1.15	<p>We note that the question relates to the robustness of the assessment in terms of whether the ‘worst case’ has been identified. In so far as this question relates to the consequential implications of the levels of employment for the requirement for additional housing in the local area, this does represent very much of a ‘worst case’ as national level employment is construed as being realised locally.</p> <p>However, in terms of balancing of environmental costs and benefits, the overstatement of employment and GVA impact (see para. 3.54 of our 2019 Update Report) will mean that the balance may not have been correctly struck within the environmental assessment.</p>
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lc/7.3.19

Market Overview Demonstrating Market Demand for Office Space at East Midlands Airport and the Locality



**Former DHL Offices
Unit 435 Air Cargo Centre
East Midlands Airport
Argosy Road
Castle Donington
DE74 2SE**

Prepared for:-

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Commercial Estates Group Limited

Prepared by:-

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Property Consultants

**Prepared supplemental to a proposed
Section 73 Planning Application to vary
the current condition within the Planning
Consent granted which limits occupation
of the property to Airport related uses**

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Executive Summary

Commercial Estates Group on behalf of Anglo Scandinavian Estates 1 LLP (CEG) have owned the Air Cargo Centre in East Midlands Airport since 2012.

The Air Cargo Centre is a mixed office and warehouse park which is accessed from Beverley Road at East Midlands Airport.

One of the most substantial occupiers within the Air Cargo Centre has always been DHL who have expanded their distribution hub and representation on the Airport and vacated Unit 435 which comprises a two storey self contained detached office building of some 18,000ft² and adjacent warehouse accommodation.

The Air Cargo Centre principally, I would estimate, dates back to the late 1970s / 1980s and was evolved upon the basis that it would attract Airport related uses to help the expansion of the Airport.

Since that time the East Midlands Airport has grown organically to become an Airport of national and regional significance being stated as being the second largest freight Airport within the UK behind Heathrow and one of the major regional passenger Airports in Central England.

In the 1990s / 2000s East Midlands Airport recognised the need to widen the commercial base of the Airport and to improve its location as a business destination to complement the Airport related uses.

Between the late 1990s and the mid 2000s they actively promoted Pegasus Business Park as a prime Business Park of regional significance marketing the proposition into the national and regional markets and most particularly focusing upon its central location being equidistant between Nottingham and Derby and some 20 miles to the North of Leicester.

Pegasus Business Park was promoted through a joint venture with Wilson Bowden Developments but this came to an end in the mid 2000s, since which time there has been more limited development within the park and demand profile was in any event significantly affected by the recession.

When Pegasus Business Park was evolved some 137,000ft² of office buildings were developed over a four year period and in broad terms 70% of the occupation was to non Airport related uses and 30% of the occupation was to Airport related uses.

The non Airport related occupiers were all new inward investment relocations whereas the Airport related occupiers of UPS, The Immigration Service and Babcock were already represented onsite.

In order to bring the DHL office building up to date significant investment is required and it is clear that there is inadequate profile of demand to underwrite the investment required to refurbish the building if the building can only be offered to Airport related uses.

As a consequence, CEG are making a Planning Application to lift the current condition within the planning consent which limits the usage to Airport related occupiers.

Market Overview – East Midlands Airport

This precedence has previously been considered in 2013 when BMI vacated the adjacent office building of 25,000ft² - planning consent was granted lifting this condition which enabled CEG to attract PKF to relocate their East Midlands Regional Office to the Airport.

As a consequence of the limited demand from Airport related uses which has been proven over the last 15 years the lack of provision of Grade A offices within the region we have concluded that the release of the condition will not be detrimental to the onward growth of the Airport but will complement its aspirations for the future and help continue to promote the Airport as a destination of regional significance.

1.0 Instructions and Introduction

- 1.1 Anglo Scandinavian Estates 1 LLP c/o Commercial Estates Group (CEG) own the freehold interest in the Former DHL Offices, Unit 435 Air Cargo Centre, East Midlands Airport, DE74 2SE.
- 1.2 The property was built in the late 1980s and has, since it was constructed, been occupied by DHL together with adjacent warehouse properties.
- 1.3 DHL have recently completed an extension to their Air Cargo hub within the Airport and have vacated the property.
- 1.4 It is understood that the original planning consent granted incorporates a condition which restricts the occupation of this building to Airport related uses.
- 1.5 The same condition was placed on a number of the surrounding buildings within the Airport boundary to ensure that as part of the evolution of the Airport that it was allowed to grow as a passenger and commercial Airport destination.
- 1.6 The Airport has grown substantially both as a commercial and passenger Airport but also as a commercial destination of significance within the East Midlands region.
- 1.7 The profile of occupiers and uses at Regional Airports has changed as Airport operators have realised that they need to ensure that their destinations are not entirely related upon Airport related uses.
- 1.8 As a consequence of its age and the fact that the property has since construction been occupied by DHL Unit 435 is now an outdated office facility in need of substantial refurbishment to upgrade the building to modern day use.
- 1.9 The report has been commissioned by CEG to accompany a Section 73 Planning Application which requests that the current condition limiting the use of the occupation for Airport related uses is widened to an open office use in line with Category B1(A) of the Use Classes Order 1987 (as amended).
- 1.10 [] Planning Consultants have requested a report which demonstrates the demand profile for offices within this location to consider whether or not there will be any detriment to the onward growth of the Airport in such event that the planning consent was widened.
- 1.11 A similar study was undertaken in June 2013 when the former offices of British Midland were vacated, this building has subsequently been refurbished to provide Grade A offices and is now the East Midlands HQ of PKF Cooper Parry. A similar Market Report and consideration of market conditions was commissioned and undertaken by myself, a copy of that report being attached within Appendix I.

- 1.12 This report therefore refocuses upon the office market, has due regard to the nature of the subject building and updates the market prognosis and characteristics over the period 2013 to 2018.
- 1.13 I am preparing this report in my capacity as a Director of FHP Property Consultants who are one of the leading Commercial Property Consultancy businesses within the East Midlands region.
- 1.14 In preparing the report I have the advantage / knowledge of having been personally involved in the evolution and marketing of Pegasus Business Park within the East Midlands Airport and subsequently in a number of the existing buildings both owned by Manchester Airport Group (East Midlands Airport) and in private ownership.

2.0 The Property

- 2.1 The property provides a 1980s constructed two storey detached self contained office building of brick elevations under pitched roof which is understood to provide approximately 1,672m² (18,000ft²) net of offices over two floors.
- 2.2 The property is located within the boundary of East Midlands Airport and forms part of the mixed office and warehouse development known as the Air Cargo Centre, the majority of which is still owned by CEG.
- 2.3 The property sits immediately adjacent to the former offices of British Midland which is now occupied by PKF Cooper Parry Chartered Accountants as their Regional East Midlands Office and is provided with a self contained car park for approximately 100 cars.
- 2.4 It is understood that the offices were originally constructed for DHL who vacated the premises in late 2017 having relocated this office function to their main distribution and office building which is also located within East Midlands Airport.
- 2.5 The building provides two floors of open plan offices. Photographs of the property both internally and externally are attached within Appendix II.
- 2.6 The property offers a tired and outdated internal specification as follows:-
- ❖ Entrance reception incorporating lift and stairs access fronting Bennerley Road
 - ❖ Two floors of open plan offices
 - ❖ Male, female and disabled WC facilities to each floor
 - ❖ Solid floors with carpet finishes
 - ❖ Suspended ceiling with inset lighting
 - ❖ Aluminium powder coated double glazed windows

3.0 East Midlands Airport – Commercial Overview

- 3.1 It is my understanding that East Midlands Airport was opened in 1965 since which time it has established itself as the country's second largest Air Cargo Airport behind Heathrow.
- 3.2 In addition the Airport is one of the UK's recognised regional passenger Airports with approximately four million passengers reported to use the Airport on an annual basis.
- 3.3 FHP was formed in 1990s and it was during the 1990s that we first became involved with East Midlands Airport when at that time Hallam Land Management were seeking to promote Ginbro Farm and more latterly in the late 1990s when the East Midlands Airport sought to attract Joint Venture Developers to promote non core surplus land within the Airport's boundary to improve the Airport's relationship with the regional community and to promote a Regional Business Park which would be open to Airport and non Airport related uses.
- 3.4 The nature of the East Midlands Airport as a commercial destination as a consequence was transformed, in particular by:-
1. The planning consent which was granted on Ginbro Farm in the early 1990s and negotiated by Hallam Land Management – this released in excess of 100 acres in the south western quadrant of the Airport's boundary and was subsequently acquired by East Midlands Airport who attracted DHL to relocate their UK air freight headquarters to East Midlands Airport and enabled the implementation and expansion of additional long stay car parking in support of the Airport's growth.
 2. The evolution and implementation of Pegasus Business Park through a Joint Venture Agreement between Wilson Bowden Developments and the East Midlands Airport which was entered into in or around 1997. Here I was personally involved in the evolution of Pegasus Business Park acting on behalf of Wilson Bowden Developments and East Midlands Airport which saw approximately 137,000ft² and buildings developed and occupied over the period 1999 to 2002.
- 3.5 Of these buildings approximately 32,000ft² was taken by Airport related users with UPS, Babcock and The Immigration Service taking the opportunity to relocate their existing offices within East Midlands Airport and upgrade to more modern facilities. The remaining 105,000ft² was taken by non Airport related users, namely Powergen (now Western Power), Regus and PWC as I onwardly summarise in greater detail.

4.0 Pegasus Business Park – Buildings Developed 1999 to 2002

Occupier	Size (net)	Nature of Business
United Parcel Services (UPS)	1,114m ² (12,000ft ²)	Airport related office serving the East Midlands Airport and the wider UPS network.
Babcock (originally Hunting Air Services)	929m ² (10,000ft ²)	Airport related occupier.
The Immigration Service	929m ² (10,000ft ²)	Airport related function.
Powergen (now Western Power)	4,180m ² (45,000ft ²)	Non Airport related.
Regus Serviced Office Centre	1,858m ² (20,000ft ²)	Non Airport related.
Price Waterhouse Coopers	3,716m ² (40,000ft ²)	Non Airport related regional office.

- 4.1 The evolution of Pegasus Business Park is fully summarised within our report dated 11th June 2013 commissioned to accompany the Section 73 Planning Application submitted on the adjacent building.
- 4.2 It shows that Pegasus enabled UPS, Babcock and the Immigration Office to upgrade their existing offices within the Airport but demonstrates that Pegasus was more widely regarded as a Regional Business Park which generated demand from the East Midlands from non Airport related occupiers.
- 4.3 Pegasus Business Park was extremely successful over its three / four years of active marketing and development and it would have continued to have grown had there not been a breakdown in the relationship between East Midlands Airport and Wilson Bowden Developments which prevented the park from being onwardly promoted and developed through the Joint Venture vehicle.
- 4.4 As summarised within the report of June 2013 subsequent development at East Midlands Airport has been more sporadic with the completion of the Holiday Inn Express and Premier Inn Hotels and two phases of offices implemented by Cannock Developments, the first phase being Cygnus Court - three smaller individual units of between 418m² (4,500ft²) and 743m² (8,000ft²) and Osprey House, a self contained building extending to 2,369m² (25,500ft²).
- 4.5 The evolution of the development of these properties and a summary of the marketing that was undertaken was summarised within our report June 2013.
- 4.6 The analysis undertaken in 2013 demonstrated that the majority of demand generated was from non Airport related uses.

5.0 Office Market Update - 2013 to 2018

- 5.1 Our report of June 2013 profiled the demand for offices at that time.
- 5.2 In the intervening period there has been little change in the occupational line up within the Airport albeit at the time of preparing the report PWC have recently downsized their East Midlands office on the park by approximately 50% with Savills (Nottingham) marketing approximately 18,000ft² within their office building.
- 5.3 A copy of the sales particulars of Savills is attached within Appendix III.
- 5.4 It is also appropriate and relevant to note that there has been significant new development within the distribution sector within the immediate locality, in particular with:-
1. Aldi choosing the Sawley Crossroads site approximately 2.5 miles to the North of the site and accessed from the A50 for their 1.5 million square feet two phase Midlands distribution facility.
 2. The consent granted and the implementation of the East Midlands Gateway 600 acre distribution park being implemented by Segro and Roxhill where it is anticipated that ultimately 6 million square feet of distribution space will be provided, anchored by the first deals which have been announced to Amazon and Shop Direct.
- 5.5 The implementation of the distribution park complements the existing distribution focus, both within the Airport most particularly dominated by the DHL distribution facility and to the North of Castle Donington centered on Willow Farm and more particularly the East Midlands Distribution Centre.
- 5.6 These developments improve the regional significance of the location which was already recognised as a strategic office location on the M1 corridor as previously highlighted.
- 5.7 It is understood, in speaking with Savills, that of the 18,000ft² which has been vacated by PWC within their building that terms have been agreed to let 6,000ft² to HBC for a non Airport related use and that the discussions are ongoing with a major service company for their East Midlands office to potentially relocate from Ashby, again a non Airport related use.
- 5.8 MAG have continued to market their surplus land within the boundary of East Midlands Airport and have the capacity to build additional new build offices both within Pegasus Business Park and adjacent to the National Grid building at the entrance to the park but so far as we are aware no significant interest has been attracted which can stimulate speculative development either from Airport or non Airport related uses.

Market Overview – East Midlands Airport

- 5.9 The former DHL building is tired and in need of substantial refurbishment to attract an office occupier and initial cost estimates indicate that between £1,200,000 and £1,500,000 will need to be spent on the building to bring it up to modern day standards and to provide accommodation to a similar standard to that which has been offered by PWC within the PWC Building which has no restriction on user.
- 5.10 The marketing of the building will of course not exclude Airport related uses and this sector will, as part of the marketing, be targeted and therefore in such event that an Airport related user is in the market the building will still be available for occupation but having regard to the fact that the last Airport related office user was last attracted to the site when Pegasus was initially conceived in the early 2000s it is clear that it is more likely that the potential occupier for the site will be of a non Airport related use as opposed to being directly Airport related.
- 5.11 The vibrancy of the business element of the Airport is important both to increase the stature of the East Midlands Airport as a destination – attracting PKF Cooper Parry in 2013 to relocate their East Midlands office bringing together their offices from Nottingham, Derby and Leicester together with HSBC bringing a Regional Office into the park only helps to strengthen the business element of the Airport which of course, through both its passenger and freight traffic, highly dependent upon the business as well as the domestic markets.
- 5.12 Within our report of June 2013 we undertook a case study on the development of the last speculative office building within the East Midlands Airport, namely Osprey House. This is now occupied by National Grid.
- 5.13 There has been no speculative office development within the Airport, nor within the region, since that time of any significance.
- 5.14 The Airport is one of the most significant office locations within the North West Leicestershire District Council boundary with demand being generated from within the region with the average size of office occupier being larger than one finds elsewhere on the principle Business Parks which are located on the M1 corridor.
- 5.15 The East Midlands M1 corridor office market is dominated by the office parks of:-
1. Grove Park / Meridian Business Park, J21, M1
 2. To a much lesser extent, Forest Business Park adjacent to the Bardon and Mount Park Distribution Parks at J22
 3. Pride Park, Derby / Interchange Office Park, J25, M1
 4. Nottingham Business Park / Phoenix Office Park, J26, M1
 5. Sherwood Business Park, J27, M1

Market Overview – East Midlands Airport

- 5.16 With the exception of Sherwood Business Park at J27 which is a former Enterprise Zone where there is an oversupply of offices there has been no significant speculative development undertaken since we last evaluated the market profile of the area.
- 5.17 The office market within the East Midlands area as a whole has relied upon the provision of Grade A refurbishment projects as there is inadequate confidence within the market nor has there been sufficient rental growth to underwrite speculative development.
- 5.18 It is our view that it is important that a building of this significance within the East Midlands Airport is brought back into use and provides Grade A offices which can be offered on an unrestrictive basis within the open market.
- 5.19 A building of this size should attract a further 150 to 250 employees to East Midlands Airport.
- 5.20 The fact that there has been no significant office occupier attracted to the Airport for some 15 years would indicate that by allowing the building to be marketed on an unconstrained basis will not have detriment impact upon the growth of the Airport and it is understood that the Airport themselves are supportive of the proposal.
- 5.21 In such event that the building was purely marketed and available for Airport related uses then CEG would be unable to commit to the expenditure to refurbish the building to provide a Grade A office and could only market the building on the basis that works would have to be held back until such time that an occupier for the majority of the building was identified to take the property on appropriate commercial terms.
- 5.22 As confirmed, the last lettings of significance to Airport related uses were to UPS (12,000ft²), The Immigration Service (10,000ft²) and Hunting Air Services (10,000ft²).
- 5.23 All three occupiers were already located within the Airport and took the opportunity, as previously confirmed within both this report and the report of 2013, to upgrade their space from outdated facilities and since that time Hunting were acquired by Babcock and they have subsequently closed the office.
- 5.24 The letting prognosis and prospects of reletting the building to an Airport related use are therefore on this basis extremely low if not remote.
- 5.25 It is therefore for these reasons as summarised that it is appropriate to release the existing restrictive condition and allow the building to be brought back into use and provide a Grade A office facility to be provided on a speculative basis.

6.0 Further Information / Clarification

- 6.1 I would hope that the contents of this report are self explanatory – clarification / confirmation of any of the points arising can be provided if required.

Prepared by

John Proctor BSc (Hons) MRICS
FHP Property Consultants
10 Oxford Street
Nottingham
NG1 5BG

Dated 1st May 2018

Appendix I

Market Overview

**Former BMI Offices
Unit 423 Air Cargo Centre
Argosy Road
East Midlands Airport
DE74 2SA**

Market overview demonstrating market demand for office space at East Midlands Airport and the locality.

Prepared for:-

Anglo Scandinavian Estates 1 LLP c/o Commercial Estates Group and North West Leicestershire District Council



11 June 2013

Prepared by John Proctor BSc (Hons) MRICS – FHP

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Appendices

Appendix I	FHP Property Particulars
Appendix II	Pegasus Business Park Marketing Literature dated Autumn 2000
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Executive Summary;

This report has been prepared at the request of Anglo Scandinavian Estates 1 LLP c/o Commercial Estates Group as freehold owners of Building 423 Air Cargo Centre, Argosy Road, East Midlands Airport.

The building comprises a detached 1980s built two storey office building with a net internal area of approximately 25,500ft².

The report is prepared to accompany a Section 73 Planning Application to be submitted by Anglo Scandinavian Estates 1 LLP c/o Commercial Estates Group to accompany a Planning Application which is seeking to vary Condition 7 of the existing planning consent which currently allows the property to be used as offices but only upon the basis that the occupier is of an Airport related nature.

North West Leicestershire District Council have requested a report which demonstrates the demand profile for offices in this location to consider whether or not there would be any detriment to the onward growth of the Airport and the wider planning and economic strategies being evolved by North West Leicestershire to agree to the widening of the usage as requested.

This report has been provided by John M Proctor BSc (Hons) MRICS, a Director of FHP Property Consultants, and analyses the marketing which has been undertaken within the East Midlands Airport area for the past 15 years with particular reference to FHP's direct involvement in the evolution and implementation of Pegasus Business Park and more recently the marketing of individual buildings and most particularly Osprey House, a 25,000ft² building which was let to National Grid in April 2012.

The evidence indicates that there is little or no demand currently being generated from Airport related users for offices of this nature within this locality.

As a consequence the logical conclusion from FHP's perspective is that unless the planning consent in respect of the office development is widened, this office is likely to remain vacant for a considerable period of time.

The lack of demand would however by implication lead one to also conclude that widening the consent would not be of detriment to the onward growth of East Midlands Airport as a location as there is no current demand for space of this nature.

1.0 Instructions and Introduction;

- 1.1 I, John Proctor, a Director of FHP Property Consultants have been instructed by Anglo Scandinavian Estates 1 LLP c/o Commercial Estates Group (CEG) as freehold owners of the Former BMI Baby Offices, Unit 423 Air Cargo Centre, East Midlands Airport to review the demand profile for offices of this nature.
- 1.2 This report is intended to accompany a Section 73 Planning Application requesting that the restricted use which limits the occupation of this building to Airport related users only can potentially be widened to an open office use in line with Use Category B1 (A) of the Use Classes Order 1987 (as amended).
- 1.3 I am preparing this report in my capacity as a Director of FHP Property Consultants who are recognised as one of the leading Commercial Property Consultancy businesses within the East Midlands region.
- 1.4 In preparing this report I have the advantage / knowledge of having marketed office properties at East Midlands Airport since the mid 1990s.
- 1.5 I head the Office and Industrial Agency Teams at FHP and over the past 15 years I have, by way of illustration, acted for Wilson Bowden Developments and East Midlands Airport in the evolution and implementation of Pegasus Business Park.
- 1.6 Here I was personally involved as Agent to Wilson Bowden Developments from 1997 until 2005 and personally agreed the letting and sale of buildings within Pegasus to occupiers such as Powergen (subsequently E-on and Western Power), Price Waterhouse Cooper (PWC), Regus, Babcock, The Immigration Office and UPS totaling some 137,000ft².
- 1.7 After the demise of the joint venture between Wilson Bowden Developments and East Midlands Airport FHP have subsequently acted for Cannock Developments and IM Properties and most recently concluded the 25,500ft² letting of Osprey House on behalf of IM Properties in April 2012.
- 1.8 I am currently instructed by Anglo Scandinavian Estates 1 LLP c/o Commercial Estates Group, advising them as freeholders of the former offices of BMI Baby which are still subject to a lease to BMI which terminates in July 2013 and I am providing strategic advice to Manchester Airport Group on both existing office and industrial premises and their undeveloped land within the Airport boundary.
- 1.9 I am able to provide my commentary set in the context of also having active involvement in the wider East Midlands Airport and most particularly the three major conurbations, Leicester, Derby and Nottingham.

2.0 The Property;

- 2.1 I attach in Appendix I the property particulars of FHP.
- 2.2 The document confirms that the building comprises a 1980s constructed two storey self contained office building of brick elevations under pitched roof providing approximately 25,500ft² of offices over two floors.

- 2.3 It is my understanding that the offices were originally constructed for DHL and more recently have been used as the headquarters of BMI Baby who vacated the premises in early 2011.
- 2.4 The property is currently still held by BMI Baby on a lease which expires in July 2013.
- 2.5 Segro Estates owned the property until December 2012, the freehold interest now being owned by Commercial Estates Group.
- 2.6 Lambert Smith Hampton are currently advising BMI Baby and it is my understanding that they commenced marketing of the premises in September 2010 on a “soft” basis with active marketing commencing in January 2011.
- 2.7 FHP were originally invited to provide advice to Segro Estates in June 2012 to provide advice as to the potential marketability of the property once the BMI Baby lease terminated and onwardly their instruction was reconfirmed by Anglo Scandinavian Estates 1 LLP c/o Commercial Estates Group following their purchase of the building.
- 2.8 The building has been marketed since late 2010, by Lambert Smith Hampton and more recently in conjunction with soft marketing implemented by FHP and Innes England acting jointly for the freeholder.
- 2.9 The building provides open plan offices with its specification generally (modest modernisation and refurbishment is required) of a standard which meets the needs of an office occupier. Features of the specification include:-
- ❖ Entrance reception with lift and stairs access between the ground and first floors
 - ❖ Two floors of open plan offices
 - ❖ Male, female and disabled WC facilities to both floors
 - ❖ Fully accessible raised floor within the office area
 - ❖ Comfort cooling
 - ❖ Plaster and emulsioned walls
 - ❖ Aluminum powder coated double glazed windows
 - ❖ Suspended ceiling within inset Category II light fittings
- 2.10 The property forms part of what is known as the Air Cargo Centre, a mixture of warehouse and office buildings which in themselves sit within the boundary of East Midlands Airport at Junction 23a of the M1.
- 2.11 East Midlands Airport opened, we believe, in 1965 and has established itself as the country’s second largest air cargo operation, having grown by virtue of its central location in the UK.
- 2.12 In addition the Airport is one of the UK’s recognised passenger airports with approximately

4.3 million passengers using East Midlands Airport in 2012.

2.13 The growth of the Airport has naturally led to parallel growth of the supporting business space required to both serve the Airport and more recently its expansion as a recognised business destination within the East Midlands area and I understand approximately 6,500 people are employed at EMA.

2.14 From my own personal experience I am of the view that the interrelationship of the East Midlands Airport with the region as a business destination was transformed particularly by two major elements, namely:-

1. The planning consent granted to Gimbro Farm in the early 1990s negotiated by Hallam Land Management which released in excess of 100 acres in the south western quadrant of the Airport's boundary which attracted DHL to locate its UK Air Freight Headquarters at East Midlands Airport and enabled the implementation of additional long stay car parking in support of the Airport's growth.

2. The ultimate Joint Venture Agreement between Wilson Bowden Developments and East Midlands Airport which was originated in the mid 1990s and implemented I believe in 1997 to promote non core surplus land within the Airport's boundary as a regional business park open to both Airport and non Airport related users, leading to the evolution and implementation of Pegasus Business Park which saw buildings developed for UPS, Babcock, The Immigration Service, Regus, Powergen and Price Waterhouse Cooper totaling 137,000ft², these buildings being developed over the period 1999 to 2002.

2.15 A copy of the marketing literature dated Autumn 2000 is enclosed within Appendix II.

3.0 Market Overview;

3.1 I am providing this brief market overview within the context of having been directly involved in the marketing of both land and buildings at East Midlands Airport since the mid 1990s. In addition I, and the Office Agency Team at FHP, have advised both Land Owners, Developers, existing Owners and Tenants of office parks, existing office premises and new build schemes within the East Midlands region.

3.2 Market trends naturally change and most recently the impact of the economic downturn, the implementation of central and local Government policies in relation to transportation and general work practices linked to the onward maturity of the digital world have affected the profile of the office market.

3.3 In the broadest terms over the past 15 / 20 years we have witnessed the growth of the out of town office park market which was through my eyes conceived in the mid 1980s and in the East Midlands area a feature of development and workplace habits during the 1990s and the 2000s followed by the demise of the out of town office locations caused by the change in workplace habits, Government transportation strategies and the economic downturn most particularly.

3.4 These market trends are reflected by the phases of development which have been seen within East Midlands Airport.

- 3.5 At the outset of the launch of Pegasus Business Park in the late 1990s / early 2000s there was strong demand at a time when there was:-

- a) Latent demand within the area
- b) A demand for out of town offices

As a consequence the development was kick started by the 44,000ft² presale to Powergen with Wilson Bowden Developments speculatively developing two buildings of 20,000ft² simultaneously which were let to The Immigration Office, Babcock and Regus.

- 3.6 Prelettings followed to UPS and PWC, these building being completed in 2001 / 2002. A copy of the marketing brochure prepared in 2000 is attached within Appendix III.
- 3.7 Onward development at Pegasus was constrained by the failing joint venture between Wilson Bowden and East Midlands Airport with the next phase of development being undertaken in 2005 / 2006 when the two budget hotels were completed and two phases of offices were implemented by Cannock Developments with the first phase being Cygnus Court, three smaller units of between 4,500ft² and 8,000ft² and latterly Osprey House, a self contained building of some 25,500ft² on which I onwardly provide detailed commentary demonstrating the demand for offices in this location from the period of 2007 to today's date.
- 3.8 Interestingly, and of relevance to the Planning Application, is the relationship of Airport and non Airport related occupiers who have taken space at the Airport.
- 3.9 In the initial phase of Pegasus there was Airport related occupation with UPS, Babcock (previously Hunting Aviation) and The Immigration Office all taking the opportunity to upgrade from their existing premises at the Airport.
- 3.10 Whilst I am not an expert in Airport related trends within the UK, FHP have been actively promoting offices within the Airport boundary since the mid 1990s, both within Pegasus where there are no restricted use provisions and also elsewhere within the Airport's boundary on behalf of MAG, Segro and now Anglo Scandinavian Estates 1 LLP c/o Commercial Estates Group where the restriction does exist.
- 3.11 What has become evident both through our own marketing and through our liaison with the Property Team at East Midlands Airport is that there has been ongoing centralisation of administrative facilities and merger of both passenger and Airport related airline providers / suppliers in parallel with the enhanced technological ways of modern working which have reduced the demand for offices at each and every Airport location.
- 3.12 This has been clearly illustrated by our marketing of Centennial House (marketing details attached in Appendix IV) – here we have acted for MAG for the past five years seeking to promote offices from 500ft² to 10,000ft² in a self contained two storey 1980s built office building with the space being available on flexible terms.
- 3.13 It has proven extremely difficult to attract occupiers and similarly other more peripheral offices within the Airport's Estate have also been vacated both within the terminal building and elsewhere within the Airport's boundary as this trend is continued.

- 3.14 MAG themselves, through both the Property Teams at East Midlands Airport and Manchester, promote the availability of the land and are regularly in communication with the principal office occupiers and freight forwarders etc who occupy space at Airports through their existing portfolio and estate of their managed Airports throughout the UK and it is significant that there has not been a single notable inward investment of an Airport related occupier over and above the relocation / expansion of the offices of UPS, Babcock and The Immigration Service which occurred simultaneous with the implementation of the Pegasus Business Park proposals in the late 1990s.
- 3.15 This concern has been raised by MAG to both ourselves and Colliers who have been jointly appointed to promote surplus buildings and land at the Airport and they are now wishing to understand how they might be able to promote the Airport to a wider audience to help the onward growth of the Airport as a business destination.

4.0 Market Evidence of Occupational Trends / Demand at East Midlands Airport;

- 4.1 Office accommodation of this nature within the East Midlands Airport boundary has been actively marketed since the late 1990s.
- 4.2 The initial marketing was driven by the evolution and growth of Pegasus Business Park which grew quickly in the late 1990s / early 2000s at a time when out of town business parks were expanding quickly.
- 4.3 The growth of Pegasus was in part fuelled by the relocation of Airport based operators with UPS, The Immigration Service and Babcock all taking advantage of an upgrade in the standard of accommodation that they previously occupied on site.
- 4.4 Despite the fact that as part of the marketing all other Airport operators and Airport related users were identified, no other significant Airport related occupiers have been attracted to Pegasus albeit Heavyweight Air Express have taken some 6,000ft² in Cygnus Court in 2009 expanding their existing operation which was previously located within a warehouse unit.
- 4.5 Marketing of Pegasus through the joint venture between Wilson Bowden and East Midlands Airport came to an end in 2004 / 2005 as East Midlands Airport retook control of marketing the site which coincides with the sale of the Airport to the National Express Group and subsequently to MAG.
- 4.6 Marketing of surplus land has however been onwardly undertaken by MAG and more recently FHP and Colliers International have been appointed on a Joint Agency basis (in 2012) to promote the land.
- 4.7 In the interim period Cannock Developments have implemented two schemes, namely Cygnus Court, a three unit scheme of two storey detached offices adjacent to the offices of PWC developed in 2004 and the development of Osprey house, a self contained 25,000ft² developed in 2006 / 2007.
- 4.8 The purpose of this report is to analyse the demand for Airport related users at East Midlands Airport in order that North West Leicestershire District Council should consider whether to continue to protect office buildings for Airport related uses.

4.9 The best evidence is up to date market testing and whilst I have provided a brief overview on the wider marketing which has been undertaken at East Midlands Airport since 1995 the best evidence is the more recent marketing which has occurred on buildings offering similar size and nature of accommodation to that provided by the former BMI building.

4.10 I am able to provide that evidence by reference to:-

1. An analysis and summary of the marketing which was undertaken on Osprey House – a new build self contained three storey office of the same size as the BMI building where FHP acted as Joint Agents with Lambert Smith Hampton, marketing over the period 2007 to 2012 (the building ultimately being let to National Grid who are now in occupation).

2. The marketing of the first floor of Pembroke House by Lambert Smith Hampton which was marketed from January 2011 and let to Miranda Technologies in October 2012.

3. By reference to the marketing of the BMI building itself which has been undertaken by Lambert Smith Hampton over the period September 2010 to today's date and more latterly in conjunction with FHP acting on behalf of Anglo Scandinavian Estates 1 LLP c/o Commercial Estates Group where soft marketing commenced in the Autumn of 2012.

5.0 Osprey House – A Case Study;

5.1 I have attached as a separate document the marketing meeting minutes and enquiry schedules of both FHP and Lambert Smith Hampton over the period June 2007 to completion of the letting in April 2012.

Property Summary;

5.2 I attach in Appendix V three marketing brochures which were developed during the life of the marketing:-

a) The original brochure being prepared October 2005

b) The updated brochure prepared and issued early 2008

c) The final brochure completed and issued 2011

5.3 In summary, Lambert Smith Hampton and FHP were instructed in the Autumn of 2005 to jointly market the proposed speculative development of Osprey House on behalf of Cannock Developments.

5.4 Over the entire period from October 2005 until the letting concluded to National Grid the property was marketed in a structured way including:-

a) Erection of signage

b) Preparation of marketing brochures

c) Local and national advertising

- d) Continual and regular (in broad terms 3 to 6 monthly) mailing to Airport related occupiers, Property Agents and businesses within the East Midlands region
 - e) Registration on relevant websites including www.estatesgazette.com, www.novaloca.com, www.fhp.co.uk and www.lsh.co.uk
 - f) Preparation of flyers and postcards (both hard copy and more latterly digital)
 - g) Preparation of a dedicated website www.osprey-house.co.uk
- 5.5 The initiatives are summarised within the marketing meeting minutes enclosed within the separate document and the enquiries which were generated throughout the life of the marketing are summarised on the enquiry sheets.
- 5.6 For ease of reference I have summarised the key dates as follows:-

September 2007	Practical Completion of Osprey House.
November 2007	Onsite launch – Agents key occupiers invited.
March 2008	Detailed negotiations commenced with E-on.
May 2008	Draft Heads of Terms issued to E-on and agreed June 2009
February 2009	E-on withdrew from the negotiations
February 2009	Active marketing recommenced
April 2009	Detailed interest from i2 Limited, a serviced office occupier. Financial terms could not be agreed and i2 became nervous of the location.
Summer 2008 to Spring 2010	Osprey was considered as a potential relocation of Alstom Limited (commercial boilers division) to relocate facilities 12,000ft ² from Derby and Ashby.
January 2010	Property considered by Games Warehouse (5,000ft ² requirement) to occupy one floor.
April 2010 to September 2010	Osprey House / East Midlands Airport considered by Leicestershire Fire Authority for their headquarters.
April 2010	Initial interest received from Chinook Sciences (renewable regeneration specialists) for 12,000ft ² .
May 2010	Proposal submitted to Chinook Sciences.
June 2010	Redesign for the marketing package recommended. Relaunch of brochure commissioned June 2010.

June 2010	Terms agreed with Chinook Sciences Limited.
June 2010	Relaunch of marketing package put on hold.
September 2010	Chinook withdrew from the transaction on HR grounds.
September 2010	Reactivated marketing campaign, i.e. new brochure, new signage, dedicated website, postcards and emailers.
December 2010	Interest received from Countrywide Surveyors (10,000ft ²).
January / February 2011	Full relaunch of marketing, mailing and launch of website.
April 2011	Interest received from National Grid (25,000ft ² requirement).
June – October 2011	Detailed negotiations with National Grid.
October 2011	Terms agreed with National Grid.
April 2012	Building let to National Grid.

- 5.7 The building was actively marketed for more than four years following Practical Completion.
- 5.8 The void period was exaggerated over and above what one would ordinarily expect to see for a building of this size and nature by virtue of the fact that completion of the building was shortly before the commencement of the economic downturn and the weakening for demand for out of town offices as previously summarised.
- 5.9 What is surprising is that if one analyses all of the enquiries that were received / entertained over the marketing period there is a distinct lack of demand from Airport related users. This profile of demand endorses the market commentary offered.

6.0 Pembroke House;

- 6.1 Pembroke House is a 20,000ft² self contained building which was developed and completed by Wilson Bowden Developments at the entrance of Pegasus Business Park and completed in 2000 – the building was originally let to The Immigration Service who still occupy the ground floor and Babcock who relocated from older 1970s offices within the Airport who had acquired Hunting Air who had a longstanding representation at EMA.
- 6.2 LSH commenced marketing in January 2011 and agreed a letting to Miranda Technologies (an IT company) who relocated from their offices in Stamford on Soar, Leicestershire (North of Loughborough) with lease completion being October 2012 (a marketing period of 22 months).
- 6.3 Details for Pembroke House are attached in Appendix VI.

7.0 Unit 423;

- 7.1 BMI Baby commissioned soft marketing of this building in September 2010 appointing LSH to act upon their behalf – active marketing commenced in parallel with their vacation of the building in January 2011.
- 7.2 LSH actively marketed the building and I attach within Appendix VII both the original and more up to date marketing particulars of LSH.
- 7.3 The marketing included erection of signage, mailing and advertising with the property being fully exposed to the market in an active manner since the beginning of 2011.
- 7.4 I understand in speaking to Philip Quiggin at LSH who handled the enquiries that the levels of demand at the outset were poor albeit interest was received during 2011 from Miranda Technologies and Micros, both of whom are IT companies with regional offices based within the East Midlands region.
- 7.5 As the BMI lease comes to an end in July 2013 Segro (who previously owned the building prior to CEG's purchase) asked FHP and Innes England as Joint Agents to undertake parallel soft marketing of the space which commenced in the Autumn of 2012.
- 7.6 Since that time interest has been generated in the property (as previously confirmed) by a major corporate company and a regionally based professional services company.
- 7.7 The property has therefore been actively marketed now for more than 2.5 years and one would hope that the discussions with the professional company will yield to a successful letting as these discussions are advanced.
- 7.8 Over the 2.5 year period there has not been a single expression of interest however from an Airport related use.

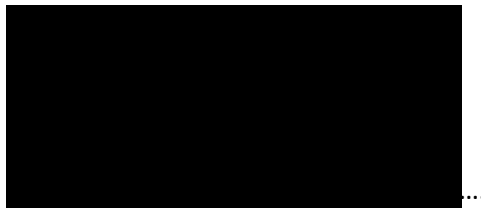
8.0 Demand Overview / Interpretation;

- 8.1 From my own experience I have always seen East Midlands Airport as contributing to the East Midlands economy. It has the ability to provide a well accessed, high profile commercial location in a position which is equidistant between Nottingham and Derby and whilst accessible via the A1 from Leicester there is less linkage to Leicester from my own experience.
- 8.2 The occupiers who have been attracted to the Airport have cited these components as being the major reasons as to why they choose this location.
- 8.3 The original deal on Pegasus was the sale of 44,000ft² to Powergen. They brought together operations from Nottingham and Coventry.
- 8.4 PWC merged their East Midlands offices into Castle Donington with National Grid bringing together offices from Junction 26 of the M1 in North Nottingham and Rugby.

- 8.5 The most recent occupier into the East Midlands Airport is Miranda Technologies who as previously confirmed occupy the first floor of Pembroke House in following Babcock's relocation (this letting completing some 22 months after marketing of the space commenced). Miranda were previously based in Stamford on Soar, a village approximately four miles North of Loughborough, who were bringing together more regional representation thereby requiring a strategically located office with easy access to both the East and West Midlands. Colliers International in Birmingham represented Miranda in their search for premises.
- 8.6 There are signs that there is a slight strengthening demand for offices on the M1 corridor, witnessed by the occupation of National Grid and Miranda, together with the level of interest which has more recently been generated on Building 423 itself.
- 8.7 As previously confirmed it is our understanding from LSH that the enquiries generated on this building through 2011 were relatively poor with a slight improvement during 2012 with interest expressed from Miranda Technologies (who took Pembroke House) and Micros, a software company, seeking to bring together their Leicester and Nottingham Offices into one building.
- 8.8 More recently, and in conjunction with the more active marketing implemented by FHP on behalf of Anglo Scandinavian Estates 1 LLP c/o Commercial Estate Group, there has been a higher level of interest with Building 423 being considered in detail by both a corporate company and a professional company who have representation in Nottingham, Derby and Leicester.
- 8.9 Negotiations with the professional company are at an advanced stage and there are strong prospects that terms may be agreed which would enable the professional company to locate their regional office in this location.
- 8.10 What is clear however is that there is very little evidence of Airport related demand for office occupiers at East Midlands Airport. This is proven by extensive marketing which has been undertaken over the past 15 years where FHP have either had a direct or indirect involvement. At the outset of the marketing of Pegasus there was latent demand from within the Airport which led to UPS, Babcock and The Immigration Office taking space within the initial development phases in late 1999 / early 2000s.
- 8.11 Since that time I cannot find evidence of substantial interest in EMA from Airport related users from the marketing which has been undertaken on space of a similar size and profile to Unit 423.
- 8.12 There is additional space within the Airports estate which is vacant together with the surplus development land which is being onwardly marketed.
- 8.13 If a significant occupier is attracted to EMA then their use can be accommodated on a design and build basis.
- 8.14 There is regular turnover of existing stock both within the East Midlands Airport property portfolio and within the separately owned buildings illustrated by the previous marketing of individual buildings and suites within Pegasus, at Osprey House and Cygnus Court.

- 8.15 My conclusion therefore having regard to the marketing evidence summarised within this report is that if the existing restriction remains that it is most likely that Building 423 will remain vacant for the foreseeable future.
- 8.16 The evidence of the marketing which I have summarised does indicate that by considering an open consent for office usage that this will not be detrimental to the growth of the office as the location is not currently generating demand from this sector.
- 8.17 Indeed one could argue that by widening the consent this will actually contribute to onward growth by enhancing the size and stature of this location regionally. Even when users are not Airport related they do use the facilities within both the Airport and the immediate vicinity.
- 8.18 I would hope that the contents of this report demonstrate that there has been both active marketing of the Subject Property since early 2011 which has confirmed that there is no interest from an Airport related user and that the evidence and case study of Osprey House and the overall market commentary linked to my involvement in Pegasus Business Park and other buildings within the East Midlands Airport over the past 15 years demonstrate similarly that there is very little market demand from Airport related users for this location.

Prepared by



John Proctor
FHP



Dated

24 June 2013

Appendix I

FHP Particulars

To Let

1,184m² (12,740ft²) - 2,375m² (25,561ft²)

High quality office with large open plan floor plate and excellent secure parking



Nearby facilities include:



Nearby occupiers include:



Argosy Road
Pegasus Business Park
Castle Donington
DE74 2SA

- + Sought after business park address
- + Easy access to Notts, Derby and Leicester
- + Travel to London by train in 1hr 30min from East Midlands Airport
- + High quality specification
- + Excellent parking provision

Visit our website www.fhp.co.uk

0115 950 7577

Fisher Hargreaves Proctor Ltd | 10 Oxford Street Nottingham NG1 5BG



Office | Derbyshire, DE74 2SA



Argosy Road
Pegasus Business Park
Castle Donington
DE74 2SA

**1,184m² (12,740ft²) to
2,375m² (25,561ft²)**

+ An Outstanding Location

Pegasus Business Park is part of East Midlands Airport, making it one of the best located office parks in the East Midlands.

It offers almost instant access to the M1 at J23A and the A42. The A50 at J24A is within 5 minutes drive and East Midlands Parkway station is just 10 minutes drive away.

These unparalleled transport connections have already attracted a number of big names to this outstanding location.

+ The Property

The offices have been fitted out to a high standard by the current tenant. The accommodation is predominantly open plan together with a number of partitioned offices, meeting rooms, training rooms and canteen.

The property offers:

- + Air conditioning
- + Raised access floors
- + Passenger lift
- + Suspended ceiling
- + Category II lighting
- + 201 parking spaces
- + Passenger lift
- + Double glazing throughout

+ Service Charge

A small estate charge is applied to cover landscaping, road clearance and security issues.

More information is available upon application to the agents.

Visit our website www.fhp.co.uk

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Offices



+ Accommodation

We calculate the following Net Internal Areas:

Floor	M ²	Ft ²
Ground Floor	1,191	12,820
First Floor	1,184	12,740
Total NIA:	2,375	25,560

(This information is given for guidance purposes only and prospective tenants are advised to undertake their own measurements prior to contract)

+ Rent

Rent on application.

+ Business Rates

The property is current assessed for Rating purposes with a 2010 Rateable Value of £320,000. Please contact the agents for an outline of the Rates payable.

(This information is given for guidance purposes only and prospective tenants are advised to undertake their own enquires of the Local Authority)

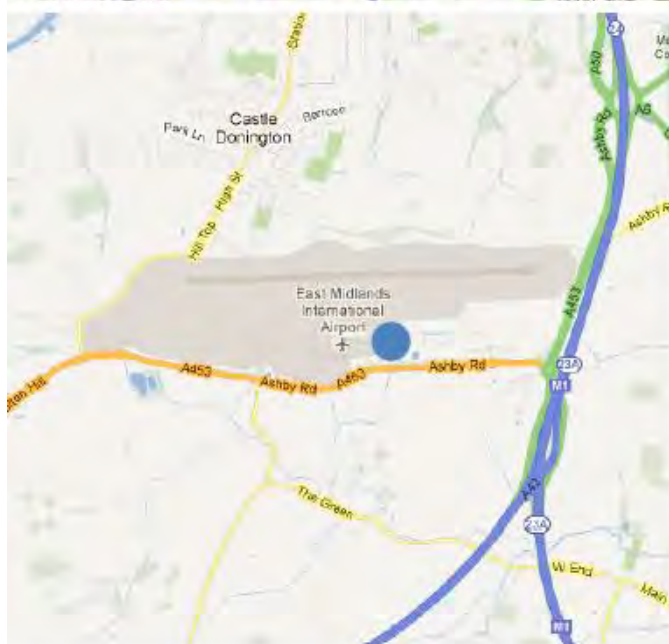
+ A Day at Pegasus Business Park

- 7.30am** Quick work out in the gym at Raddison Blu.
- 8.15am** Grab a coffee on the way to work from Costa Coffee.
- 9.30am** First meeting of the day in the plush new meeting room.
- 11.00am** Back to the Raddison Blu for our sales seminar.
- 1.30pm** Lunch from M&S Food.
- 3.00pm** Informal team brainstorming session in the kitchen/breakout space – great brainstorming session.
- 6.00pm** Meet partner and go to the airport to catch flight to Barcelona. Great weekend and I didn't have to pay for airport parking.



Office | Derbyshire, DE74 2SA

Offices



+Journey Times

Destination	Time	Distance (Approx)
Nottingham	28 minutes	14 miles
Derby	22 minutes	15 miles
Leicester	32 minutes	19 miles
Birmingham	45 minutes	40 miles
Coventry	50 minutes	42 miles
Stoke	57 minutes	47 miles

+Nearby Transport Hubs

Destination	Time	Distance (Approx)
East Midlands Airport	2 mins	0.5 miles
East Midlands Parking	10 mins	7 miles
Birmingham Airport	41 mins	37 miles
London St Pancras	1hr 50 mins	By train from EMP

+ Interested

For further information or to make arrangements to view please contact:

James Hartley

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T: 0115 9507577
M: 07887 787882
E: james@fhp.co.uk

George Dunncliff

FHP – Derby
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M: 07876 396008
E: george@fhp.co.uk

Or contact our joint agents:

Tim Richardson

Innes England
T: 01332 362244
E: trichardson@innes-england.com

FHP, their clients and joint agents give notice that:

1 - They are not authorised to make or give any representations or warranties in relation to the property either here or elsewhere, either on their own behalf or otherwise. They assume no responsibility for any statement that may be made in these particulars. These particulars do not form part of any offer or contract and must not be relied upon as statements or representations of fact.





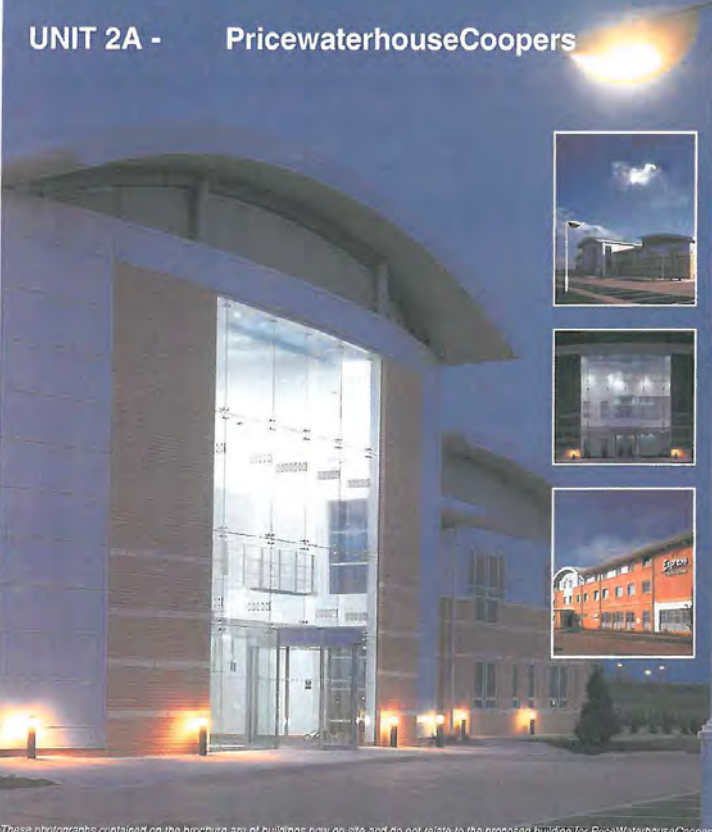

2 - Any areas, measurements or distances are approximate. The text, photographs and plans are for guidance only and are not necessarily comprehensive. It should not be assumed that the property has all necessary planning, building regulation or other consents and FHP have not tested any service, equipment or facilities. Purchasers must satisfy themselves by inspection or otherwise. Figures quoted in these particulars may be subject to VAT in addition.



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10 Oxford Street Nottingham NG1 5BG

Appendix II

Pegasus Business Park Marketing Literature dated Autumn 2000

3 NEW OFFICE BUILDINGS		 Wilson Bowden Business Parks
 PEGASUS BUSINESS PARK		
UNIT 1A -	Immigration Office and Babcock Rosyth Defence Ltd	Anticipated income £1,114,750 per annum Price £13,175,000 Initial yield 8% (net)
UNIT 1B -	Regus	
UNIT 2A -	PricewaterhouseCoopers	
 <small>These photographs contained on the brochure are of buildings now on site and do not relate to the proposed building for PricewaterhouseCoopers</small>		Pegasus Business Park East Midlands International Junction 23A/24, M1 Leicestershire A prestigious 60-acre Office Park in the heart of the U.K. Already chosen by: <ul style="list-style-type: none">• PowerGen• Regus• United Parcel Services• Holiday Inn Express 

**BUILDINGS 1A, 1B and 2A PEGASUS BUSINESS PARK
JUNCTION 23A, M1 LEICESTERSHIRE**

INVESTMENT CONSIDERATIONS

- ☐ Pegasus Business Park is a joint venture development by Wilson Bowden Developments Limited in conjunction with the East Midlands Airport.
- ☐ Pegasus Business Park provides a 62 acre masterplanned Business Park which is designed to provide upon completion a 60,385m² (650,000ft²) Office Park, hotels and creche facilities.
- ☐ The Park is situated immediately **adjacent to East Midlands Airport** accessed from **Junction 23A of the M1** central to Nottingham, Derby and Leicester.
- ☐ Conceived as the first regional Business Park for the East Midlands. Occupiers also include **Powergen, UPS and Express Holiday Inns**.
- ☐ Units 1A and 1B have recently been completed and let to the **Immigration Service, Babcock Rosyth Defence Limited** and **Regus Plc** and provide approximately 1,933m² (20,811ft²) and 2,221m² (23,912ft²) respectively.
- ☐ Terms have been agreed for **PricewaterhouseCoopers** to locate their new East Midlands Regional office to the Park. The 3,716m² (40,000ft²) building (2A) is due for completion September 2002 (term certain).
- ☐ New leases ranging between 11 years and 15 years 6 months.
- ☐ Rental levels ranging from £146.93/m² (£13.65/sqft) to £158.77/m² (£14.75/sqft).
- ☐ Minimum rental uplift of 2% per annum compounded at first review for the PricewaterhouseCoopers building.
- ☐ Anticipated total net income **£1,114,750 pa**
- ☐ Price - **£13,175,000** exclusive of VAT reflecting an initial yield of **8%** net of costs at 5.7625%
- ☐ Full unexploited Capital Allowances will be made available to the Purchaser.



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**BUILDINGS 1A, 1B and 2A PEGASUS BUSINESS PARK
JUNCTION 23A, M1 LEICESTERSHIRE**

INTRODUCTION:

Wilson Bowden Developments Limited are developing the Pegasus Business Park with their joint venture partners the East Midlands Airport. Units 1A and 1B have recently been completed and have been let to the Immigration Service, Babcock Rosyth Defence Limited and Regus Plc.

Terms have been agreed to pre-let Unit 2A to P.W. & Co for the new East Midlands regional office of PricewaterhouseCoopers. A detailed planning application has been submitted for Unit 2A with the anticipated completion date being 10th September 2002.

Wilson Bowden Developments Limited and the East Midlands Airport are seeking to dispose of the three buildings subject to the occupational tenancies as a single package.

PEGASUS BUSINESS PARK – EVOLUTION:

The Park comprises a 62 acre masterplanned Business Park conceived to provide a regional Business Park serving the East Midlands region.

Work commenced on site in March 1999 since which time 9,929m² (106,882ft²) of offices have been completed together with the 90 bed Holiday Inn Express Hotel at the entrance to the Park.

The detailed planning application for the PwC building has been submitted and a further planning application is imminent for the next phase of speculative buildings.



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**BUILDINGS 1A, 1B and 2A PEGASUS BUSINESS PARK
JUNCTION 23A, M1 LEICESTERSHIRE**

LOCATION:

Pegasus Business Park is situated adjacent to the East Midlands International Airport, which is strategically located in the centre of the country giving easy access to the immediate surrounding cities of Nottingham, Derby and Leicester.

- By road, Pegasus Business Park is easily accessed from Junction 23A or 24 of the M1 motorway, where the A42(M) and A50(T) all converge and is therefore central to Nottingham, Derby and Leicester. Excellent communications provides access to the following:

Birmingham	33 miles	Liverpool	91 miles
Bristol	118 miles	London	116 miles
Derby	12 miles	Manchester	73 miles
Leeds	81 miles	Nottingham	16 miles
Leicester	19 miles	Sheffield	48 miles

- Rail communications are good with Loughborough, Long Eaton, Nottingham and Derby stations all accessible via a short bus or taxi ride from Pegasus Business Park. These are all served by the main Inter-City trains operated by Midland Mainline and Central Trains. A new Midland Parkway mainline station is proposed to be developed by 2003 (subject to the outcome of the public enquiry) at Kegworth which is located only 2.5 miles to the north east.
- By air, Pegasus Business Park, due to it's location adjacent to East Midlands Airport, benefits from British Midland's scheduled flights to fourteen European destinations and on-ward destinations from Brussels, Amsterdam and Frankfurt.



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**BUILDINGS 1A, 1B and 2A PEGASUS BUSINESS PARK
JUNCTION 23A, M1 LEICESTERSHIRE**

EAST MIDLANDS AIRPORT:

East Midlands Airport opened in 1965 and has now established itself as the country's second air cargo operation having exploited its central location in the UK. The airport currently handles more than 175,000 tonnes of freight and 14,000 tonnes of mail and is currently ranked in the Top 20 European Airports in terms of total cargo through-put. Figures produced in 2000 indicated that EMA handled 26% of the UK's cargo carried on dedicated freighter aircraft.

In addition, over 2.2 million passengers used East Midlands Airport in the year 2000. In the first half of 2001 passenger figures are up 7.3%. The largest growth has been in the inclusive tour and charter markets, particularly to the Greek Islands, Cyprus and Majorca. Direct flights to Orlando commence in summer 2002, which are expected to lead to a significant increase in passenger traffic.

The airport's runway was extended last year and is now the 6th longest in the UK giving the airport an excellent opportunity for further expansion.

THE BUILDINGS:

Units 1A and 1B have been completed and comprise detached 2 storey buildings whereas Unit 2A is designed over 3 storeys. The individual building specifications vary slightly but principally include:

- ☐ Feature 2 storey reception areas
- ☐ Comfort cooling and full air conditioning*
- ☐ Triple glazing
- ☐ Fully accessible metal encapsulated raised floors with three compartment floor boxes with power provision
- ☐ Suspended ceilings with Inset Category II lighting
- ☐ Passenger lifts
- ☐ Full carpeting
- ☐ Male and female WCs to each floor*

* The PwC building includes full air conditioning to include humidification and dehumidification.



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**BUILDINGS 1A, 1B and 2A PEGASUS BUSINESS PARK
JUNCTION 23A, M1 LEICESTERSHIRE**

Floor plans (both to scale and reduced) together with copies of the agreed specifications are available upon request.

CAR PARKING:

The buildings are provided with a better than average level of car parking. The ratio for Units 1A and 1B is one space per 25m² (269ft²). The anticipated ratio for the PwC building is one space per 20m² (215ft²).

TENURE:

The freehold interest is being retained by the East Midlands Airport who are granting a new 150 year Headlease.

The ground rent payable under the Headlease is equivalent to 10% of the annual rents **received** under the Underlease.

TENANCIES:

Unit 1A:

Ground Floor:

Terms have been agreed for **The Secretary of State for The Environment Transport Local Government and The Regions** to enter into a new **15 year lease** drawn on effective full repairing and insuring terms via service charge provisions and incorporating 5 yearly upward only rent reviews.

The anticipated rental is **£152,662 pa (£158.77/m² - £14.75/ft²)**.

The suite is to be occupied by the **Immigration Office**.



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**BUILDINGS 1A, 1B and 2A PEGASUS BUSINESS PARK
JUNCTION 23A, M1 LEICESTERSHIRE**

First Floor:

The first floor is to be let to **Babcock Rosyth Defence Limited** on the basis of a **15 year lease** drawn on effective full repairing and insuring terms via service charge provision and incorporating 5 yearly upward only rent reviews.

The anticipated rental is **£146,552 pa (£150.74/m² - £14/sqft)**

Unit 1B:

The property is let to **Regus Business Centres (UK) Limited** on the basis of a **25 year lease** which incorporates a break clause at the end of **15 years 6 months** which can be triggered by 12 months prior written notice.

The initial rent is **£359,397 pa (£15.03/ft²)**. At rent review, the open market rental is uplifted by a further 10.11% to rentalise the financial contribution made by the developer towards the Regus fit out.

The base rent is therefore **£146.93/m² (£13.65/ft²)**

Unit 2A:

Heads of Terms have been agreed for the property to be let to **P.W. & Co** on the basis of a **15 year lease** drawn on full repairing and insuring terms with 5 yearly upward only rent reviews.

The lease incorporates a tenant only break clause operable at the end of the tenth year of the term by serving a minimum of 12 months prior notice in writing. This will trigger a 12 months rental penalty.

At first review the rental is subject to a **minimum rental uplift** calculated by applying growth at the rate of **2% per annum (compounded)**. Thereafter the reviews are upward only without indexation.



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**BUILDINGS 1A, 1B and 2A PEGASUS BUSINESS PARK
JUNCTION 23A, M1 LEICESTERSHIRE**

The anticipated initial rent is £580,000 pa (£156.08/m² - £14.50/ft²)*.

P.W. & Co have an option to request that the building is extended by a further 1,858m² (20,000ft²). The option is valid for 6 months following the exchange of the Agreement for Lease and would be let on terms consistent with those previously summarised.

* The rental is subject to a Confidentiality Agreement jointly binding on the Landlord & Tenant.

GROSS AND NET RENTAL INCOME:

The anticipated gross annual rental is	£1,238,611 pa.
The net rental income is anticipated as being	£1,114,750 pa.

TENANT'S CONVENANTS:

Unit 1A:

The **Immigration Office** are to occupy the ground floor suite. The Heads of Terms have been agreed and the Lease is to be taken in the name of The Secretary of State for The Environment Transport and The Regions.

Babcock Rosyth Defence Limited is principally engaged in the re-fit and repair of naval vessels and in heavy engineering and manufacture.

The office at Pegasus is to be occupied by Hunting Contract Services who provide administrative and facility contracts to the Ministry of Defence. In March 2000 Babcock Rosyth Defence Limited acquired the whole of the share capital of FBM Marine Holdings (UK) Limited and FBM Lairdsie Limited. This business is now re-named FBM Babcock is Europe's leading supplier of fast passenger ferries to the expanding world market.



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**BUILDINGS 1A, 1B and 2A PEGASUS BUSINESS PARK
JUNCTION 23A, M1 LEICESTERSHIRE**

Financial highlights for the year ending 31st March 2001 reputed turnover of **£172,408,000**, profit prior to taxation of **£9,903,000** and net assets (and shareholders funds) of **£9,625,000**.

Unit 1B:

Regus Plc (formerly Regus Business Centres Plc) successfully achieved the simultaneous listings on the London Stock Exchange and NASDAQ in October 2000.

Regus are providers of high quality business services to the global economy and their international network of adaptable business centres allows Regus customers to outsource, completely or in part their work space requirements. By December 2000, Regus operated 64,070 work stations in 335 centres across 48 countries.

The Regus Centre at East Midlands Airport provides 280 work stations.

Unit 2A:

The property is to be let to P.W. & Co which is an unlimited company wholly owned by the Partnership of PricewaterhouseCoopers. PricewaterhouseCoopers are the largest providers of financial services in the world.

RENTAL EVIDENCE:

Since its inception, Pegasus has demonstrated sustained demand.

Powergen's 4,180m² (45,000ft²) building was completed in April 2000 and purchased. The Regus letting was completed in 2001 and is structured off a base rent of £13.65/ft² reflecting the rental for the standard developer's specification with the rent uplifted to £15.03/ft² to rentalise the Regus fit-out.



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**BUILDINGS 1A, 1B and 2A PEGASUS BUSINESS PARK
JUNCTION 23A, M1 LEICESTERSHIRE**

Unit 2C comprises a 2 storey building of 1,594m² (17,159ft²) let to United Parcel Services (UPS) on a new 15 year lease. The building has been constructed to a differing specification which together with operational issues between the Airport and UPS reflects in the rental of £129.17/m² (£12/ft²).

Unit 1A was constructed on a speculative basis and completed in late 2001. The rental agreed with Babcock reflects £150.70m² (£14/ft²) and the letting to the Immigration Service reflects £158.77/m² (£14.75ft²).

The quoting rent on the park is now £166.85/m² (£15.50/ft²)

ESTATE MANAGEMENT COMPANY:

The roads within Pegasus are private and the upkeep and maintenance of all common areas within the Park are administered by the East Midlands Airport via service charge provisions.

Contributions to the service charge are calculated based on the ratio of the size of the plot in proportion to the whole park.

COLLATERAL WARRANTIES:

The tenant and the purchaser receive the benefit of collateral warranty documentation drawn under seal from the appointed professional team to include:

- ☐ Architects – Stephen George & Partners, Leicester
- ☐ Structural Engineers: BWB Engineers, Nottingham
- ☐ Sub-contractors with design responsibilities



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**BUILDINGS 1A, 1B and 2A PEGASUS BUSINESS PARK
JUNCTION 23A, M1 LEICESTERSHIRE**

CAPITAL ALLOWANCES:

Fully unexploited capital allowances will be available in respect of the properties and further details will be provided in due course.

VAT:

The developers have elected to waive the exemption to VAT which will be payable at standard rate.

FINANCIAL PROPOSAL:

Our clients are seeking offers in respect of buildings 1A and 1B together with a forward commitment to purchase building 2A in the order of:-

£13,175,000

(Thirteen Million One Hundred and Seventy Five Thousand Pounds)

Subject to contract and exclusive of VAT.

Our clients will seek to adopt an agreed multiplier which will be applied to the agreed rental for the PwC building to include the 1,858m² (20,000ft²) extension should this option be exercised.

INITIAL YIELD:

8.00% net of costs at 5.7625%



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**BUILDINGS 1A, 1B and 2A PEGASUS BUSINESS PARK
JUNCTION 23A, M1 LEICESTERSHIRE**

FURTHER INFORMATION:

Further information is available by contacting:

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020 7409 8825

Philip Hunt
020 7409 8805

John Proctor
0115 8411130

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Fisher Hargreaves Proctor
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Nottingham
NG1 5BG
Fax: 0115 950 7688




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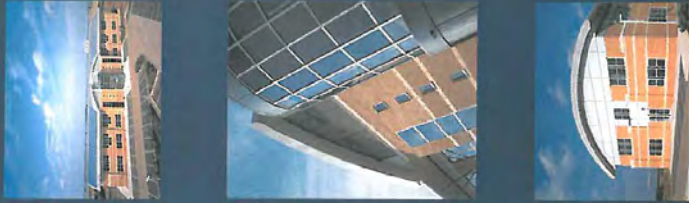







PLOT 1A

First floor - Babcock Rosyth Defence Ltd
Ground floor - Immigration Office













Wilson Bowden
Business Parks





PEGASUS
BUSINESS PARK
EAST MIDLANDS INTERNATIONAL

PLOT 1B - REGUS





PEGASUS
BUSINESS PARK
EAST MIDLANDS INTERNATIONAL

PLOT 2A

PricewaterhouseCoopers



Wilson Bowden
Business Parks



SOUTH ELEVATION



EAST ELEVATION

PEGASUS BUSINESS PARK - 40,000sqft + 20,000sqft expansion - ELEVATIONS: 7118FH01/a
STEPHEN GEORGE AND PARTNERS ARCHITECTS AND PLANNERS 179 LONDON ROAD LEICESTER LE2 1ND 0118 2470657

WB

This is a detailed road map of the Nottingham and Leicestershire area. The map shows major roads like the A1, A63, and A60, and cities such as Nottingham, Loughborough, and Leicester. A small inset map shows the location of the area within the Midlands region of England.

TENANCY SCHEDULE

Units 1A, 1B & 2A

Pegasus Business Park

Wilson Bowden
Business Parks

NOTES

1. The rental of £15.03 includes an uplift.
2. P.W. & Co. are an unlimited company wholly owned by the Partnership of P.W. & Co. The building is to be the East Midlands regional office of PWC.
3. P.W. & Co. have the benefit of an option to extend from 3,716 m² (40,000 ft²) to 5,574 m² (60,000 ft²). The option is for 6 months following exchange of The Agreement for Lease.
4. The figure of £580,000 p.a. is the anticipated annual rental which will be calculated by applying £14.50 per ft² to the agreed Net Internal Floor Area prior to the issue of the Certificate of Practical Completion.
5. The initial rental is subject to minimum rental growth at the first review.
6. The figure of £1,238,611 is the gross rental payable. The buildings are to be sold subject to a 150-year ground lease with 10% ground rent payable. The net initial rent is therefore £1,114,750.

Unit	Tenant	Size	Initial Rent p.a.	Initial Rent per sq.ft.	Lease Terms
1A Ground Floor	The Secretary of State for the Environment, Transport Local Government and the regions.	10,350 ft ² 961.5 m ²	£152,662	£14.75	15 year lease effective FRI. 5-yearly upward only rent reviews.
1A First Floor	Babcock Rosyth Defence Ltd	10,468 ft ² 972.4 m ²	£146,552	£14.00	15 year lease effective FRI. 5 yearly upward only rent reviews.
Unit 1B	Regus Business Centres (UK) Ltd	23,912 ft ² 2,221.4 m ²	£359,397	£15.03 (⁽¹⁾)	25 year lease incorporating tenant break clause at the end of 15 years 6 months drawn on FRI terms with 5 yearly upward only rent reviews. At review the open market rental value is uplifted by 10.11% to reflect rentalisation of a capital contribution to the Regus fit out.
Unit 2a	P.W. & Co (⁽²⁾)	40,000 ft ² 3,716 m ² 84,730 ft ² 5,871.3 m ²	£580,000 (⁽⁴⁾) £1,238,611 (⁽⁶⁾)	£14.50 (⁽⁵⁾)	15 year lease, FRI with 5 yearly upward only rent reviews incorporating a tenant-only break clause at the end of the 10th year triggered by 12 months notice and a 12-month rent penalty. Minimum (Rental growth at the first review with initial rent indexed by 2% p.a. compounded)

**BUILDINGS 1A, 1B and 2A PEGASUS BUSINESS PARK
JUNCTION 23A, M1 LEICESTERSHIRE**

DISCLAIMER

FPDSavills Commercial Limited and Fisher Hargreaves Proctor themselves and for the Vendors of the property whose Agents they are give notice that:

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- ☐ All descriptions, dimensions, references to conditions and necessary permissions for use and occupation and their details are given in good faith and are believed to be correct but any intending purchaser should not rely on them as statements or representations of fact but must satisfy themselves by inspection or otherwise as to the correctness of each of them;
- ☐ No person in the employment of FPDSavills Commercial Limited and Fisher Hargreaves Proctor has any authority to make or give any representations or warranty whatever in relation to these properties or their particulars nor enter into any contract relating to the property on behalf of FPDSavills Commercial Limited and Fisher Hargreaves Proctor nor any contract on behalf of the vendors;
- ☐ No responsibility can be accepted for any expenses incurred by intending purchasers in inspecting properties which have been sold or withdrawn.
- ☐ FPDSavills Commercial Limited and Fisher Hargreaves Proctor have not made any investigations into the existence or otherwise of any issues concerning pollution and potential land, air or water contamination. The purchaser is responsible for making his own enquiries in this regard.
- ☐ *FPDSavills Commercial Limited and Fisher Hargreaves Proctor have not measured the property and have relied on those areas supplied by the landlord.*

September 2001




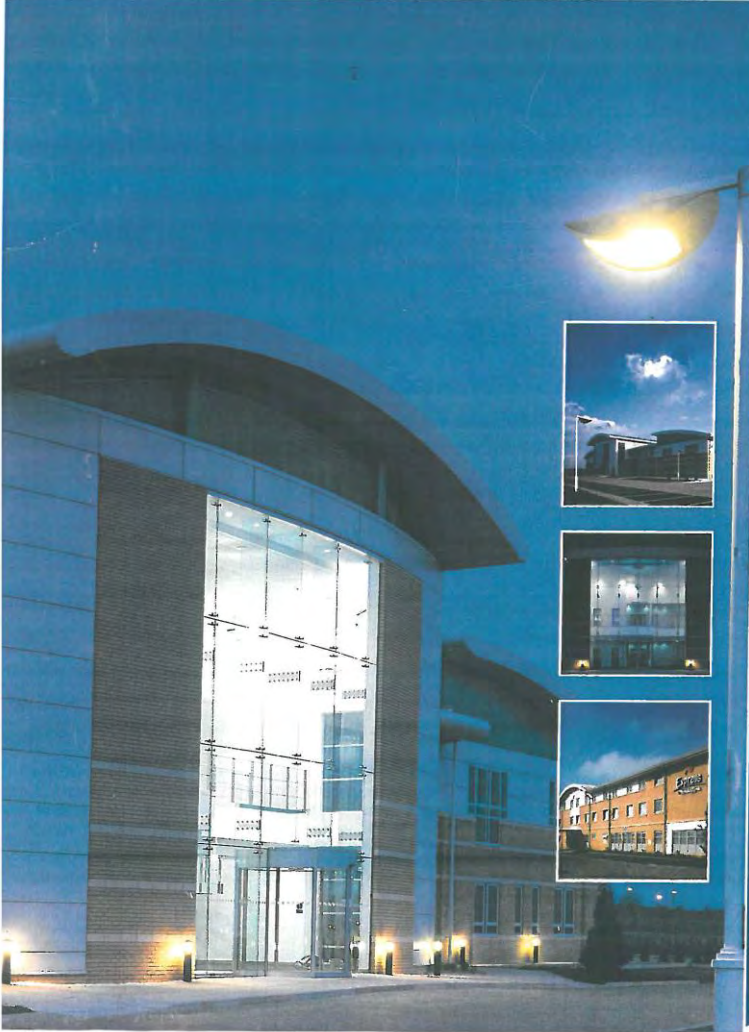
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Appendix III

Marketing Brochure for Pegasus Business Park from 2000



Wilson Bowden
Developments




Pegasus Business Park
East Midlands International
Junction 23A/24, M1
Leicestershire


A prestigious 60-acre Office Park
in the heart of the U.K.

Already chosen by:

- PowerGen
- Regus
- United Parcel Services
- Holiday Inn Express



elocation centre





PEGASUS
BUSINESS PARK
EAST MIDLANDS INTERNATIONAL

BT
e-location centre

At the Heart of the United Kingdom

The Vision

Pegasus was conceived to meet the demand for a Regional Business Park at the heart of the U.K. and central to the East Midlands.

Since on-site construction commenced in April 1999, the Park has established itself as a proven location being chosen by major office and hotel users with an active ongoing rolling development programme.

Communications

The Park offers unrivalled infrastructure by road, rail, air and e-commerce.

The M1, A42(M) and A50(T) all converge on Pegasus. The new Midland Parkway Mainline Station is under construction at Kegworth,

2.5 miles from the site and regular bus services link to Nottingham, Derby, Leicester and Loughborough. The park is also adjacent to East Midlands Airport.

Complementary Facilities

Retail and leisure facilities add to the vitality of the Park with two major hotel groups choosing Pegasus, which compliment the existing retail and leisure facilities. Three further health and fitness clubs are located within 2.5 miles of the site.



John Whale
Head of Property,
4,087.6m² (44,000 ft²)
PowerGen



	time	distance (miles)
Birmingham	43 mins	38
Bristol	1 hr 58 mins	127
Derby	23 mins	17
Leeds	1 hr 17 mins	81
Leicester	26 mins	20
Liverpool	2 hrs	95
London	1 hr 57 mins	117
Manchester	1 hr 44 mins	80
Nottingham	20 mins	13
Sheffield	52 mins	53

	time
Aberdeen	1 hr 25 mins
Amsterdam	1 hr
Belfast	1 hr 10 mins
Brussels	1 hr 30 mins
Dublin	1 hr
Edinburgh	55 mins
Guernsey	1 hr 15 mins
Jersey	1 hr
Paris	1 hr 10 mins

*source: Experian





A Masterplanned Regional Business Park

Masterplanning of the buildings, infrastructure and landscaping has produced a high quality environment.

Set in over 60 acres, Pegasus will ultimately provide up to 60,387 m² (650,000 ft²) of efficient and flexible accommodation being developed on a rolling development programme or bespoke to meet specific requirements. Each building is designed to be

complimentary yet individual with generous on-site car parking available. The standard specification includes raised floors and comfort cooling with full air-conditioning available if required.

Schematic and financial proposals can be provided for units ranging in size from 929 m² (10,000 ft²) upwards.

Buildings, Environment and Quality

Chosen by East Midlands Airport as their joint development partner, Wilson Bowden Properties' proven track record has resulted in a cohesive, masterplanned office environment which will

further evolve through designing specific office buildings and undertaking a rolling programme of speculative development. The quality of Pegasus is endorsed by the early success of the scheme.

Holiday Inn Express
150 bed hotel.



United Parcel Services
1,579 m² (17,000 ft²)





"As the UK's largest operator of business centres, the new centre at Pegasus Business Park is part of our strategic expansion plans for the East Midlands and the final stage of our plans to have a business centre at all of the UK's regional airports. Our centres prove attractive to both new start-ups and large multinationals alike and I'm sure this new centre will prove equally attractive by providing a wide range of businesses instant access to the East Midlands marketplace."

Mark Dixon
Regus
2,208 m² (23,778 ft²)



Mark Dixon



People and Lifestyle

Pegasus Business Park is central to the East Midlands within the heart of the UK, an area which offers unrivalled communications, a highly skilled workforce and an excellent quality of life.




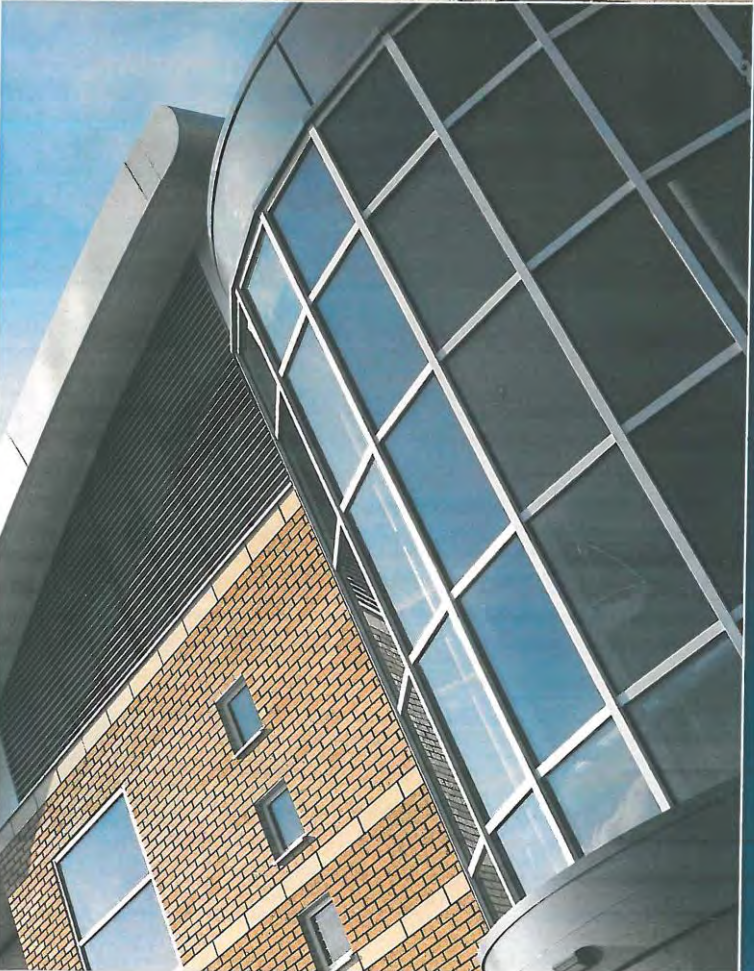
The proximity of the Peak District and The Vale of Belvoir complement the vibrance of the principal towns and cities with a full range of shopping, leisure and cultural facilities close at hand.

A comprehensive choice of competitively priced housing and schools are to be found within the area. In terms of higher education, the East Midlands has seven universities, which inter-relate with the commercial and social infrastructure of the Region.



Major Employers within the East Midlands include:

- Boots
- Woolworths
- Powergen
- Egg
- Capital One
- Alliance and Leicester
- Astra Zeneca
- Fisher Scientific
- Pedigree Masterfoods
- Pepsico
- Rolls Royce

	 <p>Wilson Bowden Developments</p>
	 <p>PEGASUS BUSINESS PARK</p>
	<p>Building 1A Pegasus Business Park East Midlands International 1,937.43 m² (20,855 ft²) with 88 car spaces</p> <p>A highly prominent, two-storey, comfort cooled office building at the entrance of the new 60-acre regional office park adjacent to East Midlands Airport at Junction 23A/24, M1, Leicestershire</p>



Building Unit 1A

Situated at the entrance of Pegasus, Building Unit 1A is the first speculative office building within the Park.

The building provides approximately 1,937.43 m² (20,855 ft²) net office space together with 88 on-site car spaces.

On-Site Facilities

On and off-site retail and leisure facilities add to the vitality of the Park. There are three health and fitness centres within one mile, extensive hotel and conference facilities and established public transport links to Nottingham, Derby, Leicester and Loughborough.

Specification

- Feature double height reception
- Comfort cooled environment
- Full access raised floors
- Full carpeting
- Suspended ceiling with category-II lighting
- 8 person passenger lift
- Double glazed sound attenuated windows
- 88 on-site car spaces



At the heart of the UK



Terms

The premises are available on lease terms by negotiation, drawn on full repairing and insuring terms and incorporating 5-yearly rent reviews.

V.A.T

V.A.T will apply.



Wilson Bowden
Developments

Forest Business Park, Bardon Hill
Leicestershire, LE67 1UB
Tel 01530 276276 • Fax 01530 814810

In partnership with



Sole agents



10 Oxford Street, Nottingham NG1 5BG
0115 950 7577

John Proctor




0121 633 3733
0171 499 8644

Birmingham: Nick Williams

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HOLIDAY INN


UPS

POWERGEN


UNIT 1A

REGUS

NEW 250 BED, 5-STAR HOTEL, CONFERENCE AND LEISURE FACILITIES



PEGASUS
BUSINESS PARK
EAST MIDLANDS INTERNATIONAL



Wilson Bowden
Developments

Fisher Hargreaves Proctor
10 Oxford Street, Nottingham NG1 5BG
0115 950 7577

FPD Savills
0121 633 3733
0171 499 8644

Sole agents

Appendix IV

Centennial House Details

Offices | Derby, DE74 2SA

Offices

To Let

19m² (200ft²) to 186m² (2,000ft²)

Flexible offices with excellent parking.



Centennial House
Beverley Road
East Midlands Airport
DE74 2SA

- + Two miles to Junction 23a M1 Motorway
- + Flexible lease terms
- + Good access to public transport

Visit our website www.fhp.co.uk

01332 343222

Fisher Hargreaves Proctor | 8 Riverside Court Pride Park Derby DE24 8JN



Office | Derby, DE74 2SA

Offices

**+ The Location**

Centennial House forms part of East Midlands Airport. East Midlands Airport is centrally located between Nottingham, Derby and Leicester approximately two miles from Junction 23a of the M1 Motorway. In addition the area affords excellent access to the A50 trunk road which in turn links the M1 and M6 Motorways.

+ The Property

Centennial House is a multi let office building arranged over ground and first floor. The offices provide a range of cellular and open plan accommodation and the specification benefits from:-

- ❖ Lift
- ❖ Communal WC
- ❖ Kitchen facilities
- ❖ Painted plaster walls
- ❖ Category II lighting
- ❖ Perimeter trunking
- ❖ Carpets
- ❖ Car park to the rear

Fisher Hargreaves Proctor | www.fhp.co.uk
8 Riverside Court Pride Park Derby DE24 8JN

+ Accommodation

Office	M ²	Ft ²	Rent pa
1	65	700	£8,400
2	46	500	£6,000
4	63	681	£8,172
9	135	1,456	£14,560
11	39	420	£5,040
12	68	735	£8,820
13	77	829	£9,948
16	19	200	£2,600
17	19	200	£2,600
18	186	2,000	£20,000

(this information is given for guidance purposes only)

+ Lease Terms

The offices are available to lease by way of a new flexible full repairing and insuring leases. Rental details are available upon request from the agent.

+ Service Charge

A service charge will be levied to cover the maintenance, utilities and upkeep of the communal areas at Centennial House. Further details of the service charge are available upon request from the agents.

+ VAT

Each party is to be responsible for their own legal costs incurred with this transaction.

+ Planning

We await confirmation from the local planning authority but assume the premises are suitable for B1a (office) use.

(This information is given for guidance purpose only and perspective tenants are advised to verify this information with Northwest Leicestershire Local Authority on 01530 454545).

+ Service Charge

Each party is to be responsible for their own legal costs incurred with this transaction.

+ Business Rates

The offices are separately assessed for business rates purposes and further details are available upon request from the agents.

(This information is given for guidance purposes only and perspective tenants are advised to verify this information with Northwest Leicestershire Local Authority on 01530 454545).

+ Interested

For further information or to make arrangements to view please contact:

George Dunnicliff
FHP Derby
T: 01332 343222
E: george@fhp.co.uk



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Appendix V

Three Sets of Osprey House Details

2,345 m² (25,250 sq ft) - Grade A Offices

PEGASUS BUSINESS PARK, EAST MIDLANDS AIRPORT, LEICESTERSHIRE, DE74 2UZ

NOW COMPLETE



To Let

●● OspreyHouse ●●●

●● OspreyHouse ●●●

Location

Pegasus Business Park is part of the East Midlands Airport. It enjoys separate access off the A453 before you reach the airport coming from the M1 Motorway.

Pegasus Business Park is situated around half a mile from Junction 23a of the M1, with Junction 24 and 24a, the A42 and A50 all being within 2 miles. The building is at the heart of the East Midlands being virtually equidistant from the cities of Nottingham, Leicester and Derby.

Pegasus has fantastic road connections, is situated next to an international airport and also has the benefit of an excellent bus service with buses every 30 minutes from Derby, Nottingham and Loughborough stopping at Pegasus Business Park only a short walk from Osprey House.



Description

Osprey House is a stunning three storey Headquarters Building which offers grade A office space in an outstanding location with excellent car parking.

Companies such as PricewaterhouseCoopers, Babcock International, Regus and E.ON have all been attracted to Pegasus with its range of on and off site retail and leisure facilities.

The specification includes:

- Full air conditioning
- Fully accessible raised floors
- Broadband enabled location
- Suspended ceiling with LG3 lighting
- 8 person passenger lift
- 104 car parking spaces

●● OspreyHouse ●●●

Floor Areas

We have measured the building and calculate that the net internal floor area is as follows.

Ground floor	805 sq m	8,650 sq ft
First floor	770 sq m	8,300 sq ft
Second floor	770 sq m	8,300 sq ft
Total	2,345 sq m	25,250 sq ft
104 car parking spaces		



Indicative Upper Floor Plan



Ground Floor Plan



Rateable Value

The building will be assessed for rating purposes upon occupation. An estimate of business rates payable can be obtained from the agents.

Estate Charge

A small estate charge is applied on Pegasus Business Park as a whole to cover landscaping, road clearance and security issues. Details are available from the agents.

VAT

VAT will be payable on the rent and service charge.

Disposal Terms

The property is available as a whole or in part on the basis of a fully repairing and insuring lease with 5 yearly rent reviews. For quoting terms please contact the agents.

Viewing and Further Details

Plans, elevations and specification are available from the agents:



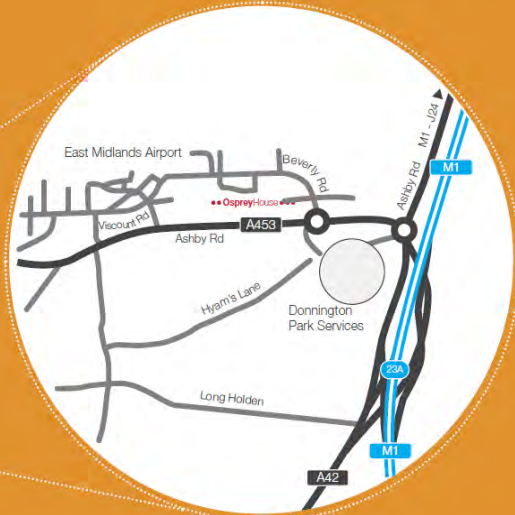
Fisher Hargreaves Proctor
10 Oxford Street
Nottingham
NG1 5BG

Contact: Edward Hine
Tel: 0115 841 1134
Email: edwardh@fhp.co.uk
Web: www.fhp.co.uk



Lambert Smith Hampton
17-21 Hounds Gate
Nottingham
NG1 7DR

Contact: Philip Guiggin
Tel: 0115 976 6603
Email: pguiggin@lsh.co.uk
Web: www.lsh.co.uk



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●● OspreyHouse ●●●

EAST MIDLANDS
PARKWAY STATION
NOW OPEN



PEGASUS BUSINESS PARK, EAST MIDLANDS AIRPORT, LEICESTERSHIRE, DE74 2UZ
780m² - 2,345m² (8,392 - 25,244 sq ft) - Grade A Offices

TO LET

●● OspreyHouse ●●●

Location

Pegasus Business Park is part of the East Midlands Airport. It enjoys separate access off the A453 before you reach the airport coming from the M1 Motorway.

Pegasus Business Park is situated around half a mile from Junction 23a of the M1, with Junction 24 and 24a, the A42 and A50 all being within 2 miles. The building is at the heart of the East Midlands being virtually equidistant from the cities of Nottingham, Leicester and Derby.

Pegasus has fantastic road connections, is situated next to an international airport and also has the benefit of an excellent bus service with buses every 30 minutes from Derby, Nottingham and Loughborough stopping at Pegasus Business Park only a short walk from Osprey House.

The recently completed East Midlands Parkway rail station now offers high frequency connections to London, Derby, Leicester and Nottingham, with a shuttle service to the Osprey House site every 10-15 minutes.



Description

Osprey House is a stunning three storey Headquarters Building which offers grade A office space in an outstanding location with excellent car parking.

Companies such as PricewaterhouseCoopers, Babcock International, Regus and E.ON have all been attracted to Pegasus with its range of on and off site retail and leisure facilities.

The specification includes:

- Full air conditioning
- Fully accessible raised floors
- Broadband enabled location
- Suspended ceiling with LG3 lighting
- 8 person passenger lift
- 104 car parking spaces (overspill spaces available)

●●

●● OspreyHouse ●●

Floor Areas

We have measured the building and calculate that the net internal floor area is as follows.

Ground floor	760 sq m	8,302 sq ft
First floor	783 sq m	8,426 sq ft
Second floor	783 sq m	8,426 sq ft
Total	2,345 sq m	25,154 sq ft
104 car parking spaces (overspill spaces available)		



Indicative Upper Floor Plan



Ground Floor Plan



Rateable Value

The building will be assessed for rating purposes upon occupation. An estimate of business rates payable can be obtained from the agents.

Estate Charge

A small estate charge is applied on Pegasus Business Park as a whole to cover landscaping, road clearance and security issues. Details are available from the agents.

VAT

VAT will be payable on the rent and service charge.

Disposal Terms

The property is available as a whole or in part on the basis of a fully repairing and insuring lease with 5 yearly rent reviews. For quoting terms please contact the agents.

Viewing and Further Details

Plans, elevations and specification are available from the agents:



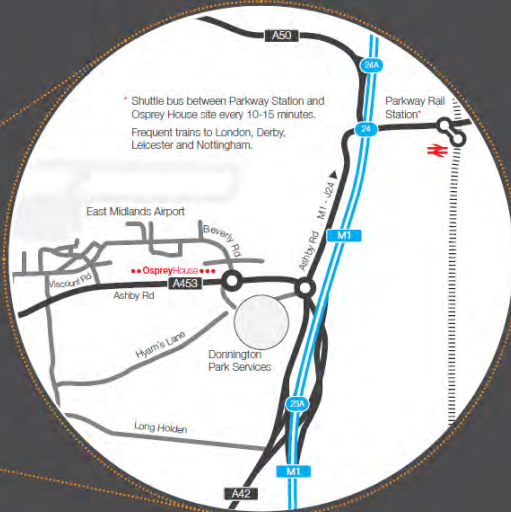
Fisher Hargreaves Proctor
10 Oxford Street
Nottingham
NG1 5BB

Contact: Edward Hine
Tel: 0115 841 1134
Email: edwardh@fhp.co.uk
Web: www.fhp.co.uk



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NG1 7DR

Contact: Philip Quiggin
Tel: 0115 976 6603
Email: pquiggin@lsh.co.uk
Web: www.lsh.co.uk



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Great for your business. Great for your staff

OSPREY HOUSE

Pegasus Business Park, East Midlands Airport, M1 J23A/24
Grade A offices to let: 7,938 - 25,196 sq ft (737sq m - 2,340sq m)

Nearby facilities include:

Other occupiers include:

Easy access to Nottingham, Derby and Leicester by car, train or bus. Travel to London from East Midlands Parkway station

www.osprey-house.co.uk

OSPREY HOUSE

An outstanding location for your business

Pegasus Business Park is part of East Midlands Airport, making Osprey House one of the best located office buildings in the Midlands. It offers almost instant access to the M1 at J23A, and the A42. The A50 at J24A is within 5 minutes drive and East Midlands Parkway station just 10 minutes drive away. These unparalleled transport connections have already attracted a number of big names to this outstanding location.



Easy access to Nottingham, Derby & Leicester



Destination	Time	Distance*
Nottingham	26 mins	14 miles
Derby	22 mins	15 miles
Leicester	32 mins	19 miles
Birmingham	45 mins	40 miles
Coventry	50 mins	42 miles
Stoke	57 mins	47 miles



In good company

east midlands airport
Nottingham • Leicester • Derby



OSPREY HOUSE

The ideal new building for your future

Osprey House provides 25,196 sq ft of Grade A open plan offices, over three floors. In an exceptional location. The flexible floor plates offer an environmental control system and excellent natural light – your staff will be effective, comfortable and happy in this new, stunning building.



Stunning three storey Grade A office space

Designed and located to meet the present and future needs of your business, the specification at Osprey House includes:

- Ground floor reception
- Comfort cooling/heating
- Open plan offices ready to receive tenant fit out
- Male, female and disabled WC facilities
- Eight person passenger lift
- Fully accessible raised floors
- Superb natural light
- Suspended ceiling with inset L.G.J. lighting
- 81 dedicated car parking spaces
- Additional car parking available




Accommodation	sqm	sq ft
Ground Floor Reception	392	422
Ground Floor Offices	7174	7,938
First Floor Offices	7867	8,415
Second Floor Offices	7867	8,421
Total	23,000	25,196







OSPREY HOUSE

A wonderful place to work













With some of the best high street brands on your doorstep and the gym, spa, restaurant and conference facilities of four hotels to choose from, including a new Radisson Blu, your staff will find everything they need to make working at Osprey House a pleasure.

A wealth of amenities right on your doorstep

A very warm welcome from MOTO



MOTO services at Junction 23A are offering a possible staff discount for the new occupiers of Osprey House. Only a minute or two away by car, this discount makes MOTO services as affordable as they are accessible. Staff will also enjoy a fabulous range of concessions and wonderful views across the National Forest.

Typical luxury hotel lobby

OSPREY HOUSE

Great for your business
Great for your staff

CONTACT

FHP
www.fhp.co.uk
01159 507 577
01332 343 222

John Proctor
johnp@fhp.co.uk
Jonathan Sayer
jonathan@fhp.co.uk

Lambert Smith Hampton
0115 950 1414
0116 255 2694
www.lsh.co.uk

Philip Quiggin
pquiggin@lsh.co.uk
Jane Taylor
jtaylor@lsh.co.uk

SATNAV: DE74 2UZ

Property Description
While every effort has been made to ensure that these particulars provide a true and fair summary of the development, they are not designed to create any legal relationships or contractual representations. You are expected to request and investigate with your legal advisers to satisfy yourself that the terms of any formal legal contract regulate any legal relationship that may arise in relation to this development.
To the extent that this literature is found to give rise to any claim in law against any person or company in relation to the development that liability is excluded to the extent permitted by law from time to time.

Technical Information 18646 0011

Appendix VI

Pembroke House Details

Office Property

Lambert Smith
Hampton

0115 950 1414

17/21 HOUNDS GATE NOTTINGHAM NG1 7DR

Grade A Offices

To Let

1st Floor, Pembroke House, Pegasus Business Park, Castle Donington, Derbyshire DE74 2TU

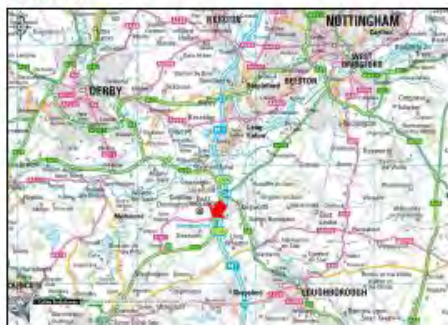


- 486 - 971 sq m (5,225 - 10,450 sq ft)
- Premier Business Park location
- Easy access to Nottingham, Derby & Leicester
- Grade A Specification

www.lsh.co.uk

1st Floor, Pembroke House, Pegasus Business Park, Castle Donington, Derbyshire DE74 2TU

Location



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Pembroke House forms part of Pegasus Business Park which is located immediately adjacent to East Midlands Airport near Castle Donington.

Pegasus Business Park benefits from excellent road communication links with Junction 23A of the M1, approximately 1 mile away. Other major arterial routes in the immediate vicinity include the A50, A453, A42 and A6 providing direct links to all the major centres across the Midlands.

Pegasus Business Park is a well established office location with a number of major companies having a presence on site, including PricewaterhouseCoopers and E.ON.

Description

The premises comprise the entire first floor of a two storey construction, with brick elevations and curved panel roofs. The building incorporates double glazed windows, passenger lift and a two-storey glazed reception. Internally the suite is constructed to a Grade A specification.

The premises benefit from the following facilities/specifications:

- Air Conditioning
- Raised access floors
- Passenger Lift
- Suspended ceiling with inset CAT II Lighting
- Extensive parking

Accommodation

The accommodation has been fitted out to a high standard by the current tenant. The offices are predominantly open plan together with a number of full-height glazed partition offices, meeting rooms, reception and break out areas.

Net Internal Floor Area	Sq M	Sq Ft
Total NIA	971	10,450

VAT

All prices, premiums and rents etc. are quoted exclusive of VAT at the prevailing rate.

Legal Costs

Each party to be responsible for their own legal costs incurred in any transaction.

Business Rates

The property is currently assessed for rating purposes with a 2010 Rateable Value of £138,000. Please contact the agents for an outline of the rates payable.

Service Charge

A small estate charge is applied on Pegasus Business Park as a whole to cover landscaping, road clearance and security issues. In addition a service charge is levied to cover the costs of maintaining the building, shared with the ground floor tenant. More information is available upon application to the agents.

Terms

The premises are held on a FRI lease to expire 17th September 2016. The first floor office is available as a whole or in parts, by way of assignment or sublease(s) at a rent based on £14.00 per sq ft per annum exclusive.

Viewing and Further Information

Viewing strictly by prior appointment with the joint agents:

Jane Taylor
Lambert Smith Hampton
Tel: 0116 255 2694
jtaylor@lsh.co.uk

Phil Quiggin
Lambert Smith Hampton
Tel: 0115 950 1414
pquiggin@lsh.co.uk

Jan 2011

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(iii) No employee or LSH has any authority to make or give any representation or warranty arising from these particulars or otherwise or enter into any contract whatsoever in relation to the property in respect of any prospective purchase or letting, including in respect of any financial potential or value or at all;
(iv) Price or rent may be subject to VAT and any prospective buyer or tenant must satisfy themselves concerning the correct VAT treatment;
(v) Except in respect of death or personal injury caused by the negligence of LSH or its employees or agents, LSH will not be liable whether in negligence or otherwise for losses or damages suffered by any person arising from the use of these particulars or any information provided.

Lambert Smith Hampton
0116 255 2694

24 DE MONTFORT STREET LEICESTER LE1 1JH

Lambert Smith Hampton
0115 950 1414

1021 HOUNDS GATE NOTTINGHAM NG1 7ER

Appendix VII

Original and Up To Date Marketing Particulars of LSH for Unit 423



**Lambert
Smith
Hampton**

0115 950 1414
www.lsh.co.uk

To Let

Office Property

High Quality HQ Office Building

BMI Baby HQ, Argosy Road, Pegasus Business Park, Castle Donnington, Derbys, DE74 2SA



- 2,375 Sq M (25,561 Sq Ft)
- Premier Business Park location
- Easy access to Nottingham, Derby & Leicester
- High quality spec & vastly superior parking ratio

Lambert Smith Hampton

17/21 Hounds Gate, Nottingham NG1 7DR T +44 (0)115 950 1414

BMI Baby HQ, Argosy Road, Pegasus Business Park, Castle Donnington, Derbys, DE74 2SA

Location



Situated at Pegasus Business Park, which is located immediately adjacent to East Midlands Airport near Castle Donnington, benefiting from excellent road links with Junction 23A of the M1 approximately 1 mile away. In addition, East Midlands Parkway Railway Station is 4 miles away.

Pegasus Business Park is a well established office location with a number of major companies on-site including Pricewaterhouse Coopers and E.ON.

Description

The premises comprise a two-storey construction, with brick elevations and pitched tiled roof. The building incorporates double-glazed windows, lift and reception facilities.

The premises benefit from the following facilities/specification:

- Air Conditioning
- Raised access floors
- Passenger Lift
- Suspended ceiling with insert CAT II lighting
- 201 car parking spaces

Accommodation

The accommodation has been fitted out to a high standard by the current tenant. The offices are predominantly open plan together with a number of partitioned offices, meeting rooms, training rooms and canteen.

Net Internal Floor Area	Sq Ft	Sq M
Ground Floor	12,820	1,191
First Floor	12,740	1,184
Total Net Internal Area	25,561	2,375

VAT

All prices, premiums and rents etc. are quoted exclusive of VAT at the prevailing rate.

Business Rates

The property is currently assessed for rating purposes with a 2010 Rateable Value of £320,000. Please contact the Agents for an outline of the rates payable.

Terms

The premises are held on a FRI lease to expire July 2018, subject to a tenant's option to break in July 2013. The property is available by way of assignment or sublease at the passing rent of £320,000 per annum exclusive. Alternatively, consideration will be given to a new lease on terms to be agreed.

Service Charge

A small estate charge is applied to cover landscaping, road clearance and security issues. More information is available upon application to the agents.

Planning

The use of the premises shall be restricted to offices and any use of the building shall be airport related, unless otherwise agreed in writing with the Local Planning Authority.

Viewing and Further Information

Viewing strictly by prior appointment with the sole agent:

Phil Quiggin
Lambert Smith Hampton
0115 9766603
07803 835138
pquiggin@lsh.co.uk

Jenny Clarke
Lambert Smith Hampton
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Mar 2012

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Smith
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Office Property



High Quality HQ Office Building

To Let

BMI Baby HQ, Argosy Road, Pegasus Business Park, Castle Donington, Derbyshire DE74 2SA



- 2,375 sq m (25,561 sq ft)
- Premier Business Park location
- Easy access to Nottingham, Derby & Leicester
- High quality spec & vastly superior parking ratio
- Short or long term lease options

www.lsh.co.uk

BMI Baby HQ, Argosy Road, Pegasus Business Park, Castle Donington, Derbyshire DE74 2SA

Location



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The subject property forms part of Pegasus Business Park which is located immediately adjacent to East Midlands Airport near Castle Donington.

Pegasus Business Park benefits from excellent road communication links with Junction 23A of the M1, approximately 1 mile away. In addition Nottingham Parkway rail station is situated adjacent to Ratcliffe-on-Soar power station, approximately 4 miles away, and offering connecting trains to Derby, Nottingham, London and beyond.

Pegasus Business Park is a well established office location with a number of major companies having a presence on site, including PricewaterhouseCoopers and E.ON.

Description

The premises comprise a two storey construction, with brick elevations and pitched tiled roof. The building incorporates double glazed windows, passenger lift and reception facilities. Internally the accommodation is constructed to a Grade A specification, albeit now requiring some cosmetic refurbishment.

The premises benefit from the following facilities/specification:

- Air Conditioning
- Raised access floors
- Passenger Lift
- Suspended ceiling with inset CAT II Lighting
- 201 parking spaces (almost 8 spaces per 1,000 sq ft)

Accommodation

The accommodation has been fitted out to a high standard by the current tenant. The offices are predominantly open plan together with a number of partitioned offices, meeting rooms, training rooms and canteen.

Net Internal Floor Area	Sq M	Sq Ft
Ground Floor	1,191	12,820
First Floor	1,184	12,740
Total Net Internal Area	2,375	25,561

VAT

All prices, premiums and rents etc. are quoted exclusive of VAT at the prevailing rate.

Business Rates

The property is currently assessed for rating purposes with a 2010 Rateable Value of £320,000. Please contact the agents for an outline of the rates payable.

Service Charge

A small estate charge is applied to cover landscaping, road clearance and security issues. More information is available upon application to the agents.

Terms

The premises are held on a FRI lease to expire July 2018, subject to a tenant's option to break in July 2013. The property is available by way of assignment or sublease at the passing rent of £320,000 per annum exclusive.

Alternatively consideration will be given to a new lease on terms to be agreed.

Planning

The use of the premises shall be restricted to offices and any use of the building shall be airport related, unless otherwise agreed in writing with the Local Planning Authority.

Viewing and Further Information

Viewing strictly by prior appointment with the sole agent:

Jane Taylor
Lambert Smith Hampton
Tel: 0116 255 2694
jtaylor@lsh.co.uk

Phil Quiggin
Lambert Smith Hampton
Tel: 0115 950 1414
pquiggin@lsh.co.uk Jan 2011

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**Lambert Smith
Hampton**

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Appendix II

Market Overview – East Midlands Airport



Market Overview – East Midlands Airport



Market Overview – East Midlands Airport



Appendix III



DONINGTON COURT
UNIT 2A DONINGTON COURT | PEGASUS BUSINESS PARK
CASTLE DONINGTON | DE74 2UZ





Investment Summary

- **Strategically located** within the UK with **access directly from the M1 motorway** and within close proximity of the A42 and A50 Dual Carriageways
- **Next to East Midlands International Airport**, one of the UK's most strategically important airports
- **Prime Business Park environment** with high profile branding opportunity
- With close proximity of **SEGRO Logistics Park**, East Midlands, Gateway and **Rail Freight Interchange**
- High Specification purpose built office building extending to **43,847 sq ft (NIA)** (4,073.60 sq m)
- Excellent parking ratio of **6.75 spaces per 1,000 sq ft**
- Passing net rent of **£355,135** per annum
- Potential gross rent **£624,782** per annum (net £561,904 per annum)
- Let in part to PriceWaterhouseCoopers Services Limited and HSBC Bank plc
- Low capital value **£170** per sq ft
- Long leasehold
- Seeking offers in excess of **£7,265,000 (Seven Million, Two Hundred & Sixty Five Thousand Pounds)**, subject to contract providing a net initial yield of **7.25%**, assuming purchasers' costs at **6.66%**
- A rental guarantee equivalent to one year, **£229,744 per annum** and the corresponding rental equivalent to the residue rent free granted to HSBC Bank plc, will be deducted from the purchase price





Donington Court | Unit 2A Donington Court
Pegasus Business Park Castle Donington | DE74 2UZ

Location

Donington Court is located on Pegasus Business Park, within the boundary of East Midlands International Airport, one of the UK's most strategically important airports outside London.

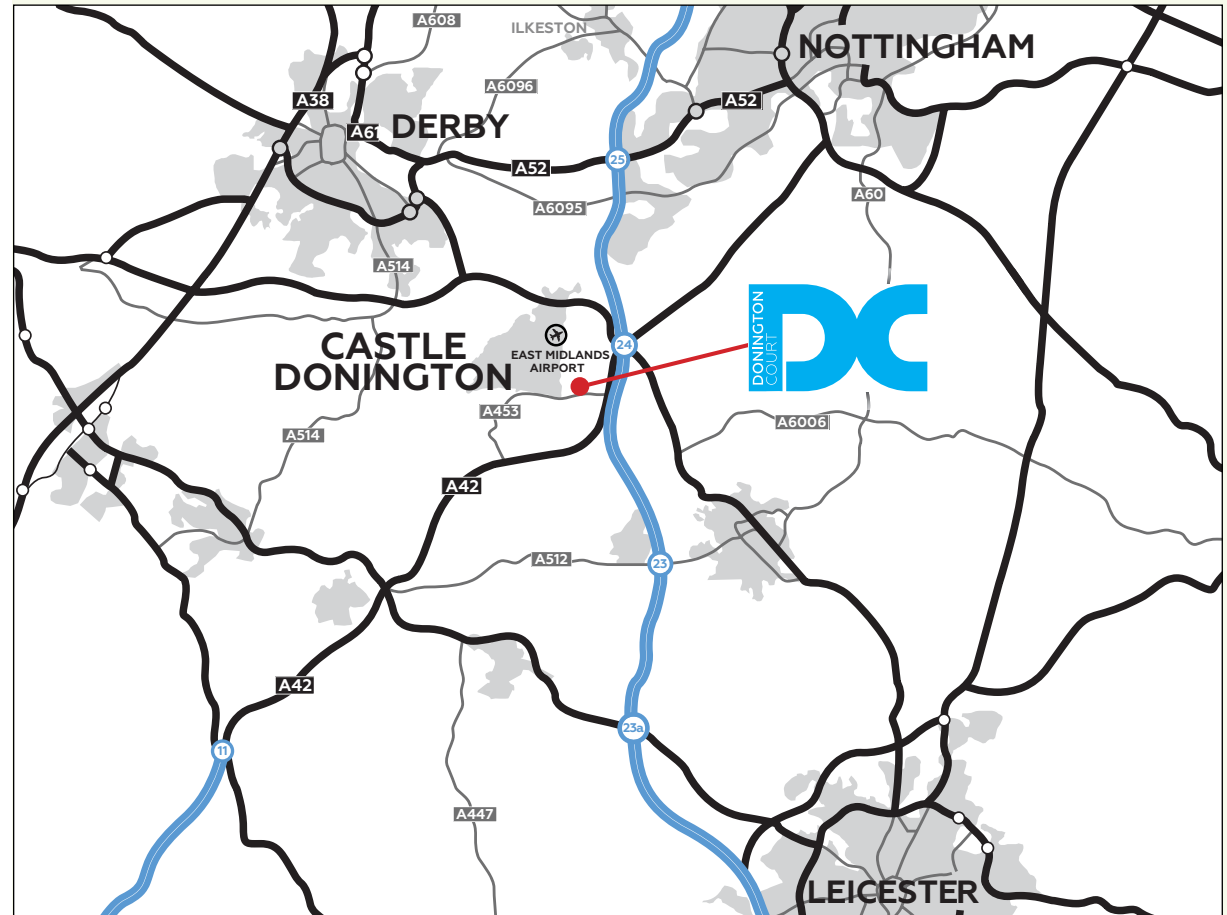
East Midlands International Airport accommodates 4.3 million passengers each year offering routes to over 80 leisure and business destinations. The Airport is the second busiest cargo airport in the UK (after Heathrow) and handles over 310,000 tonnes of air freight every year. It is the UK hub for DHL and UPS and acts in support of operations for TNT and Royal Mail as well as a number of distribution companies that have bases in the area. The world-famous Donington Park motor racing circuit is also near by.

Demographics

The East Midlands has an excellent track record for attracting flourishing world class companies in the transport, healthcare, professional services, food and drink and environmental sectors. The area offers a competitive environment supported by world leading research and development capabilities, a highly skilled workforce and it also benefits from being at the centre of the UK transport network.



EAST MIDLANDS AIRPORT IS SITUATED ADJACENT TO JUNCTION 23A OF THE M1 MOTORWAY BENEFITING FROM IMMEDIATE ACCESS TO THE NATIONAL MOTORWAY NETWORK AND A DIRECT ROUTE TO LONDON





Donington Court | Unit 2A Donington Court
Pegasus Business Park Castle Donington | DE74 2UZ

Connectivity

In addition to air travel, East Midlands Airport is situated adjacent to Junction 23A of the M1 Motorway benefiting from immediate access to the national motorway network and a direct route to London (2 hour drive time) and Leeds (1.5 hour drive time). The Airport also benefits from direct access to Birmingham via the A42 (40 miles to the south west). The A50 dual carriageway, situated directly to the north of the Airport, provides direct access to the M6 Motorway.

East Midlands parkway station is a short 10 minute taxi ride away from the property providing frequent direct trains to London St Pancras International Station in under 1 hour and 30 minutes.

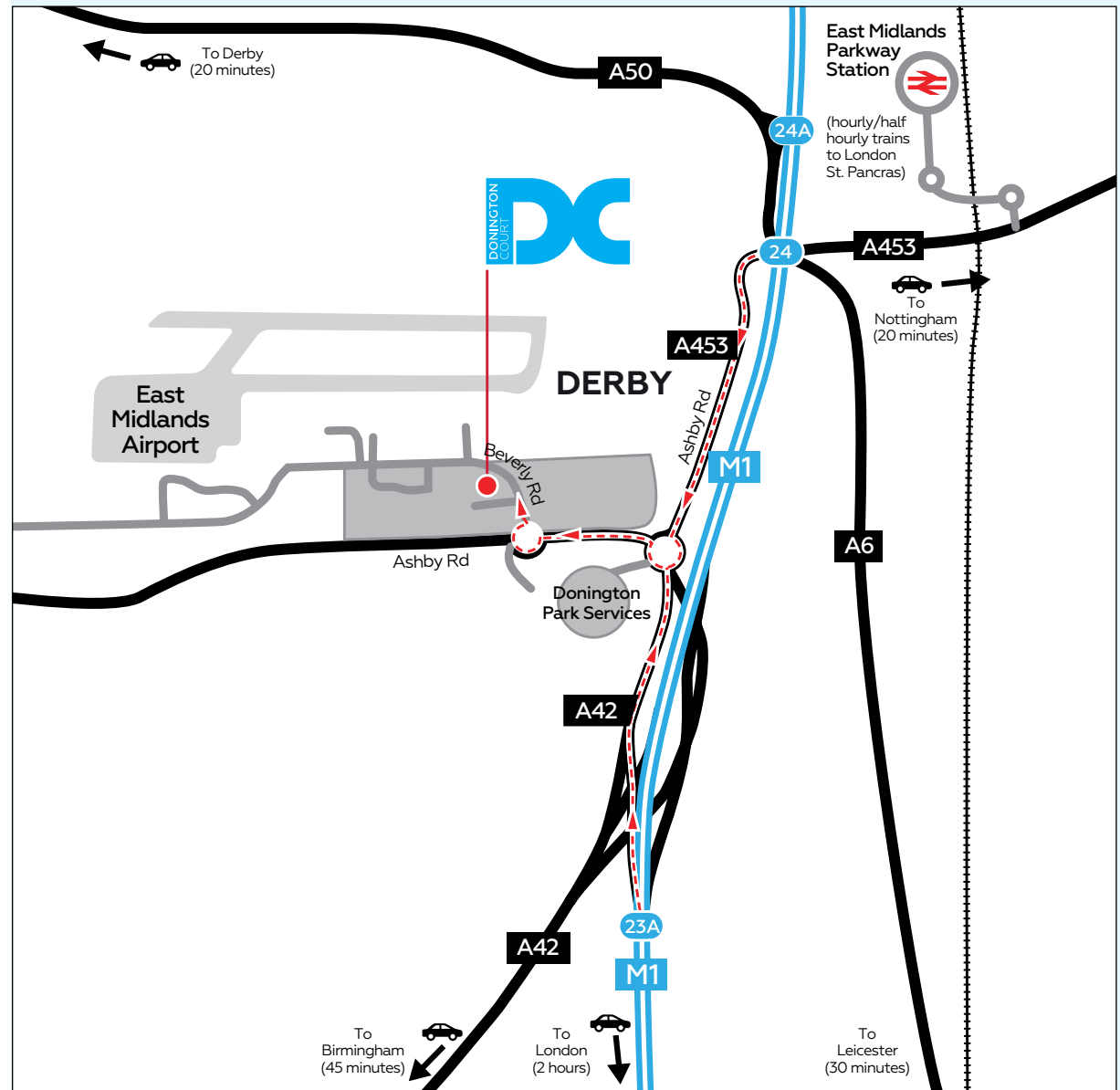
Logistics

The property is within close proximity of SEGRO Logistics Park East Midlands Gateway (SLPEMG) which is a 700 acre development with planning consent for up to 6,000,000 sq ft of logistics accommodation. The development incorporates a 50 acre Strategic Rail Freight Interchange (SRFI) which will include a rail freight terminal, capable of handling up to sixteen 775m rail freight trains per day, container storage and HGV parking.

Extensive infrastructure works are currently underway. These works include improvements to Junction 24 and 24A of the M1 including the introduction of a smart motorway system by Highways England, safer access to the A50 at Lockington and Hemington and the new Kegworth Bypass.

Situation

Donington Court occupies a prominent position within Pegasus Business Park on one of the principle airport boundary roads leading to the passenger terminal and numerous cargo facilities. Surrounding office occupiers include HSBC, Regus, Nikon, PKF Cooper-Parry, National Grid, PWC, UPS and Home Office and there also are several hotels nearby including Premier Inn, Holiday Inn Express, Radisson Blu and Thistle.





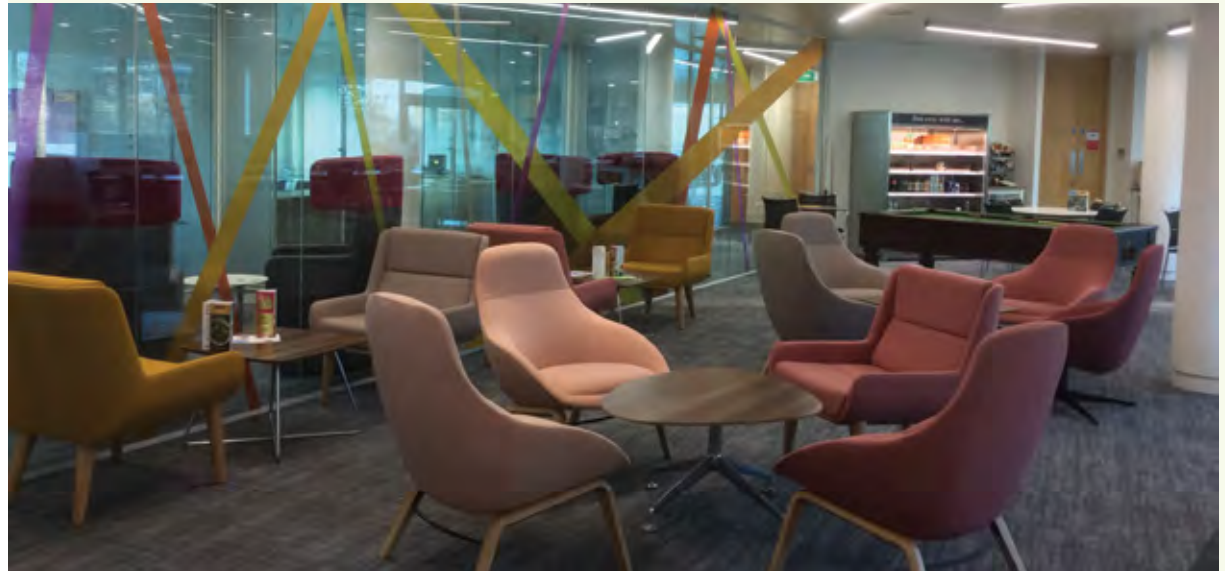
Donington Court | Unit 2A Donington Court
Pegasus Business Park Castle Donington | DE74 2UZ

Description

Donington Court was constructed in 2002 to provide high specification Grade A headquarters offices primarily arranged over ground, first and second floor.

The building provides the following amenities:

- Air conditioning
- Fully accessed raised floors.
- Suspended ceilings with recessed integral lighting
- Feature double height reception
- Excellent parking ratio with 265 secure parking spaces and more potentially available (6.75 spaces per 1,000 sq ft)
- Fully refurbished and with the benefit of an attractive Concierge Reception
- Passenger lift(s)
- Dedicated kitchen and WC facilities
- DDA compliant
- 24 hour access and CCTV monitoring



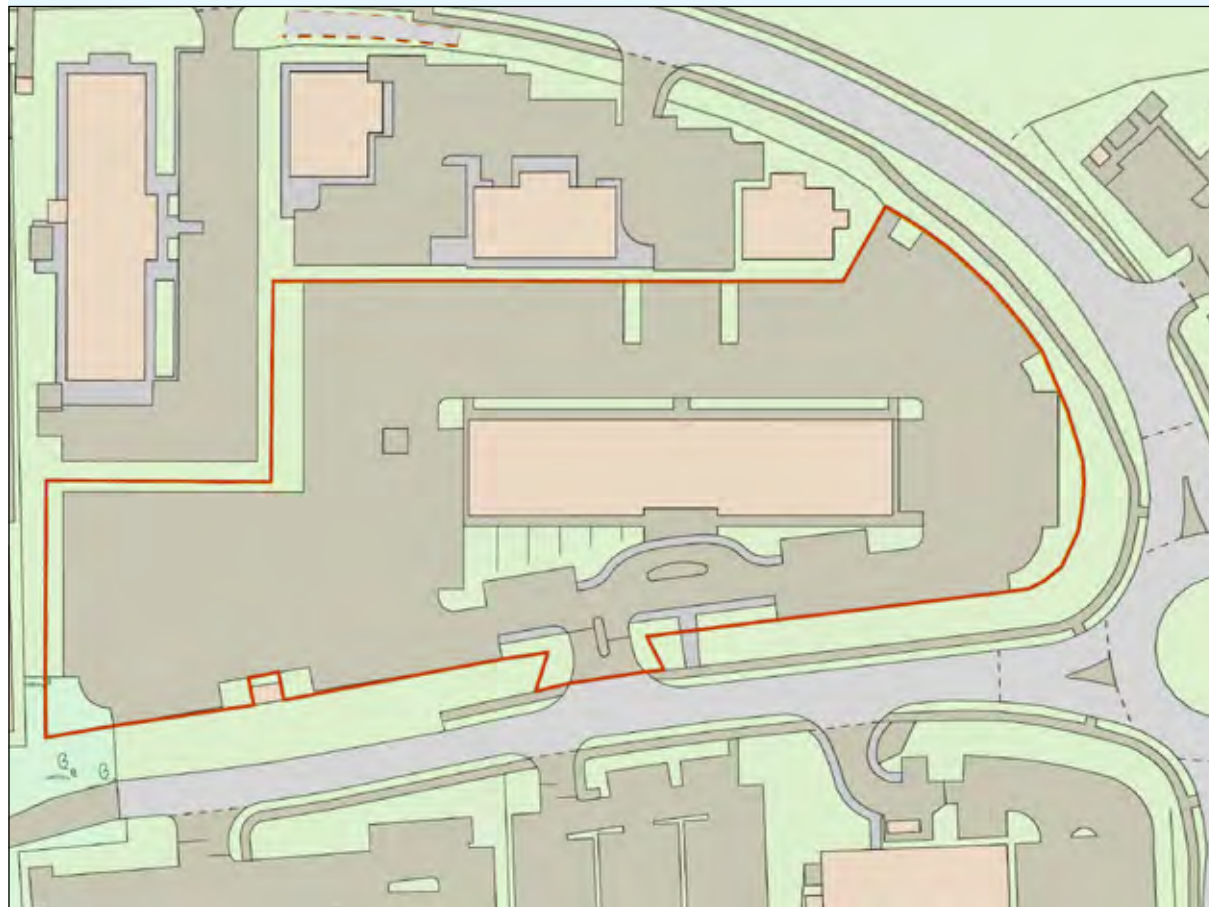


Donington Court | Unit 2A Donington Court
Pegasus Business Park Castle Donington | DE74 2UZ

Accommodation

Net Internal Area	Size (Sq Ft)	Size (Sq M)
Ground Floor	13,520	1,256.1
First Floor	13,245	1,230.5
Second Floor	13,558	1,259.6
Roof	3,524	327.4
Total	43,847	4,073.6

The property has been measured in accordance with the RICS Code of Measuring Practice, published in 2007 (6th Edition). We have not measured the property nor have we calculated the floor areas in accordance with IPMS 3 – Offices. The site extends to approximately 3.209 acres (1.299 hectares).



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Donington Court | Unit 2A Donington Court
Pegasus Business Park Castle Donington | DE74 2UZ

Tenure

The property is held on a long leasehold from East Midlands International Airport Limited for a term of 150 years from 26 November 2002, subject to a head rent equivalent to 10% of rents received and £400 ground rent.

After deduction of the head rent and ground rent, the net rent received is £355,135 per annum.

The property is let on two full repairing and insuring leases, in part, as follows:

Ground Floor Left Wing (6,469 sq ft) let to

PriceWaterhouseCoopers Services Limited – 10 years with effect from 26 November 2017, subject to rent review in the 5th year of the term, 26 November 2022, and tenant break clause on 26 November 2022, at a rental of £98,465 per annum, reflecting £15.22 per sq ft.

First Floor Left and Right Wings (13,245 sq ft) let to

PriceWaterhouseCoopers Services Limited – 10 years with effect from 26 November 2017, subject to rent review in the 5th year of the term, 26 November 2022 and tenant break clause on 26 November 2022, at a rental of £201,535 per annum, reflecting £15.22 per sq ft.

Second Floor West Wing (6,232 sq ft) let to HSBC Bank plc – 10 years with effect from 6 April 2018, subject to rent review in the 5th year of the term and tenant break clause on 6 April 2023 at a rental of £95,038 per annum, reflecting £15.25 per sq ft.

Vacant space

Reflecting the above tenancies, two suites remain vacant and are currently being marketed as follows:

Ground Floor Right Wing (Office B) 5,976 sq ft (555.19 sq m)

Second Floor Right Wing (Office B) 7,326 sq ft (680.60 sq m)

In addition to the above, there is ancillary storage in the roof void extending to 3,524 sq ft (327.4 sq m).

Based on the above tenancies we are of the opinion that an ERV of £15.25 per sq ft would be applicable on the remaining two suites and 50% of the main space rate of £7.63 per sq ft on ancillary storage providing an additional gross rental of £229,744 per annum.





Covenants

PriceWaterhouseCoopers Services Limited

D&B Rating of 4A1 – represents minimum risk of business failure score

	Fiscal Non consolidated GBP 30 Jun 2016 (000's)	Fiscal Non consolidated GBP 30 Jun 2015 (000's)	Fiscal Non consolidated GBP 30 Jun 2014 (000's)
Sales Turnover	1,832,831	1,708,763	1,534,890
Profit / (Loss) Before Taxes	102,337	93,223	59,800
Tangible Net Worth	16,374	71,519	29,027
Net Current Assets (Liabilities)	(161,798)	(110,152)	(157,900)

HSBC Bank plc

D&B Rating of 5A1 – represents minimum risk of business failure score

	Fiscal Consolidated GBP 31 Dec 2016 (000's)	Fiscal Consolidated GBP 31 Dec 2015 (000's)	Fiscal Consolidated GBP 31 Dec 2014 (000's)
Sales Turnover	20,041,000	18,630,000	18,313,000
Profit / (Loss) Before Taxes	874,000	2,971,000	1,953,000
Tangible Net Worth	34,195,000	30,486,000	28,784,000
Net Current Assets (Liabilities)	65,577,000	42,025,000	38,543,000

EPC

The property has an Energy Performance Rating of:

D81

C71.

VAT

The property is elected for VAT. We would anticipate the transaction being treated as a Transfer of a Going Concern (TOGC), however prospective purchasers should make their own enquiries.

Proposal

We are seeking offers in excess of **£7,265,000 (Seven Million, Two Hundred & Sixty Five Thousand Pounds)**, subject to contract providing a net initial yield of **7.25%**, assuming purchaser's costs at **6.66%**.

A rental guarantee equivalent to one year, **£229,744 per annum** and the corresponding rental equivalent to the residue rent free granted to HSBC Bank plc, will be deducted from the purchase price.



Donington Court | Unit 2A Donington Court
Pegasus Business Park Castle Donington | DE74 2UZ

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Christine Thorn

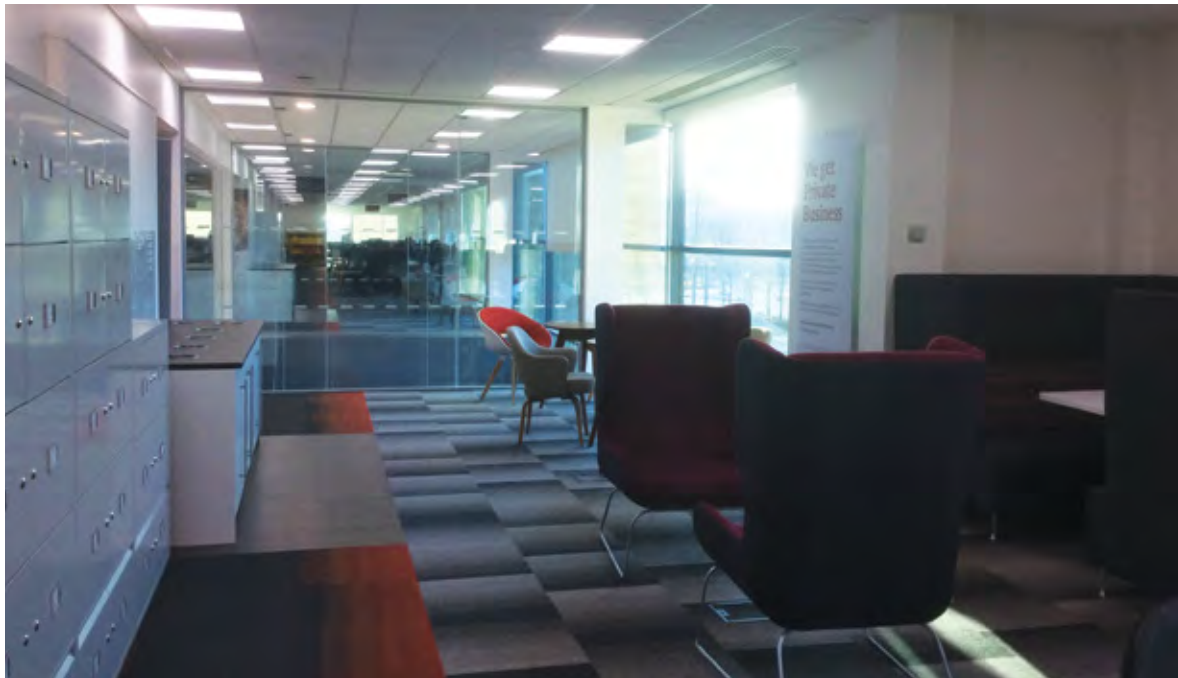
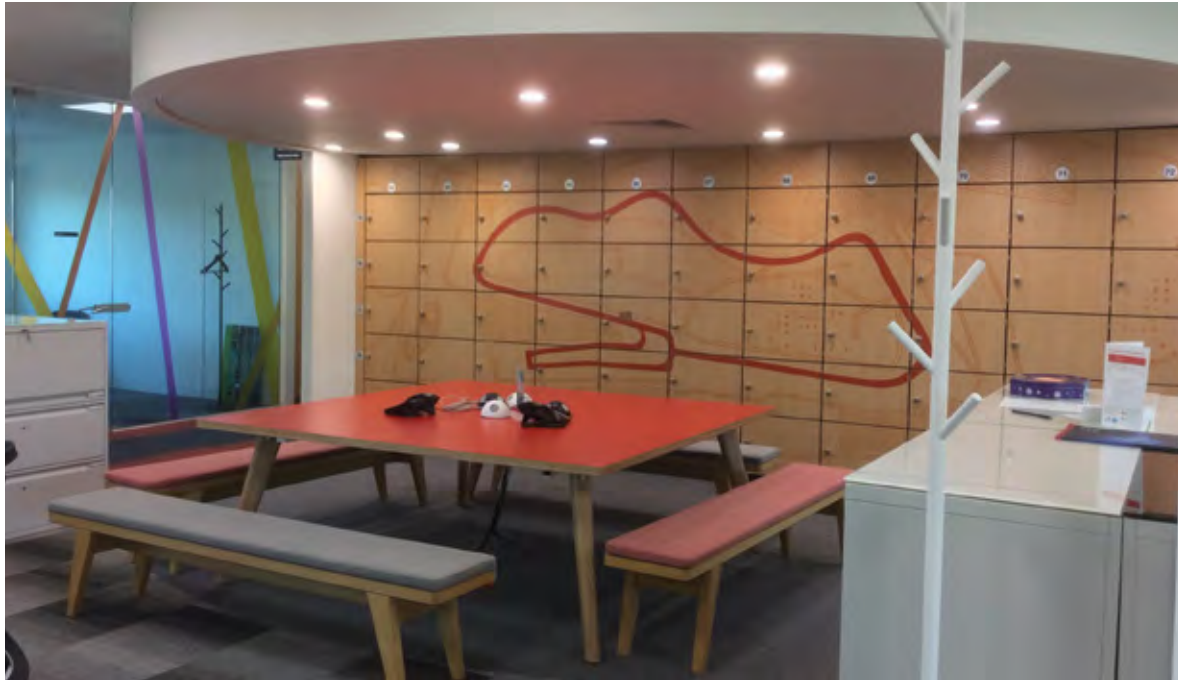
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TO LET

UNIT 2A DONINGTON COURT, PEGASUS BUSINESS PARK,
CASTLE DONINGTON, DE74 2UZ



DONINGTON
COURT
DC

SUMMARY

- Strategically located within the UK with access directly from the M1 motorway and within close proximity of the A42 and A50 Dual Carriageways
- Next to East Midlands International Airport, one of the UK's most strategically important airports
- Prime Business Park environment with high profile branding opportunity
- High specification Grade A offices, forming part of a Headquarters office building, available as a whole or individual suites of 6,040 sq ft (561.17 sq m) and 13,672 sq ft (1,270.19 sq m)
- Excellent parking ratio with 111 secure parking spaces and more potentially available
- Fully refurbished and with the benefit of an attractive Concierge Reception

savills

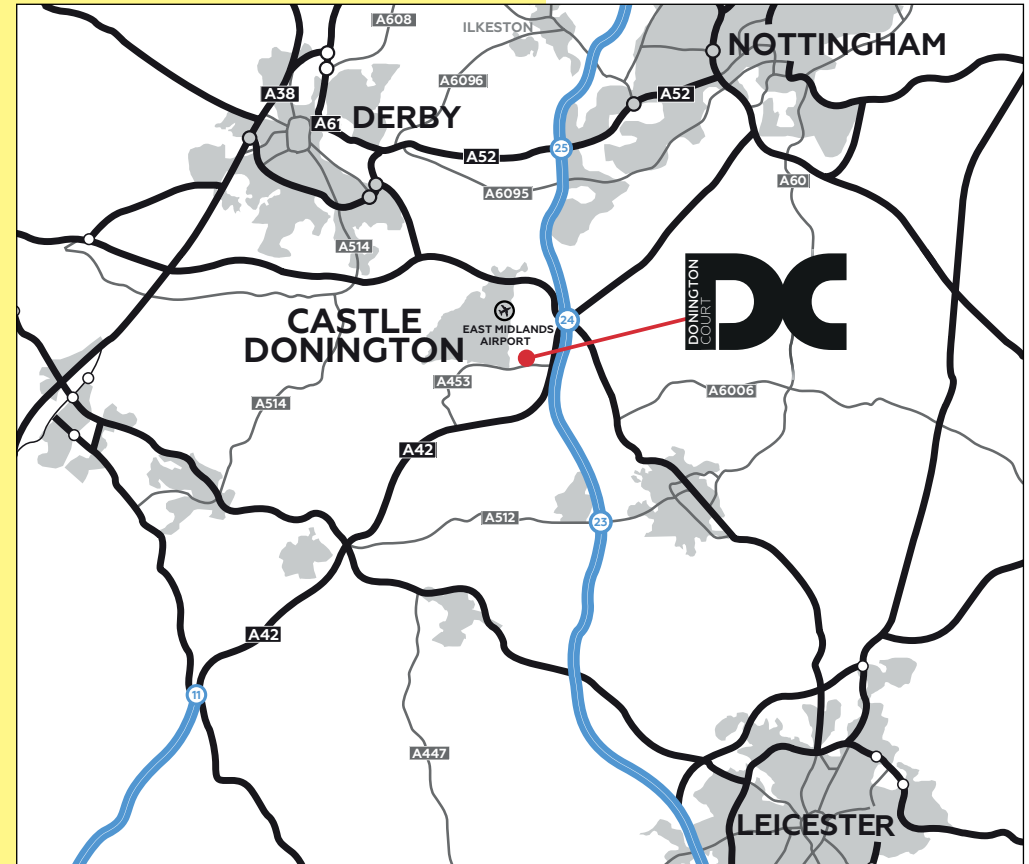
LOCATION

Donington Court is located on Pegasus Business Park, within the boundary of East Midlands International Airport, one of the UK's most strategically important airports outside London.

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DEMOGRAPHICS

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CONNECTIVITY

In addition to air travel, East Midlands Airport is situated adjacent to Junction 23A of the M1 Motorway benefiting from immediate access to the national motorway network and a direct route to London (2 hour drive time) and Leeds (1.5 hour drive time). The Airport also benefits from direct access to Birmingham via the A42 (40 miles to the south west). The A50 dual carriageway, situated directly to the north of the Airport, provides direct access to the M6 Motorway.

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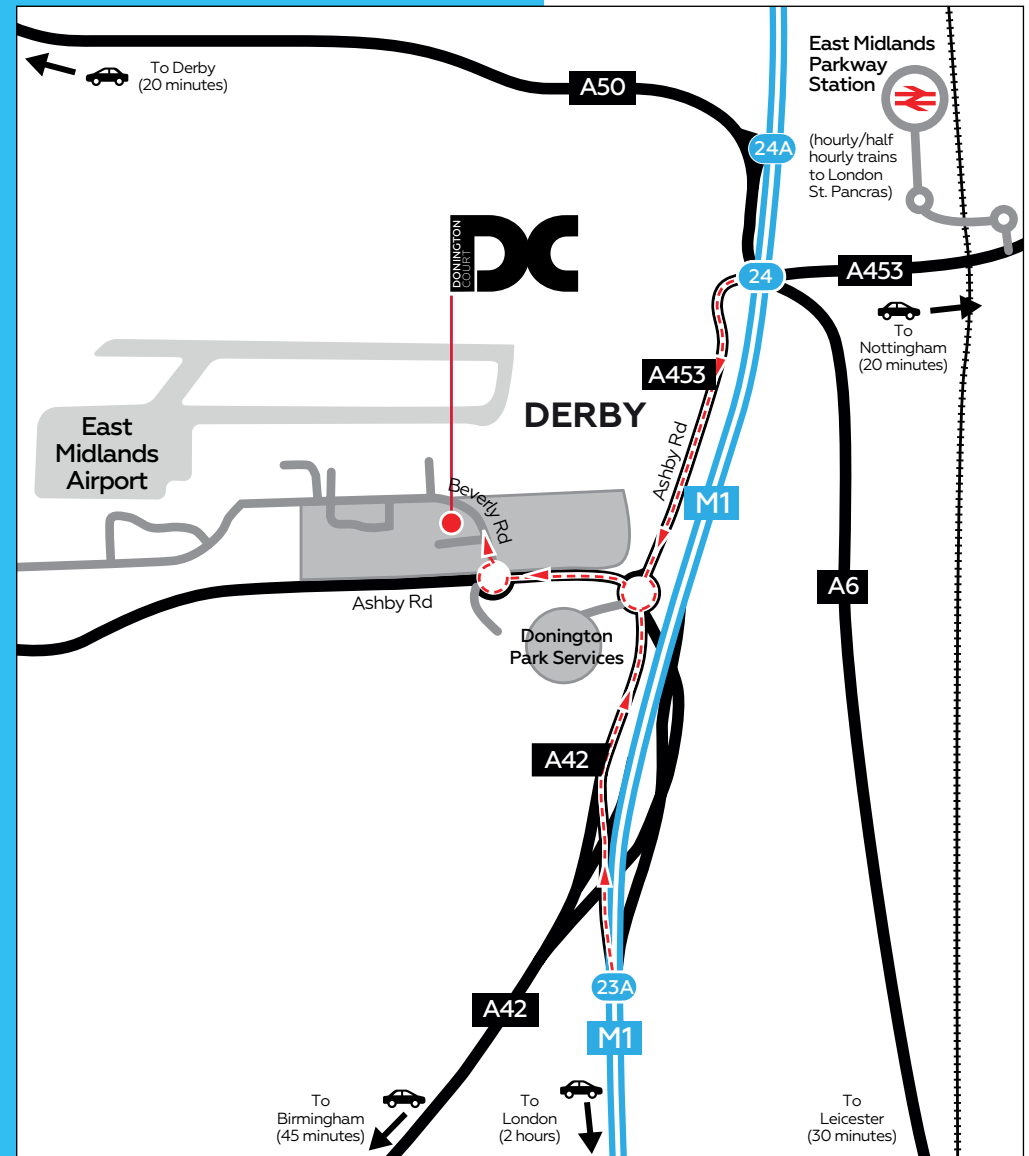
“

EAST MIDLANDS INTERNATIONAL AIRPORT
ACCOMMODATES 4.3 MILLION PASSENGERS EACH
YEAR OFFERING ROUTES TO OVER 80 LEISURE
AND BUSINESS DESTINATIONS

”

SITUATION

Donington Court occupies a prominent position within Pegasus Business Park on one of the principle airport boundary roads leading to the passenger terminal and numerous cargo facilities. Surrounding office occupiers include Regus, Nikon, PKF Cooper-Parry, National Grid, PWC, UPS and Home Office and there also are several hotels nearby including Premier Inn, Holiday Inn Express, Radisson Blu, and Thistle.





DESCRIPTION

Donington Court was constructed in 2002 to provide high specification Grade A Headquarters offices arranged over the ground amenities:

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- Feature double height reception
- Excellent parking ratio with 111 secure parking spaces and more potentially available
- Fully refurbished and with the benefit of an attractive Concierge Reception
- Passenger lift(s)
- Dedicated kitchen and WC facilities
- DDA compliant
- 24 hour access and CCTV monitoring

“

THE AREA OFFERS A COMPETITIVE ENVIRONMENT SUPPORTED BY WORLD LEADING RESEARCH AND DEVELOPMENT CAPABILITIES

”





ACCOMMODATION

Net Internal Area	Size (Sq Ft)	Size (Sq M)
Ground Floor	6,040	561.17
Second Floor	13,672	1,270.19
Total	19,712	1,831.36

The second floor can be sub-divided.

“EAST MIDLANDS AIRPORT IS SITUATED ADJACENT TO JUNCTION 23A OF THE M1 MOTORWAY BENEFITING FROM IMMEDIATE ACCESS TO THE NATIONAL MOTORWAY NETWORK AND A DIRECT ROUTE TO LONDON”





UNIT 2A DONINGTON COURT , PEGASUS BUSINESS PARK, CASTLE DONINGTON , DE74 2UZ

BUSINESS RATES

The current rating assessment is for the whole building and an appeal is due to be submitted splitting the ground and second floors.

For guidance purposes the current assessment adopts a base rate Rateable Value of £125 per sq m, namely £5.56 per sq ft payable.

TERMS

The property is offered on flexible new full repairing and insuring terms.

RENT

£16.50 per sq ft exclusive.

VAT

VAT will be applicable to this transaction.

LEGAL COSTS

Each party will be responsible for their own legal costs involved in this transaction.

“

THE PROPERTY OCCUPIES A PROMINENT POSITION WITHIN DONINGTON COURT ON ONE OF THE PRINCIPLE AIRPORT BOUNDARY ROADS LEADING TO THE PASSENGER TERMINAL

”





SAVILLS NOTTINGHAM

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nottingham@savills.com

VIEWING

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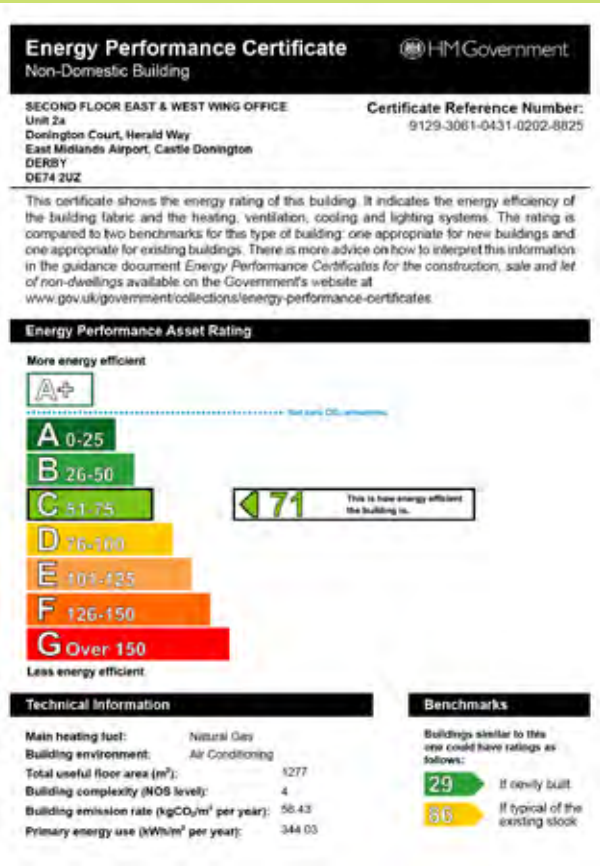
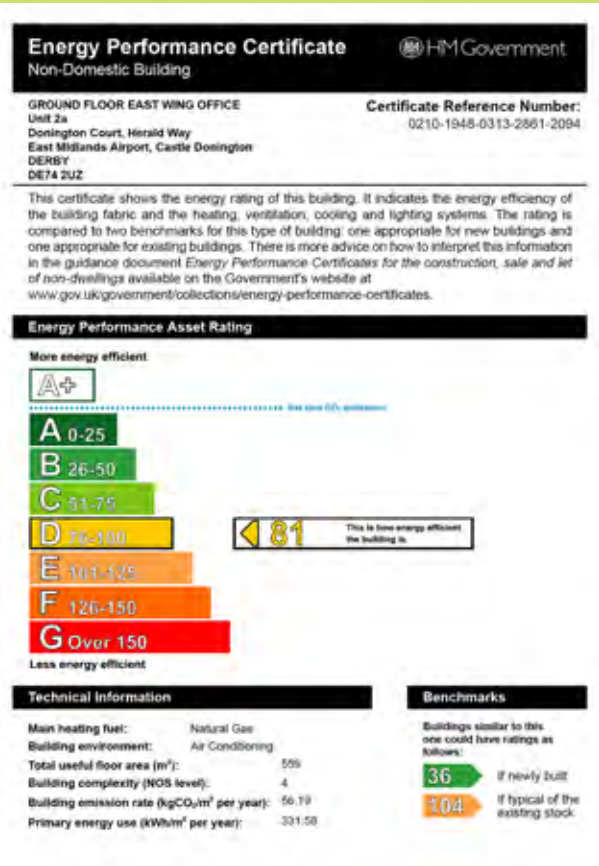
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EPCs



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Sally Dixon,
Azimuth Associates,
17 Island Wall,
Whitstable,
Kent CT5 1EP.
19th October 2017

Dear Ms Dixon,

Manston Airport

I am in receipt of your letter of 18th October, to which you requested a response by 20th October. I will deal with the points that you raise.

- i. James Brass correctly stated, in October 2016, that, as our work for the FTA was in the public domain, we would have no difficulty with you properly citing it in your work, nor his letter, and that we stood over the conclusions of that work. However, we did not expect that it would be used as a primary consultation document and placed on RSP's website as such, giving the impression that we were working for RSP. This was the reason for the concern that I have expressed.
- ii. In relation to the so-called TfL paper on Freight Connectivity, I am unsure what hard copy version was provided to you by TfL but it is quite clear from the Freedom of Information disclosure made by TfL that the note referred to in your proposed DCO application documentation was that prepared by ourselves and to which I refer. The FOI disclosure is at:
<https://tfl.gov.uk/corporate/transparency/freedom-of-information/foi-request-detail?referenceId=FOI-0891-1718>
You will see that the note is identical to that which you quote and is clearly marked with our logo.
- iii. The reports upon which we have expressed concern are indeed Volumes I, II and III as placed on RSP's website. I cannot comment on TfL's views on these reports but at no time did they consult with ourselves in relation to these reports and their reliance on our earlier work.
- iv. We have had no communication with Ros McIntyre and cannot comment on any views expressed.
- v. In relation to your interpretation of our earlier work, the position remains as set out in my previous letter. This will be set out more fully in our report which you will be able to review in due course.
- vi. Whilst our report is not yet finalised, we have, of course, discussed the matters with Pinsent Masons and they reflected our views in their letter to PINS.
- vii. Pinsent Masons did not demand that your reports are withdrawn, rather the paragraph quoted states that our report will be part of the evidence to be submitted in the event that RSP's proposal is not withdrawn from the DCO process.

In the light of the formality of the process in which we are engaged, I would suggest that future correspondence should be routed through the correct channels, via PINS as appropriate.

Yours faithfully,

Managing Partner

Ms L. Congdon,
York Aviation,
Primary House, Spring Gardens,
Macclesfield, Cheshire SK10 2DX

18th October 2017

Dear Louise,

Manston Airport - Pinsent Masons letter to the Planning Inspectorate

Thank you for your letter dated 17th October. In response to the points you raise I would like to draw your attention to the following:

a) Your statement that the reports written on behalf of RSP did not have your clearance

The York Aviation report I cite is in the public domain and therefore, I believe, does not require your clearance. For clarity, this is:

York Aviation (2015), *Implications for the Air Freight Sector of Different Airport Capacity Options*. Available from <http://content.tfl.gov.uk/air-freight-implications-from-new-capacity.pdf>

However, I would remind you that both Tony Freudmann and I spoke to your colleague, James Brass, on the 10th October 2016, specifically to discuss your 2015 report. We subsequently received a letter dated 13th October 2016 confirming that you continued to stand by your report. It was made clear during our discussions that I would be citing your work and you raised no objections at that time. Indeed, Tony Freudmann, in his email to you dated 13th October said, "*Can I ask if you would have a problem with this going into the public domain?*" The reply from James Brass on the same date was, "*No problem from my perspective. It only says what we would say publicly anyway.*" I regard that as sufficient clearance, as well as confirmation that it is in the public domain.

In your letter dated 17th October 2017, you make reference to the "earlier" work for Transport for London. **I am unclear as to what this refers and would be grateful for your clarification.** During a heated discussion at a meeting of the Combined Churches of Herne Bay on Monday evening, Ms Ros McIntyre of No Night Flights referred to your involvement in the hard copy report provided to me by Transport for London. Indeed, she was most insistent and I am able to provide the venue's recording of what she alleges. However, there is absolutely no mention of York Aviation contained within the report provided to me by TfL and I was specifically told by them that TfL had produced the report in-house.

For your reference, the TfL report is entitled 'Note on Freight Connectivity' and commences with the sentence:

"This note explains the approach taken to estimating the number of pure freighter air transport movements at the London airports in 2050 under three different scenarios of capacity growth:

- *Maximum use of existing capacity;*
- *2+2+2 - additional runways at each of Gatwick and Stansted;*

➤ *New 4 runway hub."*

On the 23rd February 2017 I sent a copy of volumes I, II and III of my work to Transport for London and they have made no complaint. **I would be grateful for your clarification that we are discussing the same report.** Ros McIntyre also insisted that **York Aviation now believe that Stansted has ample capacity for freighters and I would be grateful for your confirmation or rebuttal of her statement** (recording and/or transcript of this is also available at your request).

b) Your claim of selective and incomplete quotations used in my reports

I absolutely refute this allegation **and would ask you to provide specific examples.** My understanding of your 2015 report and your subsequent clarifications is that there will be a substantial shortage of capacity for air freighters in the South East by 2050. This is the point I make, backed up by your report as well as a number of others. I do not use your report for any other purpose. Conclusions about Manston Airport are drawn from my research.

I note from your letter of the 17th October that you are currently working on a report that will form part of Stone Hill Park's evidence to PINS in due course. Since the report is as yet unfinished, **I would be interested to know your position in regard to why Pinsent Masons have drawn the preemptive conclusions detailed in their letter to the Planning Inspectorate dated 11th October 2017.** Indeed, it is surprising that Pinsent Masons have demanded that this evidence is withdrawn from the RSP proposals forthwith without having received the findings from your report or waiting for you to clarify the exact nature of the alleged incorrect citation. For clarity, the Pinsent Masons letter states at 1.8.6 that:

"It is worth noting that PSP's aviation consultant, Dr Sally Dixon of Azimuth Associates, has incorrectly cited York Aviation's work in support of its proposals, which York Aviation will be dealing with as part of SHP's evidence to deal with the RSP proposals in the event that they are not withdrawn forthwith."

I do hope you understand why I am persisting with this matter. A number of agencies have identified that the UK will increasingly suffer economically from a lack of airport capacity in the South East. I believe, based on my research, that the re-opening of Manston Airport could provide much-needed relief, particularly for freighters. Manston Airport is situated in an area of considerable deprivation and the jobs that could result from the airport operation outlined by RSP would do much to address this long-term problem. At a personal level, my reputation is being questioned in a public arena. Your allegations may have serious professional ramifications, which is why I cannot allow them to go unchallenged.

Due to the seriousness of this matter, I would ask that you respond as soon as possible and certainly before Friday 20th October 2017.

Yours sincerely,

Sally Dixon



Sally Dixon,
Azimuth Associates,
17 Island Wall,
Whitstable,
Kent CT5 1EP.

17th October 2017

Dear Ms Dixon,

Manston Airport

I am in receipt of your letter of 16th October, to which you requested a response within 2 days. I will deal with the points that you raise.

We were alerted by Pinsent Masons in early September this year to the reliance being placed by yourself, on behalf of RSP, on both our report for the Freight Transport Association (FTA) and also earlier work for Transport for London. Although there had been earlier correspondence (October 2016) regarding our 2015 work for FTA, where we confirmed that we considered it to be *"a robust and sensible analysis of the potential future development of the air cargo market in Londonif additional runway capacity is not provided within the London system"*, we were very surprised to find that:

- a) the reports were being presented as primary evidence by RSP in its consultation documentation this summer without any clearance by or notification to ourselves; and
- b) that there were repeated instances in your reports where the views expressed in our reports had been selectively and incompletely quoted, without proper context, with conclusions drawn from our work which go beyond those that could reasonably be made when the reports are read and understood in totality.

This view is reflected in Pinsent Masons' letter to the Planning Inspectorate.

When James Brass responded to you in 6th October, he made clear that we now had a conflict of interest in relation to Manston but, nonetheless, he provided you with guidance as to the applicability of our 2004 work for ACI EUROPE. In the circumstances of our engagement by Stonehill Park, it would have been inappropriate at that point to raise the specific areas of concern in relation to the use of our past work.

In terms of your accusation that we have supplied a copy of our report to 'Manston Pickle', I can assure you that we have had no communication with that organisation, nor any knowledge of the report to which they refer, unless it is one of those posted on RSP's website.

As noted in the Pinsent Masons' letter to PINS, we are working on a report which will form part of Stonehill Park's evidence to PINS in due course.

Yours faithfully,


Louise Congdon
Managing Partner

Ms L. Congdon,
York Aviation,
Primary House,
Spring Gardens,
Macclesfield,
Cheshire SK10 2DX

16th October 2017

Dear Louise,

Manston Airport - Pinsent Masons letter to the Planning Inspectorate

I have recently read the letter from Pinsent Masons on behalf of Stone Hill Park, your client, to the Planning Inspectorate dated 11th October. I am writing to you with reference to paragraph 1.8.6 of their letter, which states that I have incorrectly cited your work.

On the 3rd of October I had occasion to contact your colleague, James Brass, on a different matter. He replied to me on the 6th October but made no mention of my alleged incorrect citation of your work.

More recently it appears that you have provided a copy of your report concerning Manston to a small group of protestors working under the banner of No Night Flights and operating a Facebook page with the name "Manston Pickle". Their posting on the 12th of October says:

And did you see the little jibe in the media report in which this appeared (see below) that RSP has misrepresented a report by York Aviation? Who says so? York Aviation says so. Now, we already knew this 'cos a little bird sent the York Aviation report to contacts of ours recently. And, as misrepresentations go, we think it's pretty bare-faced.

I am disappointed that you did not contact me immediately, out of professional courtesy, when you concluded that there had been an error in my understanding of your work. I can assure you that I had no intention of any such discourtesy and, if you would provide me with the details of the error as you see it, I will make any adjustments that are necessary.

Since the way you have handled this situation is potentially damaging to my career, I am currently taking advice from Counsel on how to proceed. I look forward to hearing from you at your earliest possible convenience and in any event within the next two days.

Yours sincerely,

Sally Dixon



**York
Aviation**

York Aviation LLP

Primary House
Spring Gardens
Macclesfield
Cheshire SK10 2DX

Tel: 01625 614051

Fax: 01625 426159

E-mail: james.brass@yorkaviation.co.uk

www.yorkaviation.co.uk

Tony Freudmann
RiverOak Investment Corp.,
LLC One Atlantic Street,
Suite 703 Stamford,
CT 06901 U.S.A.

13 October 2016

Dear Tony

Freight Demand in the London Area and Manston Airport

Following our conversation the other day regarding the recent report produced by AviaSolutions on the Commercial Viability of Manston Airport, I promised to write to you in relation to our current views on the work undertaken by York Aviation for the Freight Transport Association and Transport for London and entitled "*Implications for the Air Freight Sector of Different Airport Capacity Options*" and published in January 2015. I can confirm that we continue to stand by the content of this report and believe it to be a robust and sensible analysis of the potential future development of the air cargo market in London. This includes our analysis of the growth in the demand for air freight moving forward and the potential constraints facing the market if additional runway capacity is not provided within the London system.

Best regards

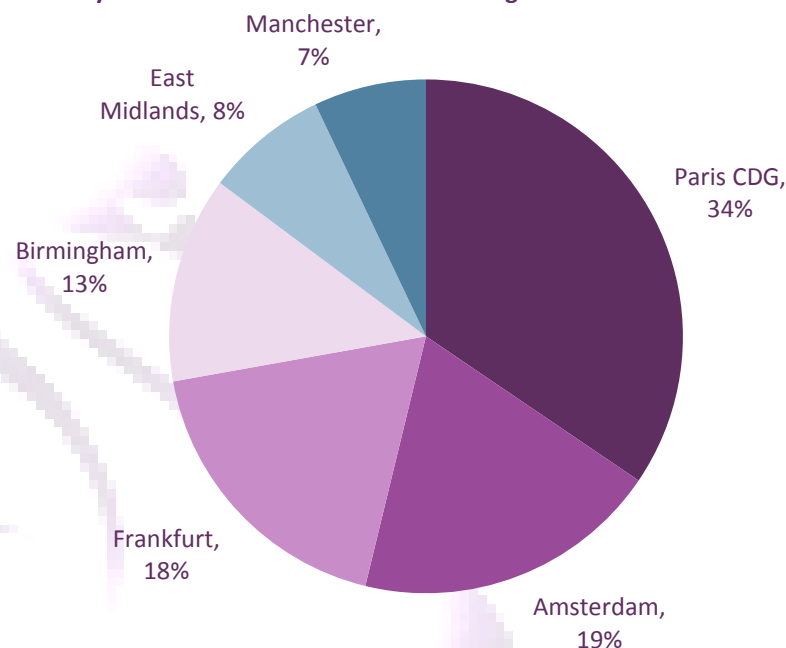


James Brass
Partner

Gravity Model of Distribution of Excess Demand

Appendix C

Gravity Model of Distribution of Excess Freight Demand



- In considering how excess air freight demand from the London system might be served by trucking to other airports in the UK and on the continent, we have developed a basic gravity model to estimate the distribution.
- The model includes three UK airports: the national freight hub at East Midlands and the two primary regional long haul passenger gateways at Manchester and Birmingham. It also includes the three main European hub airports, which all have a significant freight presence now and are likely to grow both bellyhold and freighter capacity in to the future.
- The attraction factor within this model is forecast workload units (a workload unit is one passenger or 100kg of freight) at each airport in 2050 based on the Airports Commission traffic forecasts in its Interim Report. Passenger numbers have been adjusted to reflect the proportion of long haul passengers. Freight is assumed to grow from current levels through to 2050 in line with passenger numbers.
- The distance decay factor within the model is the road haulage cost of transporting a truck load of freight to the relevant airport from London. Freight rates have been derived from data provided by the Freight Transport Association. Distances have been derived from the fastest road route to the destination airport from Google Maps.
- This demonstrates that we would anticipate that a significant proportion of the excess demand will be trucked overseas to the major continental hub airports to take advantage of their extensive long haul networks.
- UK regional airports, despite being substantially closer to London in most cases, cannot match the level of attractiveness offered by the continental hubs and their wider global networks. Consequently, other UK airports are only expected to handle around 28% of any excess demand.

OAG ANALYSER

VERSION: 2.0.1. Data load date: 24 Feb 2019

SEARCH ATTRIBUTES/PARAMETERS:

Report Type: Schedules Power Table

Dimensions: [Carrier Name, Dep Airport Name, Arr Airport Name, Local Dep Time, Local Arr Time, Local Days Of

Metrics: [Frequency, FreightTons (Total)]

Type of Operation: Published carrier, Operating Flights

Carrier Category: All

Include alliance affiliates: false

To/From: Airport(s) Included[FRA]

Flight Type: All

Service type: A,F,M,Q

Include Surface: false

Non-stop: true

Equipment Group: A,H,J,JN,JW,P,RJ,T,

Period: Month 01Feb2019 to 29Feb2020

TimeSeries: true

MONTHLY DATED AT 2 2019

REPORT DATED AT: Feb 28-2019. TIME: 11:07 (GMT)

Carrier Name	Dep Airport	Arr Airport	Local Dep Time	Local Arr Time	Local Days	Frequency	FreightTon	Time series
Air China	Frankfurt I	Tianjin	1930	0650	4 6	8	800.0	201912
Air China	Zhengzhou	Frankfurt I	1030	1505	5	5	500.0	201903
AirBridgeC	Abu Dhabi	Frankfurt I	0115	0500	2	4	560.0	201903
AirBridgeC	Abu Dhabi	Frankfurt I	0115	0600	6	4	560.0	201904
AirBridgeC	Abu Dhabi	Frankfurt I	0115	0600	6	4	560.0	201907
AirBridgeC	Abu Dhabi	Frankfurt I	0115	0600	6	4	560.0	201910
AirBridgeC	Frankfurt I	Abu Dhabi	1500	2315	5	5	700.0	201903
AirBridgeC	Frankfurt I	Abu Dhabi	1500	2315	5	4	560.0	201909
AirBridgeC	Frankfurt I	Chicago O'	1835	2120	5	5	700.0	201903
AirBridgeC	Frankfurt I	Milan Malp	1440	1620	1	4	440.0	201910
AirBridgeC	Frankfurt I	Milan Malp	1455	1635	5	4	440.0	201912
AirBridgeC	Frankfurt I	Milan Malp	1455	1635	2	4	560.0	202001
AirBridgeC	Frankfurt I	Moscow D	2000	0135	6	5	700.0	201906
AirBridgeC	Frankfurt I	Moscow Sl	1230	1750	4	5	700.0	201910
AirBridgeC	Frankfurt I	Moscow Sl	1650	2210	6	4	440.0	201904
AirBridgeC	Frankfurt I	Moscow Sl	1855	0015	5	4	440.0	201906
AirBridgeC	Frankfurt I	Moscow Sl	1910	0030	3	4	560.0	201908
AirBridgeC	Frankfurt I	Moscow Sl	2050	0210	5	4	560.0	201912
AirBridgeC	Frankfurt I	Moscow Sl	2050	0210	5	4	560.0	202002
AirBridgeC	Frankfurt I	Oslo Gard	1225	1430	2	4	560.0	201908
AirBridgeC	Frankfurt I	Zaragoza A	0630	0830	2	4	560.0	201902
AirBridgeC	Houston G	Frankfurt I	1710	1000	4	4	560.0	201909
AirBridgeC	Leipzig/Ha	Frankfurt I	1720	1850	5	4	560.0	201904
AirBridgeC	Moscow D	Frankfurt I	1135	1305	3	4	560.0	201902

AirBridgeC Moscow D Frankfurt I 1135	1305	3	5	700.0	202001
AirBridgeC Moscow D Frankfurt I 1610	1740	6	5	700.0	201906
AirBridgeC Moscow Sl Frankfurt I 0555	0730	1	4	440.0	202001
AirBridgeC Moscow Sl Frankfurt I 0605	0740	1	5	550.0	201907
AirBridgeC Moscow Sl Frankfurt I 0630	0805	1	1	110.0	201902
AirBridgeC Moscow Sl Frankfurt I 0825	1000	4	5	700.0	202001
AirBridgeC Moscow Sl Frankfurt I 1120	1255	5	4	440.0	201912
AirBridgeC Moscow Sl Frankfurt I 1220	1355	6	4	440.0	201907
Asiana Airl Frankfurt I Seoul Inch 2000	1430	3 5	9	900.0	201903
Asiana Airl Frankfurt I Seoul Inch 2000	1430	3 5	9	900.0	201910
Asiana Airl Vienna Intl Frankfurt I 1500	1640	7	4	400.0	201911
Asiana Airl Vienna Intl Frankfurt I 1620	1800	3 5	8	800.0	201912
British Airl Frankfurt I London He 2020	2100	6	4	215.6	201910
British Airl Frankfurt I Madrid Ad 1725	2005	3	5	269.5	202001
British Airl Frankfurt I Nottingham 2000	2035	7	4	215.6	202002
British Airl London He Frankfurt I 1700	1925	6	4	215.6	201905
British Airl London Lu Frankfurt I 1040	1315	34	9	485.1	201907
British Airl London Lu Frankfurt I 1040	1315	34	10	539.0	201910
British Airl London Lu Frankfurt I 1440	1720	7	4	215.6	202001
British Airl Madrid Ad Frankfurt I 1620	1855	45	9	405.0	201903
British Airl Madrid Ad Frankfurt I 1620	1855	45	8	360.0	201906
British Airl Madrid Ad Frankfurt I 1620	1855	45	8	360.0	201912
British Airl Madrid Ad Frankfurt I 1715	1945	3	5	269.5	201910
Cargologic Chicago O' Frankfurt I 1400	0535	5	4	440.0	201902
Cargologic Chicago O' Frankfurt I 1400	0535	5	4	440.0	202002
Cargologic Frankfurt I Atlanta Ha 1835	2255	3	5	550.0	201907
Cargologic Frankfurt I Atlanta Ha 1835	2255	3	5	550.0	201910
Cargologic Frankfurt I Dubai Al IV 1455	0015	5	4	440.0	201902
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Cargologic Houston G Frankfurt I 1245	0515	4	4	440.0	201907
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Air China Frankfurt I Tianjin 1930	0650	4 6	8	800.0	201907
Air China Zhengzhou Frankfurt I 1030	1505	5	5	500.0	201911
AirBridgeC Abu Dhabi Frankfurt I 0115	0600	6	5	700.0	202002
AirBridgeC Frankfurt I Abu Dhabi 1300	2215	1	4	560.0	201902
AirBridgeC Frankfurt I London St 1925	1905	6	4	560.0	201902
AirBridgeC Frankfurt I London St 1925	1905	6	5	700.0	201908
AirBridgeC Frankfurt I Milan Mal 1440	1620	1	4	440.0	201902
AirBridgeC Frankfurt I Milan Mal 1455	1635	5	4	440.0	201907
AirBridgeC Frankfurt I Milan Mal 1455	1635	2	4	560.0	201903
AirBridgeC Frankfurt I Moscow D 2000	0135	6	4	560.0	202001
AirBridgeC Frankfurt I Moscow Sl 1855	0015	5	5	550.0	201905
AirBridgeC Frankfurt I Moscow Sl 1910	0030	3	4	560.0	201906
AirBridgeC Frankfurt I Zaragoza A 0645	0900	2	5	700.0	201904
AirBridgeC Houston G Frankfurt I 1710	1000	4	4	560.0	201904
AirBridgeC Krasnoyarsk Frankfurt I 1135	1255	2	5	700.0	201904

AirBridgeC Leipzig/Ha Frankfurt I 1720	1850	5	5	700.0	201903
AirBridgeC Moscow D Frankfurt I 1045	1215	5	4	560.0	201904
AirBridgeC Moscow D Frankfurt I 1610	1740	6	5	700.0	201911
AirBridgeC Moscow Sl Frankfurt I 0555	0730	1	5	550.0	201909
AirBridgeC Moscow Sl Frankfurt I 0605	0740	1	4	440.0	201905
AirBridgeC Moscow Sl Frankfurt I 0605	0740	1	4	440.0	201908
AirBridgeC Moscow Sl Frankfurt I 1220	1355	6	4	440.0	201912
Asiana Airl Frankfurt I Seoul Inchr 2000	1430	3 5	10	1,000.0	202001
Asiana Airl Frankfurt I Seoul Inchr 2015	1400	2 4 7	12	1,200.0	201902
Asiana Airl Frankfurt I Seoul Inchr 2015	1400	2 4 7	13	1,300.0	201908
Asiana Airl Frankfurt I Seoul Inchr 2015	1400	2 4 7	13	1,300.0	202001
Asiana Airl London St Frankfurt I 1610	1830	2 4 7	14	1,400.0	201910
British Airv Frankfurt I London He 2020	2100	6	4	215.6	201909
British Airv Frankfurt I London He 2020	2100	6	4	215.6	201912
British Airv Frankfurt I London Lu 0750	0820	34	10	539.0	201910
British Airv Frankfurt I Nottingham 2000	2035	7	4	215.6	201908
British Airv London He Frankfurt I 1700	1925	6	4	215.6	201907
British Airv London Lu Frankfurt I 1040	1315	34	8	431.2	202002
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Cathay Pac Dubai Al IV Frankfurt I 0300	0700	5	5	700.0	201911
Cathay Pac Frankfurt I Dubai Al IV 1925	0445	6	5	540.0	202002
Cathay Pac Frankfurt I Milan Mal 0920	1035	1	4	432.0	201908
Cathay Pac Frankfurt I Milan Mal 1230	1355	1	4	432.0	201905
Cathay Pac Frankfurt I Mumbai 1540	0420	5	5	540.0	201903
China Sout Frankfurt I Guangzhou 1440	0815	7	5	500.0	201912
China Sout Frankfurt I Guangzhou 1500	0815	1	4	400.0	201906
China Sout Frankfurt I Guangzhou 1520	0740	5	5	500.0	201908
China Sout Frankfurt I Guangzhou 1520	0740	5	5	500.0	201911
AirBridgeC Chicago O' Frankfurt I 1635	0810	1	4	560.0	201903
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AirBridgeC Frankfurt I Chicago O' 1835	2120	5	4	560.0	201904
AirBridgeC Frankfurt I London St 1925	1905	6	5	700.0	201911
AirBridgeC Frankfurt I Milan Mal 1455	1635	2	5	700.0	201904
AirBridgeC Frankfurt I Moscow Sl 1855	0015	5	4	440.0	201910

AirBridgeC Frankfurt I Moscow Sl 1910	0030	3	5	700.0	201907
AirBridgeC Frankfurt I Moscow Sl 1910	0030	3	5	700.0	201910
AirBridgeC Frankfurt I Moscow Sl 2050	0210	5	5	700.0	201905
AirBridgeC Frankfurt I Moscow Sl 2050	0210	5	5	700.0	201911
AirBridgeC Frankfurt I Oslo Gardē 1420	1625	2	1	110.0	201902
AirBridgeC Houston G Frankfurt I 1710	1000	4	5	700.0	201908
AirBridgeC Leipzig/Ha Frankfurt I 1720	1850	5	5	700.0	201905
AirBridgeC Moscow D Frankfurt I 1135	1305	3	4	560.0	201904
AirBridgeC Moscow D Frankfurt I 1135	1305	3	5	700.0	201907
AirBridgeC Moscow D Frankfurt I 1610	1740	6	4	560.0	201902
AirBridgeC Moscow D Frankfurt I 1610	1740	6	4	560.0	201912
AirBridgeC Moscow Sl Frankfurt I 0555	0730	1	5	550.0	201907
AirBridgeC Moscow Sl Frankfurt I 0555	0730	1	4	440.0	201910
AirBridgeC Moscow Sl Frankfurt I 1120	1255	5	5	550.0	201908
Asiana Airl Frankfurt I Seoul Inch 2000	1430	3 5	8	800.0	201904
Asiana Airl Frankfurt I Seoul Inch 2015	1400	2 4 7	13	1,300.0	201909
Asiana Airl Frankfurt I Seoul Inch 2015	1400	2 4 7	14	1,400.0	201912
British Airv Frankfurt I London He 2020	2100	6	5	269.5	201908
British Airv Frankfurt I London Lu 0750	0820	34	8	431.2	201904
British Airv Frankfurt I Madrid Ad 1725	2005	3	4	215.6	201904
British Airv Frankfurt I Nottingham 2000	2035	7	5	269.5	201912
British Airv London He Frankfurt I 1700	1925	6	5	269.5	201906
British Airv London Lu Frankfurt I 1040	1315	34	8	431.2	201911
British Airv Madrid Ad Frankfurt I 1715	1945	3	5	269.5	202001
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Cargologic Frankfurt I Dubai Al IV 1455	0015	5	4	440.0	201906
Cargologic Frankfurt I Dubai Al IV 1620	0135	3	4	440.0	201904
Cargologic Houston G Frankfurt I 1245	0515	7	4	440.0	201910
Cargologic Houston G Frankfurt I 1245	0515	4	4	440.0	201906
Cargologic Houston G Frankfurt I 1245	0515	4	4	440.0	201912
Cathay Pac Amsterdam Frankfurt I 1205	1315	5	4	560.0	201907
Cathay Pac Delhi Frankfurt I 0215	0640	4	4	560.0	201909
Cathay Pac Delhi Frankfurt I 0230	0740	1	5	540.0	201907
Cathay Pac Dubai Al IV Frankfurt I 0300	0700	5	4	560.0	201912
Cathay Pac Frankfurt I Dubai Al IV 1630	0140	6	4	528.0	201903
Cathay Pac Frankfurt I Paris Charl 0840	1010	4	5	700.0	202001
China Sout Frankfurt I Guangzhou 1355	0815	2 4 6	12	1,200.0	201902
China Sout London St Frankfurt I 0835	1035	2	4	400.0	202002
China Sout Shanghai P Frankfurt I 0650	1220	1 4 6	13	1,300.0	201907
Emirates Dubai Al IV Frankfurt I 0140	0530	7	4	412.0	201902
Emirates Dubai Al IV Frankfurt I 1240	1630	7	4	412.0	201902
Emirates Dubai Al IV Frankfurt I 1240	1730	7	1	103.0	201903
Emirates Frankfurt I Dubai Al IV 0930	1735	7	4	412.0	201907
Emirates Frankfurt I Dubai Al IV 1500	0005	3	4	412.0	201902

Emirates	Frankfurt I Dubai AI N 1940	0445	4	4	412.0	201911
Emirates	Frankfurt I Dubai AI N 2010	0515	5	4	412.0	202002
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Air China	Zhengzhou Frankfurt I 1215	1650	3	4	400.0	201904
Air China	Zhengzhou Frankfurt I 1215	1650	3	5	500.0	202001
AirBridgeC	Chicago O' Frankfurt I 1635	0810	1	4	560.0	201906
AirBridgeC	Chicago O' Frankfurt I 1635	0810	1	5	700.0	201909
AirBridgeC	Chicago O' Frankfurt I 1635	0810	1	5	700.0	201912
AirBridgeC	Frankfurt I Moscow D 2000	0135	6	4	560.0	201903
AirBridgeC	Frankfurt I Moscow SI 1855	0015	1	5	550.0	201907
AirBridgeC	Frankfurt I Moscow SI 1910	0030	3	5	700.0	201905
AirBridgeC	Frankfurt I Oslo Gardē 1225	1430	2	4	560.0	201911
AirBridgeC	Frankfurt I Zaragoza A 0630	0830	2	4	560.0	201905
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AirBridgeC	Frankfurt I Zaragoza A 0645	0900	2	4	560.0	201909
AirBridgeC	Houston G Frankfurt I 1610	0800	7	5	700.0	201906
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AirBridgeC	Moscow SI Frankfurt I 1255	1430	5	4	440.0	201904
AirBridgeC	Moscow SI Frankfurt I 1255	1430	5	4	440.0	201907
Asiana Airl	Frankfurt I Seoul Incheon 2015	1400	2 4 7	14	1,400.0	201910
Asiana Airl	London Stansted Frankfurt I 1610	1830	2 4 7	14	1,400.0	201912
Asiana Airl	Vienna International Frankfurt I 1500	1640	7	4	400.0	201904
British Airways	Frankfurt I London Heathrow 2020	2100	6	4	215.6	201904
British Airways	Frankfurt I London Luton 0750	0820	34	8	431.2	201911
British Airways	Frankfurt I Madrid Adolfo 1725	2005	3	4	215.6	201908
British Airways	Frankfurt I Nottingham 2000	2035	7	5	269.5	201903
Cargologic	Atlanta Hartsfield Frankfurt I 2025	1125	5	5	550.0	202001
Cargologic	Chicago O' Frankfurt I 1400	0535	5	4	440.0	201912
Cargologic	Chicago O' Frankfurt I 1400	0535	1	4	440.0	201903
Cargologic	Frankfurt I Atlanta Hartsfield 1430	1850	2	4	440.0	201908
Cargologic	Frankfurt I Dubai AI N 1425	2345	6	4	440.0	201907
Cargologic	Frankfurt I Dubai AI N 1620	0135	3	4	440.0	201911
Cargologic	Frankfurt I Dubai AI N 1620	0135	3	5	550.0	202001
Cargologic	Frankfurt I Dubai AI N 1920	0440	1	5	550.0	201907
Cargologic	Frankfurt I London Stansted 1535	1610	6	4	440.0	201905
Cargologic	Frankfurt I London Stansted 1535	1610	6	5	550.0	201911
Cargologic	Frankfurt I London Stansted 1535	1610	6	4	440.0	202001
Cathay Pacific	Delhi Frankfurt I 0215	0640	4	4	560.0	201907
Cathay Pacific	Delhi Frankfurt I 0215	0645	4	3	324.0	201903
Cathay Pacific	Dubai AI N Frankfurt I 0305	0805	7	1	108.0	201903
Cathay Pacific	Dubai AI N Frankfurt I 0305	0805	7	5	540.0	201912

Cathay Pac Frankfurt I Amsterdar 0900	1025	5	5	700.0	201911
Cathay Pac Frankfurt I Amsterdar 1845	2005	6	4	432.0	201909
Cathay Pac Frankfurt I Dubai Al N 1745	0205	5	4	560.0	201904
Cathay Pac Frankfurt I Milan Malı 1230	1355	1	4	432.0	201903
Cathay Pac Frankfurt I Paris Charl 1145	1305	4	4	432.0	201904
Cathay Pac Mumbai Frankfurt I 1130	1645	6	4	432.0	201910
China Sout Frankfurt I Guangzhoı 1355	0815	2 4 6	12	1,200.0	201903
China Sout Frankfurt I Shanghai P 1520	0650	2 5 7	14	1,400.0	201903
China Sout Guangzhoı Frankfurt I 0100	0600	7	4	400.0	202001
China Sout London Stı Frankfurt I 0835	1055	4 6	8	800.0	201904
China Sout Shanghai P Frankfurt I 0650	1220	1 4 6	13	1,300.0	201903
Emirates Dubai Al N Frankfurt I 0140	0630	7	4	412.0	201910
AirBridgeC Abu Dhabi Frankfurt I 0115	0500	2	4	560.0	201905
AirBridgeC Abu Dhabi Frankfurt I 0115	0500	2	4	560.0	202002
AirBridgeC Abu Dhabi Frankfurt I 0115	0600	6	5	700.0	201908
AirBridgeC Frankfurt I Abu Dhabi 1300	2215	1	5	700.0	201904
AirBridgeC Frankfurt I Abu Dhabi 1500	2315	5	4	560.0	201912
AirBridgeC Frankfurt I London Stı 1925	1905	6	4	560.0	201912
AirBridgeC Frankfurt I Milan Malı 1440	1620	1	4	440.0	202002
AirBridgeC Frankfurt I Milan Malı 1455	1635	2	5	700.0	201912
AirBridgeC Frankfurt I Milan Malı 1455	1635	2	4	560.0	202002
AirBridgeC Frankfurt I Moscow Sl 1230	1750	4	4	560.0	201903
AirBridgeC Frankfurt I Moscow Sl 1650	2210	6	5	550.0	201908
AirBridgeC Frankfurt I Moscow Sl 1855	0015	1	4	440.0	201911
AirBridgeC Frankfurt I Moscow Sl 1935	0055	7	3	390.0	201902
AirBridgeC Frankfurt I Moscow Sl 2050	0210	5	4	560.0	201903
AirBridgeC Frankfurt I Oslo Garde 1225	1430	2	2	280.0	201902
AirBridgeC Frankfurt I Zaragoza A 0645	0900	2	4	560.0	201903
AirBridgeC Frankfurt I Zaragoza A 0645	0900	2	4	560.0	201906
AirBridgeC Houston G Frankfurt I 1610	0800	7	4	560.0	201905
AirBridgeC Houston G Frankfurt I 1710	1000	4	5	700.0	201910
AirBridgeC Leipzig/Ha Frankfurt I 1720	1850	5	4	560.0	201910
AirBridgeC Moscow D Frankfurt I 1135	1305	3	4	560.0	201912
AirBridgeC Moscow Sl Frankfurt I 1220	1355	6	4	440.0	202001
British Airv Frankfurt I London He 2020	2100	6	5	269.5	201906
British Airv Frankfurt I London Luı 0750	0820	34	8	431.2	201906
British Airv Frankfurt I Madrid Ad 1725	2005	3	4	215.6	201906
British Airv Frankfurt I Madrid Ad 1725	2005	3	4	215.6	201909
British Airv Frankfurt I Nottingham 2000	2035	7	4	215.6	201907
British Airv London He Frankfurt I 1700	1925	6	4	215.6	202001
British Airv London Luı Frankfurt I 1040	1315	34	8	431.2	201906
Cargologic Atlanta Ha Frankfurt I 2025	1125	5	4	440.0	201904
Cargologic Frankfurt I Atlanta Ha 1430	1850	2	4	440.0	202002
Cargologic Frankfurt I Chicago O' 0815	1100	5	5	550.0	201908
Cargologic Frankfurt I Dubai Al N 1425	2345	6	4	440.0	201912
Cargologic Frankfurt I Dubai Al N 1620	0135	3	4	440.0	201912
Cargologic Frankfurt I Dubai Al N 1920	0440	1	4	440.0	201906

Cargologic: Houston G Frankfurt I 1245	0515	7	4	440.0	201911
Cargologic: Houston G Frankfurt I 1245	0515	7	4	440.0	202001
Cargologic: London St: Frankfurt I 1250	1525	3	4	440.0	201906
Cargologic: London St: Frankfurt I 1250	1525	3	4	440.0	201909
Cargologic: London St: Frankfurt I 1250	1525	3	4	440.0	202002
Cathay Pac Delhi Frankfurt I 0215	0640	4	5	700.0	202001
Cathay Pac Delhi Frankfurt I 0230	0740	1	4	432.0	201906
Cathay Pac Delhi Frankfurt I 0230	0740	1	5	540.0	201909
Cathay Pac Dubai Al IV Frankfurt I 0305	0805	7	4	432.0	201905
Cathay Pac Frankfurt I Amsterdam 0900	1025	5	4	560.0	201910
Cathay Pac Frankfurt I Amsterdam 1845	2005	6	5	540.0	201906
Cathay Pac Frankfurt I Dubai Al IV 1920	0430	6	1	140.0	201902
Cathay Pac Frankfurt I Dubai Al IV 1925	0445	6	5	540.0	201903
Cathay Pac Frankfurt I Milan Mal: 0920	1035	1	5	540.0	201909
Cathay Pac Frankfurt I Milan Mal: 1230	1355	1	5	540.0	201909
Cathay Pac Frankfurt I Milan Mal: 1230	1355	1	5	540.0	201912
Cathay Pac Mumbai Frankfurt I 0935	1420	6	5	540.0	201903
China Sout Frankfurt I Guangzhou 1520	0740	5	4	400.0	201909
China Sout Guangzhou Frankfurt I 0555	1220	1	5	500.0	201904
China Sout Guangzhou Frankfurt I 0555	1220	1	5	500.0	201907
China Sout Guangzhou Frankfurt I 0555	1220	1	4	400.0	201910
AirBridgeC Abu Dhabi Frankfurt I 0115	0500	2	5	700.0	201904
AirBridgeC Abu Dhabi Frankfurt I 0115	0600	6	5	700.0	201906
AirBridgeC Frankfurt I Milan Mal: 1455	1635	2	5	700.0	201907
AirBridgeC Frankfurt I Moscow D 2000	0135	6	4	560.0	201912
AirBridgeC Frankfurt I Moscow D 2000	0135	6	5	700.0	202002
AirBridgeC Frankfurt I Moscow Sl 1230	1750	4	5	700.0	202001
AirBridgeC Frankfurt I Moscow Sl 1910	0030	3	4	560.0	201904
AirBridgeC Frankfurt I Oslo Gard: 1225	1430	2	5	700.0	201904
AirBridgeC Houston G Frankfurt I 1610	0800	7	4	560.0	201910
AirBridgeC Houston G Frankfurt I 1710	1000	4	5	700.0	201905
AirBridgeC Houston G Frankfurt I 1710	1000	4	4	560.0	201911
AirBridgeC Houston G Frankfurt I 1710	1000	4	5	700.0	202001
AirBridgeC Los Angeles Frankfurt I 2015	1640	2	4	560.0	201908
AirBridgeC Moscow D Frankfurt I 1045	1215	5	5	700.0	201905
AirBridgeC Moscow D Frankfurt I 1045	1215	5	5	700.0	201911
AirBridgeC Moscow D Frankfurt I 1610	1740	6	5	700.0	202002
AirBridgeC Moscow Sl Frankfurt I 0605	0740	1	5	550.0	201904
AirBridgeC Moscow Sl Frankfurt I 0605	0740	1	4	440.0	202001
AirBridgeC Moscow Sl Frankfurt I 0825	1000	4	4	560.0	201904
AirBridgeC Moscow Sl Frankfurt I 0825	1000	4	4	560.0	201907
Asiana Airl London St: Frankfurt I 1610	1830	2 4 7	13	1,300.0	201908
Asiana Airl Vienna Int: Frankfurt I 1500	1640	7	4	400.0	201905
Asiana Airl Vienna Int: Frankfurt I 1620	1800	3 5	9	900.0	201911
British Airv Frankfurt I Madrid Ad 1725	2005	3	5	269.5	201907
British Airv London He Frankfurt I 1700	1925	6	5	269.5	201903
British Airv London He Frankfurt I 1700	1925	6	4	215.6	201909

British Airv London Lu' Frankfurt I 1040	1315	34	10	539.0	202001
British Airv London Lu' Frankfurt I 1440	1720	7	4	215.6	202002
British Airv Madrid Ad Frankfurt I 1620	1855	45	10	450.0	201905
British Airv Madrid Ad Frankfurt I 1715	1945	3	4	215.6	201911
Cargologic: Chicago O' Frankfurt I 1400	0535	5	5	550.0	201903
Cargologic: Chicago O' Frankfurt I 1400	0535	1	4	440.0	201906
Cargologic: Frankfurt I Atlanta Ha 1305	1725	5	5	550.0	201911
Cargologic: Frankfurt I Atlanta Ha 1430	1850	2	5	550.0	201904
Cargologic: Frankfurt I Atlanta Ha 1430	1850	2	5	550.0	201907
Cargologic: Frankfurt I Atlanta Ha 1430	1850	2	5	550.0	201910
Cargologic: Frankfurt I Atlanta Ha 1835	2255	3	4	440.0	201906
Cargologic: Frankfurt I Dubai Al IV 1620	0135	3	5	550.0	201910
Cargologic: Frankfurt I Dubai Al IV 1920	0440	1	4	440.0	201911
Cargologic: Frankfurt I Dubai Al IV 1920	0440	1	4	440.0	202001
Cargologic: Frankfurt I London Stz 1535	1610	6	4	440.0	201904
Cargologic: London Stz Frankfurt I 1250	1525	3	4	440.0	201911
Cargologic: London Stz Frankfurt I 1250	1525	3	5	550.0	202001
Cathay Pac Dubai Al IV Frankfurt I 0300	0700	5	4	560.0	201902
Cathay Pac Frankfurt I Amsterdam 1145	1305	4	4	432.0	201910
Cathay Pac Frankfurt I Dubai Al IV 1620	0130	6	1	140.0	201903
Cathay Pac Frankfurt I Dubai Al IV 1925	0445	6	5	540.0	201908
Cathay Pac Frankfurt I Milan Malp 0920	1035	1	4	432.0	201904
Cathay Pac Frankfurt I Paris Charl 0840	1010	4	3	420.0	201902
Cathay Pac Mumbai Frankfurt I 1130	1645	6	5	540.0	201906
Cathay Pac Mumbai Frankfurt I 1240	1725	6	5	540.0	202002
China Sout Frankfurt I Guangzhou 1440	0815	7	4	400.0	201905
China Sout Frankfurt I Guangzhou 1440	0815	7	4	400.0	201911
China Sout Frankfurt I Guangzhou 1520	0740	5	4	400.0	201904
China Sout Guangzhou Frankfurt I 0100	0600	7	4	400.0	201905
China Sout Guangzhou Frankfurt I 0100	0600	7	5	500.0	201912
AirBridgeC Chicago O' Frankfurt I 1635	0810	1	4	560.0	201910
AirBridgeC Frankfurt I Abu Dhabi 1500	2315	5	4	560.0	201907
AirBridgeC Frankfurt I Chicago O' 1835	2120	5	4	560.0	201907
AirBridgeC Frankfurt I Milan Malp 1440	1620	1	5	550.0	201904
AirBridgeC Frankfurt I Milan Malp 1505	1645	3	5	700.0	202001
AirBridgeC Frankfurt I Moscow D 2000	0135	6	4	560.0	201905
AirBridgeC Frankfurt I Moscow Sl 1230	1750	4	4	560.0	201904
AirBridgeC Frankfurt I Moscow Sl 1230	1750	4	4	560.0	201911
AirBridgeC Frankfurt I Moscow Sl 1650	2210	6	5	550.0	201903
AirBridgeC Frankfurt I Moscow Sl 1855	0015	5	4	440.0	201904
AirBridgeC Frankfurt I Moscow Sl 1855	0015	1	4	440.0	201903
AirBridgeC Frankfurt I Moscow Sl 1855	0015	1	5	550.0	201909
AirBridgeC Frankfurt I Moscow Sl 2050	0210	5	5	700.0	201908
AirBridgeC Frankfurt I Oslo Gard 1225	1430	2	5	700.0	201907
AirBridgeC Frankfurt I Zaragoza A 0630	0830	2	4	560.0	201906
AirBridgeC Frankfurt I Zaragoza A 0645	0900	2	4	560.0	201905
AirBridgeC Frankfurt I Zaragoza A 0645	0900	2	4	560.0	202001

AirBridgeC Houston G Frankfurt I 1610	0800	7	4	560.0	201907
AirBridgeC Krasnoyars Frankfurt I 1135	1255	2	4	560.0	201911
AirBridgeC Los Angeles Frankfurt I 2015	1640	2	4	560.0	201905
AirBridgeC Moscow D Frankfurt I 0810	0940	1	5	700.0	201907
AirBridgeC Moscow D Frankfurt I 0810	0940	1	4	560.0	201910
AirBridgeC Moscow SI Frankfurt I 0555	0730	1	5	550.0	201904
AirBridgeC Moscow SI Frankfurt I 0825	1000	4	5	700.0	201910
AirBridgeC Moscow SI Frankfurt I 1255	1430	5	5	550.0	201911
AirBridgeC Moscow SI Frankfurt I 1255	1430	5	5	550.0	202001
Asiana Air Frankfurt I Seoul Incheon 2015	1400	2 4 7	13	1,300.0	201906
Asiana Air Frankfurt I Seoul Incheon 2015	1400	2 4 7	12	1,200.0	202002
Asiana Air London Stansted Frankfurt I 1610	1830	2 4 7	13	1,300.0	202001
Asiana Air Vienna International Frankfurt I 1620	1800	3 5	10	1,000.0	201905
Asiana Air Vienna International Frankfurt I 1620	1800	3 5	9	900.0	201908
British Airways Frankfurt I London Heathrow 2020	2100	6	5	269.5	201911
British Airways Frankfurt I London Luton 0750	0820	34	9	485.1	201907
British Airways Frankfurt I Nottingham 2000	2035	7	4	215.6	201905
British Airways London Luton Frankfurt I 1440	1720	7	5	269.5	201906
British Airways Madrid Adolfo Frankfurt I 1620	1855	45	8	360.0	201902
British Airways Madrid Adolfo Frankfurt I 1715	1945	3	4	215.6	201908
Cargolug: Atlanta Hartsfield Frankfurt I 2025	1125	5	4	440.0	201902
Cargolug: Atlanta Hartsfield Frankfurt I 2025	1125	5	4	440.0	201909
Cargolug: Atlanta Hartsfield Frankfurt I 2025	1125	5	4	440.0	201912
Cargolug: Chicago O'Hare Frankfurt I 1400	0535	1	5	550.0	201912
Cargolug: Frankfurt I Chicago O'Hare 0815	1100	1	4	440.0	202002
Cargolug: Frankfurt I Dubai Al Maktoum 1920	0440	1	4	440.0	201908
Cargolug: Houston G Frankfurt I 1245	0515	7	5	550.0	201903
Cargolug: Houston G Frankfurt I 1245	0515	4	4	440.0	202002
Cathay Pacific Delhi Frankfurt I 0230	0740	1	3	324.0	201904
Cathay Pacific Dubai Al Maktoum Frankfurt I 0300	0700	5	5	700.0	201905
Cathay Pacific Frankfurt I Amsterdam 1145	1305	4	4	432.0	201907
Cathay Pacific Frankfurt I Amsterdam 1145	1320	4	1	108.0	201906
Cathay Pacific Frankfurt I Amsterdam 1845	2005	6	5	540.0	201908
Cathay Pacific Frankfurt I Dubai Al Maktoum 1745	0205	5	5	700.0	201908
Cathay Pacific Frankfurt I Dubai Al Maktoum 1925	0445	6	5	540.0	201911
Cathay Pacific Frankfurt I Dubai Al Maktoum 1925	0445	6	4	432.0	202001
Cathay Pacific Frankfurt I Milan Malpensa 1230	1355	1	5	540.0	201904
China Cargo Frankfurt I Shanghai Pudong 1710	1120	1 4	8	800.0	201903
Air China Zhengzhou Frankfurt I 1030	1505	5	4	400.0	201904
Air China Zhengzhou Frankfurt I 1215	1650	3	4	400.0	201906
Air China Zhengzhou Frankfurt I 1215	1650	3	4	400.0	201909
AirBridgeC Abu Dhabi Frankfurt I 0115	0500	2	4	560.0	201908
AirBridgeC Abu Dhabi Frankfurt I 0115	0600	6	4	560.0	201902
AirBridgeC Frankfurt I Abu Dhabi 1300	2215	1	4	560.0	201908
AirBridgeC Frankfurt I Abu Dhabi 1500	2315	5	4	560.0	201904
AirBridgeC Frankfurt I Chicago O'Hare 1835	2120	5	5	700.0	202001
AirBridgeC Frankfurt I London Stansted 1925	1905	6	4	560.0	201905

AirBridgeC Frankfurt I Milan Malp 1440	1620	1	4	440.0	201908
AirBridgeC Frankfurt I Milan Malp 1505	1645	3	5	700.0	201907
AirBridgeC Frankfurt I Moscow D 2000	0135	6	5	700.0	201911
AirBridgeC Frankfurt I Moscow Sl 1230	1750	4	5	700.0	201905
AirBridgeC Frankfurt I Moscow Sl 1650	2210	6	4	440.0	201909
AirBridgeC Frankfurt I Moscow Sl 1650	2210	6	5	550.0	202002
AirBridgeC Frankfurt I Moscow Sl 2050	0210	5	4	560.0	201910
AirBridgeC Frankfurt I Oslo Garder 1225	1430	2	4	560.0	201903
AirBridgeC Frankfurt I Oslo Garder 1225	1430	2	4	560.0	201909
AirBridgeC Krasnoyarsk Frankfurt I 1135	1255	2	5	700.0	201907
AirBridgeC Leipzig/Halle Frankfurt I 1720	1850	5	4	560.0	201906
AirBridgeC Leipzig/Halle Frankfurt I 1720	1850	5	4	560.0	202002
AirBridgeC Los Angeles Frankfurt I 2015	1640	2	4	560.0	201906
AirBridgeC Moscow D Frankfurt I 0810	0940	1	5	700.0	201909
AirBridgeC Moscow D Frankfurt I 0810	0940	1	5	700.0	201912
AirBridgeC Moscow D Frankfurt I 0810	0940	1	4	560.0	202002
AirBridgeC Moscow D Frankfurt I 1135	1305	3	5	700.0	201910
AirBridgeC Moscow D Frankfurt I 1610	1740	6	4	560.0	202001
AirBridgeC Moscow Sl Frankfurt I 0825	1000	4	4	560.0	201903
AirBridgeC Moscow Sl Frankfurt I 0825	1000	4	4	560.0	201906
AirBridgeC Moscow Sl Frankfurt I 1120	1255	5	4	440.0	201904
AirBridgeC Moscow Sl Frankfurt I 1220	1355	6	4	440.0	201905
AirBridgeC Moscow Sl Frankfurt I 1255	1430	5	4	560.0	201902
AirBridgeC Moscow Sl Frankfurt I 1255	1430	5	4	440.0	201912
Asiana Airline London Stansted Frankfurt I 1610	1830	2 4 7	13	1,300.0	201904
Asiana Airline Vienna International Frankfurt I 1620	1800	3 5	8	800.0	201904
Asiana Airline Vienna International Frankfurt I 1620	1800	3 5	9	900.0	201907
British Airways Frankfurt I London Heathrow 2020	2100	6	5	269.5	202002
British Airways Frankfurt I Nottingham 2000	2035	7	4	215.6	201911
British Airways London Heathrow Frankfurt I 1700	1925	6	4	215.6	201910
British Airways Madrid Adolfo Suárez Frankfurt I 1715	1945	3	4	215.6	201912
Cargologic Atlanta Hartsfield Frankfurt I 2025	1125	5	5	550.0	201903
Cargologic Chicago O'Hare Frankfurt I 1400	0535	5	4	440.0	201904
Cargologic Chicago O'Hare Frankfurt I 1400	0535	5	4	440.0	201907
Cargologic Chicago O'Hare Frankfurt I 1400	0535	1	4	440.0	201908
Cargologic Frankfurt I Atlanta Hartsfield 1305	1725	5	5	550.0	201905
Cargologic Frankfurt I Atlanta Hartsfield 1305	1725	5	4	440.0	201912
Cargologic Frankfurt I Atlanta Hartsfield 1430	1850	2	4	440.0	201903
Cargologic Frankfurt I Atlanta Hartsfield 1430	1850	2	4	440.0	201906
Cargologic Frankfurt I Chicago O'Hare 0815	1100	1	4	440.0	201908
Cargologic Frankfurt I Dubai Al Maktoum 1425	2345	6	4	440.0	201905
Cargologic Frankfurt I Dubai Al Maktoum 1455	0015	5	4	440.0	201907
Cargologic Frankfurt I Dubai Al Maktoum 1920	0440	1	4	440.0	201902
Cathay Pacific Delhi Frankfurt I 0230	0740	1	4	432.0	201905
Cathay Pacific Dubai Al Maktoum Frankfurt I 0305	0805	7	4	432.0	201911
Cathay Pacific Frankfurt I Amsterdam 0900	1025	5	4	560.0	201909
Cathay Pacific Frankfurt I Dubai Al Maktoum 1745	0205	5	4	560.0	201909

Air China	Zhengzhou Frankfurt I	1030	1505	5	5	500.0	202001
Air China	Zhengzhou Frankfurt I	1215	1650	3	4	400.0	201903
AirBridgeC	Abu Dhabi Frankfurt I	0115	0600	6	4	560.0	201912
AirBridgeC	Chicago O' Frankfurt I	1635	0810	1	5	700.0	201907
AirBridgeC	Frankfurt I Abu Dhabi	1300	2215	1	4	560.0	201905
AirBridgeC	Frankfurt I Abu Dhabi	1300	2215	1	4	560.0	202001
AirBridgeC	Frankfurt I Abu Dhabi	1500	2315	5	5	700.0	201911
AirBridgeC	Frankfurt I Abu Dhabi	1500	2315	5	5	700.0	202001
AirBridgeC	Frankfurt I Moscow D	2000	0135	6	5	700.0	201908
AirBridgeC	Frankfurt I Moscow Sl	1230	1750	4	4	560.0	201902
AirBridgeC	Frankfurt I Moscow Sl	1650	2210	6	4	440.0	201902
AirBridgeC	Frankfurt I Moscow Sl	1855	0015	5	5	550.0	202001
AirBridgeC	Frankfurt I Moscow Sl	2050	0210	5	4	560.0	201907
AirBridgeC	Frankfurt I Oslo Gardē	1225	1430	2	4	560.0	201906
AirBridgeC	Frankfurt I Zaragoza A	0630	0830	2	5	700.0	201904
AirBridgeC	Frankfurt I Zaragoza A	0645	0900	2	5	700.0	201907
AirBridgeC	Houston G Frankfurt I	1610	0800	7	4	560.0	201911
AirBridgeC	Los Angele Frankfurt I	2015	1640	2	4	560.0	201909
AirBridgeC	Los Angele Frankfurt I	2015	1640	2	4	560.0	202002
AirBridgeC	Moscow D Frankfurt I	0810	0940	1	4	560.0	201906
AirBridgeC	Moscow D Frankfurt I	1610	1740	6	5	700.0	201908
AirBridgeC	Moscow Sl Frankfurt I	0400	0520	5	1	110.0	201902
AirBridgeC	Moscow Sl Frankfurt I	0555	0730	1	4	440.0	201903
AirBridgeC	Moscow Sl Frankfurt I	0555	0730	1	4	440.0	201906
AirBridgeC	Moscow Sl Frankfurt I	1255	1430	5	4	440.0	202002
Asiana Airl	Frankfurt I Seoul Inchr	2000	1430	3 5	10	1,000.0	201905
Asiana Airl	Vienna Intl Frankfurt I	1500	1640	7	5	500.0	201909
Asiana Airl	Vienna Intl Frankfurt I	1500	1640	7	5	500.0	201912
British Airv	Frankfurt I London He	2020	2100	6	4	215.6	201902
British Airv	Frankfurt I London Lu	0750	0820	34	8	431.2	201903
British Airv	London Lu Frankfurt I	1440	1720	7	5	269.5	201903
British Airv	London Lu Frankfurt I	1440	1720	7	4	215.6	201910
British Airv	Madrid Ad Frankfurt I	1620	1855	45	9	405.0	201911
British Airv	Madrid Ad Frankfurt I	1715	1945	3	4	215.6	202002
Cargologic	Frankfurt I Chicago O'	0815	1100	5	4	440.0	201904
Cargologic	Frankfurt I Dubai Al	1920	0440	1	5	550.0	201912
Cargologic	London St Frankfurt I	1250	1525	3	5	550.0	201910
Cathay Pac	Amsterdam Frankfurt I	1200	1310	5	5	540.0	201903
Cathay Pac	Delhi Frankfurt I	0215	0640	4	4	560.0	201912
Cathay Pac	Delhi Frankfurt I	0230	0740	1	4	432.0	201908
Cathay Pac	Dubai Al M Frankfurt I	0300	0700	5	5	700.0	202001
Cathay Pac	Frankfurt I Dubai Al	1925	0445	6	4	432.0	201905
Cathay Pac	Frankfurt I Dubai Al	1925	0445	6	4	432.0	201912
Cathay Pac	Frankfurt I Milan Malp	0920	1035	1	4	432.0	201905
Cathay Pac	Frankfurt I Milan Malp	1230	1355	1	4	432.0	201908
Cathay Pac	Frankfurt I Milan Malp	1230	1355	1	4	432.0	201911
Cathay Pac	Frankfurt I Paris Charl	0840	1010	4	4	560.0	201906

Cathay Pac Mumbai Frankfurt I 0935	1420	6	2	216.0	201902
Cathay Pac Mumbai Frankfurt I 1130	1645	6	4	432.0	201905
China Sout Frankfurt I Guangzhou 0900	0245	7	5	500.0	201909
China Sout Frankfurt I Guangzhou 0900	0245	7	5	500.0	201912
China Sout Frankfurt I Guangzhou 1440	0815	7	5	500.0	201909
China Sout Frankfurt I Guangzhou 1520	0740	5	5	500.0	201905
China Sout Frankfurt I Guangzhou 1520	0740	5	5	500.0	202001
China Sout Guangzhou Frankfurt I 0555	1240	5	5	500.0	201908
China Sout Guangzhou Frankfurt I 0555	1240	5	5	500.0	201911
Air China Zhengzhou Frankfurt I 1030	1505	5	4	400.0	201907
Air China Zhengzhou Frankfurt I 1215	1650	3	5	500.0	201905
AirBridgeC Abu Dhabi Frankfurt I 0115	0500	2	5	700.0	201912
AirBridgeC Chicago O' Frankfurt I 1635	0810	1	4	560.0	201905
AirBridgeC Chicago O' Frankfurt I 1635	0810	1	4	560.0	201911
AirBridgeC Frankfurt I Chicago O' 1835	2120	5	4	560.0	201902
AirBridgeC Frankfurt I Chicago O' 1835	2120	5	4	560.0	202002
AirBridgeC Frankfurt I Krasnoyarsk 1920	0910	7	4	440.0	201902
AirBridgeC Frankfurt I Milan Malpensa 1440	1620	1	5	550.0	201912
AirBridgeC Frankfurt I Moscow SVO 1855	0015	5	4	440.0	202002
AirBridgeC Frankfurt I Moscow SVO 1910	0030	3	4	560.0	201902
AirBridgeC Frankfurt I Moscow SVO 1910	0030	3	4	560.0	201909
AirBridgeC Frankfurt I Moscow SVO 1910	0030	3	4	560.0	201912
AirBridgeC Frankfurt I Oslo Gardermoen 1225	1430	2	4	560.0	201905
AirBridgeC Frankfurt I Zaragoza A0630	0830	2	4	560.0	201908
AirBridgeC Houston G Frankfurt I 1610	0800	7	4	560.0	201908
AirBridgeC Moscow D Frankfurt I 1045	1215	5	5	700.0	201903
AirBridgeC Moscow D Frankfurt I 1610	1740	6	4	560.0	201910
AirBridgeC Moscow SVO Frankfurt I 0605	0740	1	4	440.0	201903
AirBridgeC Moscow SVO Frankfurt I 0605	0740	1	5	550.0	201909
AirBridgeC Moscow SVO Frankfurt I 0825	1000	4	4	560.0	201909
AirBridgeC Moscow SVO Frankfurt I 1220	1355	6	5	550.0	201911
AirBridgeC Moscow SVO Frankfurt I 1255	1430	5	5	550.0	201903
AirBridgeC Moscow SVO Frankfurt I 1255	1430	5	4	440.0	201906
AirBridgeC Moscow SVO Frankfurt I 1530	1705	7	4	560.0	201903
Asiana Airl Frankfurt I Seoul Incheon 2000	1430	3 5	8	800.0	201906
Asiana Airl Frankfurt I Seoul Incheon 2000	1430	3 5	8	800.0	201912
Asiana Airl Frankfurt I Seoul Incheon 2015	1400	2 4 7	13	1,300.0	201904
Asiana Airl London Stansted Frankfurt I 1610	1830	2 4 7	13	1,300.0	201903
Asiana Airl Vienna International Frankfurt I 1500	1640	7	4	400.0	201907
Asiana Airl Vienna International Frankfurt I 1500	1640	7	4	400.0	201910
Asiana Airl Vienna International Frankfurt I 1620	1800	3 5	8	800.0	201906
British Airways Frankfurt I London Luton 0750	0820	34	8	431.2	201909
British Airways Frankfurt I London Luton 0750	0820	34	8	431.2	201912
British Airways London Luton Frankfurt I 1040	1315	34	8	431.2	201903
British Airways Madrid Adolfo Suárez Frankfurt I 1620	1855	45	9	405.0	201910
Cargologic Atlanta Hartsfield Frankfurt I 2025	1125	5	4	440.0	201907
Cargologic Chicago O'Hare Frankfurt I 1400	0535	1	5	550.0	201904

Cargologic: Chicago O' Frankfurt I 1400	0535	1	5	550.0	201907
Cargologic: Frankfurt I Atlanta Ha 1430	1850	2	4	440.0	201909
Cargologic: Frankfurt I Atlanta Ha 1835	2255	3	4	440.0	201911
Cargologic: Frankfurt I Atlanta Ha 1835	2255	3	5	550.0	202001
Cargologic: Frankfurt I Chicago O' 0815	1100	1	5	550.0	201904
Cargologic: Frankfurt I Dubai Al IV 1620	0135	3	5	550.0	201905
Cargologic: Frankfurt I London St: 1535	1610	6	4	440.0	201909
Cargologic: London St: Frankfurt I 1250	1525	3	4	440.0	201903
Cargologic: London St: Frankfurt I 1250	1525	3	4	440.0	201912
Cathay Pac Amsterdar Frankfurt I 1205	1315	5	5	700.0	201905
Cathay Pac Frankfurt I Amsterdar 0900	1025	5	4	560.0	201907
Cathay Pac Frankfurt I Dubai Al IV 1925	0445	6	4	432.0	201909
Cathay Pac Frankfurt I Milan Mal: 1230	1355	1	4	432.0	202002
Cathay Pac Frankfurt I Paris Charl 0840	1010	4	4	560.0	201903
Cathay Pac Mumbai Frankfurt I 1240	1725	6	4	432.0	202001
China Sout Frankfurt I Guangzhou 0900	0245	7	4	400.0	201905
China Sout Frankfurt I Guangzhou 1520	0740	5	4	400.0	201912
China Sout Frankfurt I Guangzhou 1520	0740	5	4	400.0	202002
Air China Frankfurt I Tianjin 1930	0650	4 6	9	900.0	201903
Air China Zhengzhou Frankfurt I 1215	1650	3	4	400.0	201902
AirBridgeC Abu Dhabi Frankfurt I 0115	0600	6	4	560.0	201905
AirBridgeC Chicago O' Frankfurt I 1635	0810	1	4	560.0	201902
AirBridgeC Chicago O' Frankfurt I 1635	0810	1	4	560.0	202001
AirBridgeC Frankfurt I Abu Dhabi 1300	2215	1	5	700.0	201907
AirBridgeC Frankfurt I London St: 1925	1905	6	5	700.0	202002
AirBridgeC Frankfurt I Milan Mal: 1440	1620	1	4	440.0	201906
AirBridgeC Frankfurt I Milan Mal: 1455	1635	5	5	550.0	202001
AirBridgeC Frankfurt I Moscow D 2000	0135	6	4	560.0	201910
AirBridgeC Frankfurt I Moscow Sl 1230	1750	4	4	560.0	202002
AirBridgeC Frankfurt I Moscow Sl 1650	2210	6	5	550.0	201911
AirBridgeC Frankfurt I Moscow Sl 1855	0015	5	4	440.0	201909
AirBridgeC Frankfurt I Moscow Sl 1855	0015	1	5	550.0	201904
AirBridgeC Leipzig/Ha Frankfurt I 1720	1850	5	4	560.0	201907
AirBridgeC Los Angele Frankfurt I 2015	1640	2	5	700.0	201910
AirBridgeC Moscow D Frankfurt I 1135	1305	3	4	560.0	201906
AirBridgeC Moscow D Frankfurt I 1135	1305	3	4	560.0	201909
AirBridgeC Moscow D Frankfurt I 1135	1305	3	4	560.0	202002
AirBridgeC Moscow D Frankfurt I 1610	1740	6	4	560.0	201904
AirBridgeC Moscow Sl Frankfurt I 0555	0730	1	5	550.0	201912
AirBridgeC Moscow Sl Frankfurt I 0555	0730	1	4	440.0	202002
AirBridgeC Moscow Sl Frankfurt I 1120	1255	5	4	440.0	201907
AirBridgeC Moscow Sl Frankfurt I 1220	1355	6	5	550.0	201908
Asiana Airl Frankfurt I Seoul Incht 2015	1400	2 4 7	12	1,200.0	201911
Asiana Airl London St: Frankfurt I 1610	1830	2 4 7	13	1,300.0	201906
Asiana Airl Vienna Intl Frankfurt I 1620	1800	3 5	9	900.0	201903
British Airv Frankfurt I London Lut 0750	0820	34	8	431.2	202002
British Airv Frankfurt I Nottingham 2000	2035	7	4	215.6	201910

British Airv London He Frankfurt I 1700	1925	6	5	269.5	201911
British Airv London Lu Frankfurt I 1040	1315	34	8	431.2	201909
British Airv London Lu Frankfurt I 1440	1720	7	4	215.6	201907
British Airv Madrid Ad Frankfurt I 1620	1855	45	8	360.0	201907
British Airv Madrid Ad Frankfurt I 1715	1945	3	4	215.6	201909
Cargologic Chicago O' Frankfurt I 1400	0535	5	5	550.0	202001
Cargologic Frankfurt I Atlanta Ha 1305	1725	5	4	440.0	201909
Cargologic Frankfurt I Atlanta Ha 1430	1850	2	5	550.0	201912
Cargologic Frankfurt I Chicago O' 0815	1100	5	5	550.0	201911
Cargologic Frankfurt I Dubai Al M 1425	2345	6	5	550.0	201906
Cargologic Frankfurt I Dubai Al M 1455	0015	5	5	550.0	201905
Cargologic Frankfurt I Dubai Al M 1620	0135	3	4	440.0	202002
Cargologic Frankfurt I London St 1535	1610	6	4	440.0	201912
Cargologic Houston G Frankfurt I 1245	0515	4	4	440.0	201911
Cargologic Houston G Frankfurt I 1245	0515	4	5	550.0	202001
Cathay Pac Delhi Frankfurt I 0215	0640	4	4	560.0	201911
Cathay Pac Delhi Frankfurt I 0535	1005	1	4	432.0	201902
Cathay Pac Dubai Al M Frankfurt I 0300	0700	5	4	560.0	201907
Cathay Pac Dubai Al M Frankfurt I 0300	0705	7	4	496.0	201902
Cathay Pac Dubai Al M Frankfurt I 0305	0805	7	4	432.0	201908
Cathay Pac Frankfurt I Dubai Al M 1745	0205	5	4	560.0	201906
Cathay Pac Frankfurt I Dubai Al M 1925	0445	6	5	540.0	201906
Cathay Pac Frankfurt I Milan Mal 0905	1025	7	4	528.0	201903
Cathay Pac Frankfurt I Milan Mal 0920	1035	1	4	432.0	201906
Cathay Pac Frankfurt I Milan Mal 1230	1355	1	4	432.0	201906
Cathay Pac Frankfurt I Mumbai 1540	0420	5	4	432.0	201902
Cathay Pac Mumbai Frankfurt I 1240	1725	6	5	540.0	201911
Air China Zhengzhou Frankfurt I 1215	1650	3	4	400.0	201912
Air China Zhengzhou Frankfurt I 1215	1650	3	4	400.0	202002
AirBridgeC Abu Dhabi Frankfurt I 0115	0600	6	4	560.0	201909
AirBridgeC Frankfurt I Abu Dhabi 1500	2315	5	5	700.0	201908
AirBridgeC Frankfurt I Chicago O' 1835	2120	5	5	700.0	201908
AirBridgeC Frankfurt I Milan Mal 1455	1635	5	4	440.0	201904
AirBridgeC Frankfurt I Milan Mal 1455	1635	2	5	700.0	201910
AirBridgeC Frankfurt I Milan Mal 1505	1645	3	4	560.0	201904
AirBridgeC Frankfurt I Moscow Sl 1855	0015	1	4	440.0	201902
AirBridgeC Frankfurt I Moscow Sl 1855	0015	1	4	440.0	201908
AirBridgeC Frankfurt I Moscow Sl 2050	0210	5	4	560.0	201904
AirBridgeC Houston G Frankfurt I 1610	0800	7	4	560.0	201904
AirBridgeC Krasnoyars Frankfurt I 1135	1255	2	5	700.0	201910
AirBridgeC Leipzig/Ha Frankfurt I 1720	1850	5	4	560.0	201912
AirBridgeC Los Angele Frankfurt I 2015	1640	2	5	700.0	201912
AirBridgeC Moscow D Frankfurt I 1045	1215	5	4	560.0	201907
AirBridgeC Moscow D Frankfurt I 1045	1215	5	4	560.0	201910
AirBridgeC Moscow Sl Frankfurt I 1220	1355	6	5	550.0	202002
AirBridgeC Moscow Sl Frankfurt I 1530	1705	7	3	390.0	201902
Asiana Airl Frankfurt I Seoul Inch 2000	1430	3 5	9	900.0	201908

Asiana Airl Frankfurt I Seoul Inchr 2000	1430	3 5	9	900.0	201911
Asiana Airl Vienna Int Frankfurt I 1500	1640	7	5	500.0	201906
Asiana Airl Vienna Int Frankfurt I 1500	1640	7	4	400.0	202002
British Airl Frankfurt I Madrid Ad 1725	2005	3	4	215.6	201903
British Airl Frankfurt I Madrid Ad 1725	2005	3	5	269.5	201910
British Airl Frankfurt I Nottingham 2000	2035	7	4	215.6	202001
British Airl London He Frankfurt I 1700	1925	6	4	215.6	201904
British Airl London Lu Frankfurt I 1040	1315	34	10	539.0	201905
British Airl London Lu Frankfurt I 1040	1315	34	8	431.2	201912
British Airl Madrid Ad Frankfurt I 1620	1855	45	8	360.0	201904
Cargologic Atlanta Ha Frankfurt I 2025	1125	5	4	440.0	201910
Cargologic Chicago O' Frankfurt I 1400	0535	1	4	440.0	201902
Cargologic Frankfurt I Atlanta Ha 1305	1725	5	4	440.0	201902
Cargologic Frankfurt I Atlanta Ha 1835	2255	3	4	440.0	201902
Cargologic Frankfurt I Atlanta Ha 1835	2255	3	5	550.0	201905
Cargologic Frankfurt I Chicago O' 0815	1100	1	4	440.0	201902
Cargologic Frankfurt I Dubai Al IV 1425	2345	6	4	440.0	201902
Cargologic Frankfurt I Dubai Al IV 1920	0440	1	4	440.0	201905
Cargologic Frankfurt I Dubai Al IV 1920	0440	1	4	440.0	202002
Cargologic Frankfurt I London St 1535	1610	6	4	440.0	201910
Cargologic Houston G Frankfurt I 1245	0515	7	4	440.0	201904
Cargologic Houston G Frankfurt I 1245	0515	7	4	440.0	201907
Cargologic Houston G Frankfurt I 1245	0515	4	4	440.0	201902
Cargologic Houston G Frankfurt I 1245	0515	4	5	550.0	201905
Cargologic London St Frankfurt I 1250	1525	3	5	550.0	201907
Cathay Pac Delhi Frankfurt I 0215	0640	4	5	700.0	201905
Cathay Pac Delhi Frankfurt I 0215	0640	4	4	560.0	202002
Cathay Pac Dubai Al IV Frankfurt I 0300	0700	5	5	700.0	201908
Cathay Pac Frankfurt I Amsterdam 0900	1025	5	4	560.0	201906
Cathay Pac Frankfurt I Amsterdam 1145	1305	4	3	324.0	201906
Cathay Pac Frankfurt I Amsterdam 1145	1305	4	4	432.0	201909
Cathay Pac Frankfurt I Amsterdam 1845	2005	6	4	432.0	201907
Cathay Pac Frankfurt I Paris Charl 0840	1010	4	4	560.0	201909
Cathay Pac Frankfurt I Paris Charl 0840	1010	4	4	560.0	202002
China Sout Frankfurt I Guangzhou 0900	0245	7	5	500.0	201903
China Sout Frankfurt I Guangzhou 0900	0245	7	5	500.0	201906
Air China Frankfurt I Tianjin 1930	0650	4 6	9	900.0	201910
Air China Zhengzhou Frankfurt I 1030	1505	5	4	400.0	201910
Air China Zhengzhou Frankfurt I 1215	1650	3	4	400.0	201908
AirBridgeC Abu Dhabi Frankfurt I 0115	0500	2	4	560.0	201902
AirBridgeC Abu Dhabi Frankfurt I 0115	0600	6	5	700.0	201911
AirBridgeC Chicago O' Frankfurt I 1635	0810	1	4	560.0	201908
AirBridgeC Frankfurt I Chicago O' 1835	2120	5	4	560.0	201909
AirBridgeC Frankfurt I London St 1925	1905	6	5	700.0	201903
AirBridgeC Frankfurt I London St 1925	1905	6	4	560.0	201909
AirBridgeC Frankfurt I Milan Malp 1440	1620	1	4	440.0	201903
AirBridgeC Frankfurt I Milan Malp 1440	1620	1	5	550.0	201909

AirBridgeC Frankfurt I Milan Malı 1455	1635	5	5	550.0	201908
AirBridgeC Frankfurt I Milan Malı 1455	1635	2	4	560.0	201906
AirBridgeC Frankfurt I Milan Malı 1455	1635	2	4	560.0	201909
AirBridgeC Frankfurt I Milan Malı 1505	1645	3	4	560.0	201903
AirBridgeC Frankfurt I Moscow D 2000	0135	6	4	560.0	201907
AirBridgeC Frankfurt I Moscow Sl 1230	1750	4	4	560.0	201906
AirBridgeC Frankfurt I Moscow Sl 1230	1750	4	4	560.0	201909
AirBridgeC Frankfurt I Moscow Sl 1230	1750	4	4	560.0	201912
AirBridgeC Frankfurt I Moscow Sl 1855	0015	5	4	440.0	201912
AirBridgeC Frankfurt I Moscow Sl 1910	0030	3	4	560.0	202002
AirBridgeC Frankfurt I Moscow Sl 2050	0210	5	4	560.0	201906
AirBridgeC Frankfurt I Oslo Garde 1225	1430	2	5	700.0	201912
AirBridgeC Frankfurt I Zaragoza A 0630	0830	2	4	560.0	201911
AirBridgeC Houston G Frankfurt I 1710	1000	4	4	560.0	201903
AirBridgeC Krasnoyars Frankfurt I 1135	1255	2	4	560.0	201903
AirBridgeC Krasnoyars Frankfurt I 1135	1255	2	4	560.0	201906
AirBridgeC Los Angeles Frankfurt I 2015	1640	2	4	560.0	201903
AirBridgeC Moscow D Frankfurt I 0810	0940	1	4	560.0	201902
AirBridgeC Moscow Sl Frankfurt I 0555	0730	1	4	440.0	201905
AirBridgeC Moscow Sl Frankfurt I 0605	0740	1	4	440.0	201906
AirBridgeC Moscow Sl Frankfurt I 0825	1000	4	4	560.0	201912
AirBridgeC Moscow Sl Frankfurt I 0825	1000	4	4	560.0	202002
Asiana Airl Frankfurt I Seoul Inchi 2000	1430	3 5	8	800.0	201909
Asiana Airl London Stı Frankfurt I 1610	1830	2 4 7	13	1,300.0	201909
British Airl Frankfurt I Madrid Ad 1725	2005	3	4	215.6	202002
British Airl London Luı Frankfurt I 1440	1720	7	4	215.6	201904
British Airl Madrid Ad Frankfurt I 1715	1945	3	4	215.6	201906
Cargologicı Frankfurt I Atlanta Ha 1305	1725	5	4	440.0	201906
Cargologicı Frankfurt I Atlanta Ha 1430	1850	2	4	440.0	201902
Cargologicı Frankfurt I Atlanta Ha 1835	2255	3	4	440.0	201908
Cargologicı Frankfurt I Chicago O' 0815	1100	1	5	550.0	201907
Cargologicı Frankfurt I Dubai Al N 1425	2345	6	5	550.0	201903
Cargologicı Frankfurt I Dubai Al N 1425	2345	6	4	440.0	201909
Cargologicı Frankfurt I Dubai Al N 1425	2345	6	5	550.0	202002
Cargologicı Frankfurt I Dubai Al N 1455	0015	5	5	550.0	202001
Cargologicı Frankfurt I Dubai Al N 1620	0135	3	4	440.0	201902
Cargologicı Houston G Frankfurt I 1245	0515	7	4	440.0	201902
Cargologicı Houston G Frankfurt I 1245	0515	7	4	440.0	201905
Cathay Pac Delhi Frankfurt I 0215	0640	4	5	700.0	201908
Cathay Pac Frankfurt I Amsterdam 1145	1305	4	5	540.0	201908
China Sout Frankfurt I Guangzhou 1500	0815	1	5	500.0	201909
China Sout Frankfurt I Shanghai P 1520	0650	2 5 7	13	1,300.0	201905
China Sout Guangzhou Frankfurt I 0100	0600	7	4	400.0	201910
China Sout London Stı Frankfurt I 0835	1055	4 6	10	1,000.0	201908
China Sout London Stı Frankfurt I 0835	1055	4 6	9	900.0	202001
Air China Frankfurt I Tianjin 1930	0650	4 6	9	900.0	201911
AirBridgeC Abu Dhabi Frankfurt I 0115	0500	2	4	560.0	201911

AirBridgeC Abu Dhabi Frankfurt I 0115	0500	2	4	560.0	202001
AirBridgeC Chicago O' Frankfurt I 1635	0810	1	5	700.0	201904
AirBridgeC Frankfurt I Abu Dhabi 1300	2215	1	4	560.0	201911
AirBridgeC Frankfurt I Chicago O' 1835	2120	5	5	700.0	201905
AirBridgeC Frankfurt I Chicago O' 1835	2120	5	5	700.0	201911
AirBridgeC Frankfurt I Krasnoyarsk 0750	2040	5	1	110.0	201902
AirBridgeC Frankfurt I Milan Malpensa 1440	1620	1	4	440.0	201905
AirBridgeC Frankfurt I Milan Malpensa 1455	1635	5	4	440.0	201910
AirBridgeC Frankfurt I Milan Malpensa 1505	1645	3	5	700.0	201910
AirBridgeC Frankfurt I Moscow SVO 1230	1750	4	5	700.0	201908
AirBridgeC Frankfurt I Moscow SVO 1650	2210	6	4	440.0	201912
AirBridgeC Frankfurt I Moscow SVO 1855	0015	5	5	550.0	201908
AirBridgeC Frankfurt I Moscow SVO 1855	0015	5	5	550.0	201911
AirBridgeC Frankfurt I Moscow SVO 1855	0015	1	4	440.0	201905
AirBridgeC Frankfurt I Moscow SVO 1910	0030	3	4	560.0	201903
AirBridgeC Frankfurt I Zaragoza A0630	0830	2	5	700.0	201907
AirBridgeC Frankfurt I Zaragoza A0630	0830	2	5	700.0	201910
AirBridgeC Frankfurt I Zaragoza A0645	0900	2	5	700.0	201910
AirBridgeC Houston G Frankfurt I 1610	0800	7	4	560.0	202001
AirBridgeC Houston G Frankfurt I 1710	1000	4	4	560.0	201907
AirBridgeC Leipzig/Halle Frankfurt I 1720	1850	5	4	560.0	201909
AirBridgeC Moscow D Frankfurt I 0810	0940	1	4	560.0	201903
AirBridgeC Moscow D Frankfurt I 1135	1305	3	4	560.0	201903
AirBridgeC Moscow SVO Frankfurt I 1120	1255	5	5	550.0	201911
AirBridgeC Moscow SVO Frankfurt I 1120	1255	5	5	550.0	202001
AirBridgeC Moscow SVO Frankfurt I 1220	1355	6	4	440.0	201902
AirBridgeC Moscow SVO Frankfurt I 1255	1430	5	5	550.0	201905
Asiana Airlines Frankfurt I Seoul Incheon 2000	1430	3 5	8	800.0	201902
Asiana Airlines Frankfurt I Seoul Incheon 2015	1400	2 4 7	13	1,300.0	201905
Asiana Airlines London Stansted Frankfurt I 1610	1830	2 4 7	13	1,300.0	201907
Asiana Airlines Vienna International Frankfurt I 1500	1640	7	5	500.0	201903
Asiana Airlines Vienna International Frankfurt I 1620	1800	3 5	9	900.0	201910
British Airways Frankfurt I Nottingham 2000	2035	7	4	215.6	201904
British Airways London Luton Frankfurt I 1040	1315	34	8	431.2	201902
British Airways Madrid Adolfo Suárez Frankfurt I 1620	1855	45	10	450.0	202001
British Airways Madrid Adolfo Suárez Frankfurt I 1715	1945	3	5	269.5	201905
Cargolux Frankfurt I Chicago O'Hare 1400	0535	1	4	440.0	201905
Cargolux Frankfurt I Chicago O'Hare 1400	0535	1	4	440.0	202001
Cargolux Frankfurt I Atlanta Hartsfield 1305	1725	5	4	440.0	202002
Cargolux Frankfurt I Atlanta Hartsfield 1835	2255	3	4	440.0	202002
Cargolux Frankfurt I Chicago O'Hare 0815	1100	1	4	440.0	202001
Cargolux Frankfurt I Dubai Al Maktoum 1425	2345	6	5	550.0	201908
Cargolux Frankfurt I Dubai Al Maktoum 1455	0015	5	4	440.0	201910
Cargolux Frankfurt I Dubai Al Maktoum 1620	0135	3	4	440.0	201903
Cargolux Houston George Bush Frankfurt I 1245	0515	4	5	550.0	201908
Cathay Pacific Amsterdam Frankfurt I 1205	1315	5	4	560.0	201904
Cathay Pacific Delhi Frankfurt I 0535	1005	1	4	432.0	201903

Cathay Pac Dubai Al M Frankfurt I 0305	0805	7	4	432.0	201904
Cathay Pac Dubai Al M Frankfurt I 0305	0805	7	4	432.0	202001
Cathay Pac Frankfurt I Amsterdam 0900	1025	5	4	560.0	202002
Cathay Pac Frankfurt I Amsterdam 1845	2005	6	4	432.0	201904
Cathay Pac Frankfurt I Amsterdam 1845	2005	6	4	432.0	201910
Cathay Pac Frankfurt I Dubai Al M 1630	0140	6	2	280.0	201902
Cathay Pac Frankfurt I Milan Malp 0905	1025	7	4	496.0	201902
Air China Frankfurt I Tianjin 1930	0650	4 6	9	900.0	201905
Air China Frankfurt I Tianjin 1930	0650	4 6	9	900.0	202001
Air China Zhengzhou Frankfurt I 1030	1505	5	4	400.0	201902
Air China Zhengzhou Frankfurt I 1215	1650	3	5	500.0	201907
AirBridgeC Abu Dhabi Frankfurt I 0115	0500	2	5	700.0	201907
AirBridgeC Abu Dhabi Frankfurt I 0115	0600	6	5	700.0	201903
AirBridgeC Frankfurt I Abu Dhabi 1300	2215	1	5	700.0	201909
AirBridgeC Frankfurt I Abu Dhabi 1300	2215	1	5	700.0	201912
AirBridgeC Frankfurt I Abu Dhabi 1500	2315	5	4	560.0	201910
AirBridgeC Frankfurt I Chicago O' 1835	2120	5	4	560.0	201910
AirBridgeC Frankfurt I London St 1925	1905	6	4	560.0	201904
AirBridgeC Frankfurt I Milan Malp 1440	1620	1	4	440.0	202001
AirBridgeC Frankfurt I Milan Malp 1455	1635	5	5	550.0	201903
AirBridgeC Frankfurt I Milan Malp 1455	1635	5	4	440.0	201906
AirBridgeC Frankfurt I Milan Malp 1505	1645	3	4	560.0	201908
AirBridgeC Frankfurt I Moscow D 2000	0135	6	4	560.0	201902
AirBridgeC Frankfurt I Moscow Sl 1650	2210	6	5	550.0	201906
AirBridgeC Frankfurt I Moscow Sl 1855	0015	5	4	440.0	201907
AirBridgeC Frankfurt I Moscow Sl 1855	0015	1	4	440.0	201906
AirBridgeC Frankfurt I Moscow Sl 1855	0015	1	4	440.0	202002
AirBridgeC Frankfurt I Oslo Gard 1225	1430	2	5	700.0	201910
AirBridgeC Frankfurt I Zaragoza A 0630	0830	2	4	560.0	201903
AirBridgeC Frankfurt I Zaragoza A 0630	0830	2	4	560.0	201909
AirBridgeC Frankfurt I Zaragoza A 0645	0900	2	4	560.0	201908
AirBridgeC Frankfurt I Zaragoza A 0645	0900	2	4	560.0	201911
AirBridgeC Leipzig/Ha Frankfurt I 1720	1850	5	3	420.0	201902
AirBridgeC Leipzig/Ha Frankfurt I 1720	1850	5	5	700.0	201908
AirBridgeC Los Angeles Frankfurt I 2015	1640	2	4	560.0	202001
AirBridgeC Moscow D Frankfurt I 1045	1215	5	5	700.0	201908
AirBridgeC Moscow D Frankfurt I 1610	1740	6	4	560.0	201905
AirBridgeC Moscow Sl Frankfurt I 1120	1255	5	4	440.0	201902
AirBridgeC Moscow Sl Frankfurt I 1220	1355	6	4	440.0	201909
AirBridgeC Moscow Sl Frankfurt I 1255	1430	5	5	550.0	201908
AirBridgeC Moscow Sl Frankfurt I 1515	1650	7	4	440.0	201903
Asiana Airl London St Frankfurt I 1610	1830	2 4 7	12	1,200.0	201911
Asiana Airl Vienna Int Frankfurt I 1500	1640	7	4	400.0	201908
Asiana Airl Vienna Int Frankfurt I 1620	1800	3 5	10	1,000.0	202001
British Airv London Lu Frankfurt I 1040	1315	34	9	485.1	201908
British Airv London Lu Frankfurt I 1440	1720	7	5	269.5	201909
British Airv London Lu Frankfurt I 1440	1720	7	5	269.5	201912

Cargologic: Chicago O' Frankfurt I 1400	0535	5	4	440.0	201909
Cargologic: Chicago O' Frankfurt I 1400	0535	1	5	550.0	201909
Cargologic: Chicago O' Frankfurt I 1400	0535	1	4	440.0	202002
Cargologic: Frankfurt I Atlanta Ha 1305	1725	5	5	550.0	202001
Cargologic: Frankfurt I Atlanta Ha 1835	2255	3	4	440.0	201903
Cargologic: Frankfurt I Atlanta Ha 1835	2255	3	4	440.0	201909
Cargologic: Frankfurt I Chicago O' 0815	1100	5	5	550.0	201903
Cargologic: Frankfurt I Dubai Al IV 1425	2345	6	4	440.0	202001
Cargologic: Frankfurt I Dubai Al IV 1455	0015	5	5	550.0	201903
Cargologic: Frankfurt I London St: 1535	1610	6	4	440.0	201907
Cargologic: Houston G Frankfurt I 1245	0515	4	4	440.0	201909
Cargologic: London St: Frankfurt I 1250	1525	3	4	440.0	201904
Cathay Pac Delhi Frankfurt I 0215	0640	4	4	560.0	201906
Cathay Pac Frankfurt I Milan Mal: 1005	1120	7	1	140.0	201903
Cathay Pac Frankfurt I Milan Mal: 1230	1355	1	5	540.0	201907
Cathay Pac Frankfurt I Paris Charl 1145	1305	4	5	540.0	201905
Cathay Pac Mumbai Frankfurt I 1130	1645	6	4	432.0	201909
Air China Zhengzhou Frankfurt I 1215	1650	3	4	400.0	201911
AirBridgeC Frankfurt I Abu Dhabi 1500	2315	5	4	560.0	202002
AirBridgeC Frankfurt I London St: 1925	1905	6	4	560.0	201910
AirBridgeC Frankfurt I Milan Mal: 1455	1635	5	4	470.0	201902
AirBridgeC Frankfurt I Milan Mal: 1455	1635	2	4	560.0	201905
AirBridgeC Frankfurt I Milan Mal: 1455	1635	2	4	560.0	201911
AirBridgeC Frankfurt I Milan Mal: 1505	1645	3	4	560.0	201909
AirBridgeC Frankfurt I Milan Mal: 1505	1645	3	4	560.0	202002
AirBridgeC Frankfurt I Moscow Sl 1650	2210	6	4	440.0	201907
AirBridgeC Frankfurt I Moscow Sl 1855	0015	5	5	550.0	201903
AirBridgeC Frankfurt I Moscow Sl 1910	0030	3	4	560.0	201911
AirBridgeC Frankfurt I Moscow Sl 1910	0030	3	5	700.0	202001
AirBridgeC Frankfurt I Oslo Gard: 1225	1430	2	4	560.0	202001
AirBridgeC Frankfurt I Zaragoza A 0645	0900	2	4	560.0	202002
AirBridgeC Houston G Frankfurt I 1610	0800	7	5	700.0	201909
AirBridgeC Krasnoyarsk Frankfurt I 1135	1255	2	5	700.0	201912
AirBridgeC Leipzig/Ha Frankfurt I 1720	1850	5	5	700.0	201911
AirBridgeC Los Angeles Frankfurt I 2015	1640	2	4	560.0	201911
AirBridgeC Moscow D Frankfurt I 0810	0940	1	4	560.0	202001
AirBridgeC Moscow D Frankfurt I 1045	1215	5	4	560.0	201902
AirBridgeC Moscow D Frankfurt I 1135	1305	3	5	700.0	201905
AirBridgeC Moscow Sl Frankfurt I 0500	0635	1	4	440.0	201902
AirBridgeC Moscow Sl Frankfurt I 0555	0730	1	4	440.0	201908
AirBridgeC Moscow Sl Frankfurt I 0825	1000	4	4	560.0	201911
AirBridgeC Moscow Sl Frankfurt I 1255	1430	5	4	440.0	201910
Asiana Air London St: Frankfurt I 1610	1830	2 4 7	12	1,200.0	202002
British Airv Frankfurt I London Lu: 0750	0820	34	10	539.0	201905
British Airv Frankfurt I London Lu: 0750	0820	34	9	485.1	201908
British Airv Frankfurt I Madrid Ad 1725	2005	3	5	269.5	201905
British Airv Frankfurt I Nottingham 2000	2035	7	5	269.5	201909

British Airv London He Frankfurt I 1700	1925	6	4	215.6	201902
British Airv London He Frankfurt I 1700	1925	6	4	215.6	201912
British Airv London He Frankfurt I 1700	1925	6	5	269.5	202002
British Airv London Lu Frankfurt I 1040	1315	34	8	431.2	201904
British Airv London Lu Frankfurt I 1440	1720	7	4	215.6	201905
Cargologic Atlanta Ha Frankfurt I 2025	1125	5	5	550.0	201905
Cargologic Chicago O' Frankfurt I 1400	0535	1	4	440.0	201910
Cargologic Frankfurt I Atlanta Ha 1305	1725	5	4	440.0	201907
Cargologic Frankfurt I Chicago O' 0815	1100	5	5	550.0	201905
Cargologic Frankfurt I Chicago O' 0815	1100	5	4	440.0	201912
Cargologic Frankfurt I Chicago O' 0815	1100	1	4	440.0	201910
Cargologic Frankfurt I Dubai Al N 1425	2345	6	4	440.0	201910
Cargologic Frankfurt I Dubai Al N 1620	0135	3	4	440.0	201908
Cargologic Frankfurt I London St 1535	1610	6	5	550.0	201908
Cargologic Houston G Frankfurt I 1245	0515	7	5	550.0	201909
Cargologic London St Frankfurt I 1250	1525	3	4	440.0	201908
Cathay Pac Amsterdam Frankfurt I 1205	1315	5	4	560.0	201906
Cathay Pac Frankfurt I Dubai Al N 1745	0205	5	4	560.0	201907
Cathay Pac Mumbai Frankfurt I 1130	1645	6	4	432.0	201904
Cathay Pac Mumbai Frankfurt I 1240	1725	6	2	216.0	201902
China Sout Frankfurt I Guangzhou 0900	0245	7	4	400.0	201904
China Sout Frankfurt I Guangzhou 1440	0815	7	4	400.0	201907
China Sout Frankfurt I Guangzhou 1500	0815	1	4	400.0	201905
China Sout Frankfurt I Guangzhou 1500	0815	1	4	400.0	201911
China Sout Frankfurt I Guangzhou 1520	0740	5	5	500.0	201903
China Sout Guangzhou Frankfurt I 0555	1220	1	4	400.0	201903
China Sout Guangzhou Frankfurt I 0555	1240	5	4	400.0	201909
Air China Frankfurt I Tianjin 1930	0650	4 6	9	900.0	202002
Air China Zhengzhou Frankfurt I 1030	1505	5	4	400.0	201909
Air China Zhengzhou Frankfurt I 1030	1505	5	4	400.0	201912
Air China Zhengzhou Frankfurt I 1030	1505	5	4	400.0	202002
AirBridgeC Abu Dhabi Frankfurt I 0115	0500	2	4	560.0	201906
AirBridgeC Chicago O' Frankfurt I 1635	0810	1	4	560.0	202002
AirBridgeC Frankfurt I Abu Dhabi 1300	2215	1	4	560.0	201910
AirBridgeC Frankfurt I Abu Dhabi 1500	2315	5	4	560.0	201906
AirBridgeC Frankfurt I Chicago O' 1835	2120	5	4	560.0	201906
AirBridgeC Frankfurt I London St 1925	1905	6	4	560.0	201907
AirBridgeC Frankfurt I Milan Mal 1455	1635	5	4	440.0	202002
AirBridgeC Frankfurt I Milan Mal 1455	1635	2	4	560.0	201908
AirBridgeC Frankfurt I Moscow D 2000	0135	6	4	560.0	201909
AirBridgeC Frankfurt I Moscow Sl 1650	2210	6	4	440.0	201910
AirBridgeC Frankfurt I Zaragoza A 0630	0830	2	5	700.0	201912
AirBridgeC Frankfurt I Zaragoza A 0645	0900	2	5	700.0	201912
AirBridgeC Houston G Frankfurt I 1610	0800	7	5	700.0	201912
AirBridgeC Houston G Frankfurt I 1610	0800	7	4	560.0	202002
AirBridgeC Houston G Frankfurt I 1710	1000	4	4	560.0	201906
AirBridgeC Leipzig/Ha Frankfurt I 1720	1850	5	5	700.0	202001

AirBridgeC Los Angeles Frankfurt I 2015	1640	2	5	700.0	201904
AirBridgeC Moscow D Frankfurt I 1045	1215	5	4	560.0	202002
AirBridgeC Moscow D Frankfurt I 1135	1305	3	4	560.0	201908
AirBridgeC Moscow Sl Frankfurt I 0555	0730	1	4	440.0	201911
AirBridgeC Moscow Sl Frankfurt I 0825	1000	4	5	700.0	201908
AirBridgeC Moscow Sl Frankfurt I 1055	1230	7	4	440.0	201902
AirBridgeC Moscow Sl Frankfurt I 1120	1255	5	5	550.0	201903
AirBridgeC Moscow Sl Frankfurt I 1120	1255	5	4	440.0	201909
AirBridgeC Moscow Sl Frankfurt I 1220	1355	6	4	440.0	201910
Asiana Airl Frankfurt I Seoul Inchr 2015	1400	2 4 7	13	1,300.0	201903
Asiana Airl London Stz Frankfurt I 1610	1830	2 4 7	13	1,300.0	201905
Asiana Airl Vienna Intl Frankfurt I 1500	1640	7	4	400.0	202001
Asiana Airl Vienna Intl Frankfurt I 1620	1800	3 5	8	800.0	201902
Asiana Airl Vienna Intl Frankfurt I 1620	1800	3 5	8	800.0	201909
British Airv Frankfurt I London Lu' 0750	0820	34	10	539.0	202001
British Airv Frankfurt I Nottingham 2000	2035	7	5	269.5	201906
British Airv London Lu' Frankfurt I 1440	1720	7	4	215.6	201902
British Airv London Lu' Frankfurt I 1440	1720	7	4	215.6	201908
British Airv Madrid Ad Frankfurt I 1620	1855	45	8	360.0	202002
British Airv Madrid Ad Frankfurt I 1715	1945	3	4	215.6	201904
British Airv Madrid Ad Frankfurt I 1715	1945	3	5	269.5	201907
Cargologic Frankfurt I Chicago O' 0815	1100	5	4	440.0	202002
Cargologic Frankfurt I Dubai Al M 1455	0015	5	4	440.0	201909
Cargologic Frankfurt I Dubai Al M 1455	0015	5	4	440.0	201912
Cargologic Frankfurt I Dubai Al M 1455	0015	5	4	440.0	202002
Cargologic Frankfurt I London Stz 1535	1610	6	4	440.0	201902
Cargologic Houston G Frankfurt I 1245	0515	7	5	550.0	201906
Cargologic Houston G Frankfurt I 1245	0515	7	5	550.0	201912
Cathay Pac Dubai Al M Frankfurt I 0300	0700	5	5	700.0	201903
Cathay Pac Dubai Al M Frankfurt I 0305	0805	7	5	540.0	201909
Cathay Pac Dubai Al M Frankfurt I 0305	0805	7	4	432.0	202002
Cathay Pac Frankfurt I Amsterdam 0900	1025	5	4	560.0	201904
Cathay Pac Frankfurt I Dubai Al M 1925	0445	6	4	432.0	201904
Cathay Pac Frankfurt I Dubai Al M 1925	0445	6	4	432.0	201907
Cathay Pac Frankfurt I Dubai Al M 1925	0445	6	4	432.0	201910
Cathay Pac Frankfurt I Paris Charl 0840	1010	4	4	560.0	201907
Air China Frankfurt I Tianjin 1930	0650	4 6	8	800.0	201902
Air China Frankfurt I Tianjin 1930	0650	4 6	10	1,000.0	201908
Air China Zhengzhou Frankfurt I 1030	1505	5	5	500.0	201905
Air China Zhengzhou Frankfurt I 1030	1505	5	5	500.0	201908
Air China Zhengzhou Frankfurt I 1215	1650	3	5	500.0	201910
AirBridgeC Abu Dhabi Frankfurt I 0115	0500	2	5	700.0	201910
AirBridgeC Frankfurt I Abu Dhabi 1300	2215	1	4	560.0	201906
AirBridgeC Frankfurt I London Stz 1925	1905	6	4	560.0	202001
AirBridgeC Frankfurt I Milan Malp 1440	1620	1	4	440.0	201911
AirBridgeC Frankfurt I Milan Malp 1455	1635	5	4	440.0	201909
AirBridgeC Frankfurt I Milan Malp 1505	1645	3	5	700.0	201905

AirBridgeC Frankfurt I Milan Malp 1505	1645	3	4	560.0	201911
AirBridgeC Frankfurt I Moscow Sl 1855	0015	1	5	550.0	201912
AirBridgeC Frankfurt I Moscow Sl 1935	0055	7	4	560.0	201903
AirBridgeC Frankfurt I Moscow Sl 2050	0210	5	5	700.0	202001
AirBridgeC Houston G Frankfurt I 1710	1000	4	4	560.0	201902
AirBridgeC Krasnoyarsk Frankfurt I 1135	1255	2	4	560.0	201905
AirBridgeC Krasnoyarsk Frankfurt I 1135	1255	2	4	560.0	201908
AirBridgeC Krasnoyarsk Frankfurt I 1135	1255	2	4	560.0	202001
AirBridgeC Krasnoyarsk Frankfurt I 1235	1255	2	4	560.0	201902
AirBridgeC Los Angeles Frankfurt I 2015	1640	2	4	560.0	201902
AirBridgeC Moscow D Frankfurt I 1045	1215	5	5	700.0	202001
AirBridgeC Moscow D Frankfurt I 1610	1740	6	4	560.0	201909
AirBridgeC Moscow Sl Frankfurt I 0605	0740	1	4	440.0	201911
AirBridgeC Moscow Sl Frankfurt I 1120	1255	5	5	550.0	201905
AirBridgeC Moscow Sl Frankfurt I 1220	1355	6	5	550.0	201903
AirBridgeC Moscow Sl Frankfurt I 1220	1355	6	5	550.0	201906
Asiana Air Frankfurt I Seoul Incheon 2000	1430	3 5	9	900.0	201907
Asiana Air Vienna International Frankfurt I 1500	1640	7	4	400.0	201902
British Airways Frankfurt I London Heathrow 2020	2100	6	4	215.6	201905
British Airways Frankfurt I London Heathrow 2020	2100	6	4	215.6	202001
British Airways Frankfurt I Nottingham 2000	2035	7	4	215.6	201902
British Airways Madrid Ad Frankfurt I 1620	1855	45	10	450.0	201908
Cargologic Atlanta Hartsfield Frankfurt I 2025	1125	5	4	440.0	201906
Cargologic Atlanta Hartsfield Frankfurt I 2025	1125	5	4	440.0	202002
Cargologic Chicago O'Hare Frankfurt I 1400	0535	5	4	440.0	201906
Cargologic Frankfurt I Chicago O'Hare 0815	1100	5	4	440.0	201909
Cargologic Frankfurt I Chicago O'Hare 0815	1100	1	5	550.0	201909
Cargologic Frankfurt I Chicago O'Hare 0815	1100	1	5	550.0	201912
Cargologic Frankfurt I Dubai Al Maktoum 1425	2345	6	4	440.0	201904
Cargologic Frankfurt I Dubai Al Maktoum 1620	0135	3	5	550.0	201907
Cargologic Houston G Frankfurt I 1245	0515	4	4	440.0	201903
Cathay Pacific Amsterdam Frankfurt I 1200	1310	5	4	432.0	201902
Cathay Pacific Amsterdam Frankfurt I 1205	1315	5	4	560.0	201910
Cathay Pacific Delhi Frankfurt I 0215	0640	4	1	140.0	201903
Cathay Pacific Delhi Frankfurt I 0215	0645	4	2	248.0	201902
Cathay Pacific Dubai Al Maktoum Frankfurt I 0300	0700	5	4	560.0	202002
Cathay Pacific Dubai Al Maktoum Frankfurt I 0305	0805	7	3	324.0	201907
Cathay Pacific Dubai Al Maktoum Frankfurt I 0305	0805	7	3	324.0	201910
Cathay Pacific Frankfurt I Amsterdam 0900	1025	5	5	700.0	201905
Cathay Pacific Frankfurt I Amsterdam 0900	1025	5	4	560.0	201912
Cathay Pacific Frankfurt I Amsterdam 1845	2005	6	4	432.0	201905
Cathay Pacific Frankfurt I Dubai Al Maktoum 1745	0205	5	5	700.0	201905
Cathay Pacific Frankfurt I Paris Charles de Gaulle 0840	1010	4	5	700.0	201905
Cathay Pacific Frankfurt I Paris Charles de Gaulle 0840	1010	4	5	700.0	201908
Cathay Pacific Mumbai Frankfurt I 1240	1725	6	4	432.0	201912
China Cargo Shanghai Pudong Frankfurt I 0920	1410	3 7	8	800.0	201903
Air China Frankfurt I Tianjin 1930	0650	4 6	9	900.0	201906

Air China	Frankfurt I Tianjin	1930	0650	4 6	8	800.0	201909
Air China	Zhengzhou Frankfurt I	1030	1505	5	4	400.0	201906
AirBridgeC	Abu Dhabi Frankfurt I	0115	0500	2	4	560.0	201909
AirBridgeC	Frankfurt I Abu Dhabi	1300	2215	1	4	560.0	201903
AirBridgeC	Frankfurt I Krasnoyarsk	1920	0810	7	4	440.0	201903
AirBridgeC	Frankfurt I Milan Malp	1440	1620	1	5	550.0	201907
AirBridgeC	Frankfurt I Milan Malp	1455	1635	5	5	550.0	201905
AirBridgeC	Frankfurt I Milan Malp	1455	1635	2	4	530.0	201902
AirBridgeC	Frankfurt I Milan Malp	1505	1645	3	4	560.0	201902
AirBridgeC	Frankfurt I Milan Malp	1505	1645	3	4	560.0	201912
AirBridgeC	Frankfurt I Moscow Sl	0445	1005	7	1	140.0	201902
AirBridgeC	Frankfurt I Moscow Sl	1230	1750	4	4	560.0	201907
AirBridgeC	Frankfurt I Moscow Sl	1855	0015	1	4	440.0	201910
AirBridgeC	Frankfurt I Moscow Sl	2050	0210	5	3	420.0	201902
AirBridgeC	Frankfurt I Moscow Sl	2050	0210	5	4	560.0	201909
AirBridgeC	Houston G Frankfurt I	1610	0800	7	5	700.0	201903
AirBridgeC	Houston G Frankfurt I	1710	1000	4	4	560.0	202002
AirBridgeC	Krasnoyarsk Frankfurt I	1135	1255	2	4	560.0	202002
AirBridgeC	Los Angeles Frankfurt I	2015	1640	2	5	700.0	201907
AirBridgeC	Moscow D Frankfurt I	0810	0940	1	5	700.0	201904
AirBridgeC	Moscow D Frankfurt I	1045	1215	5	4	560.0	201909
AirBridgeC	Moscow D Frankfurt I	1045	1215	5	4	560.0	201912
AirBridgeC	Moscow Sl Frankfurt I	0605	0740	1	4	440.0	201910
AirBridgeC	Moscow Sl Frankfurt I	0825	1000	4	5	700.0	201905
AirBridgeC	Moscow Sl Frankfurt I	1120	1255	5	4	440.0	202002
Asiana Air	London Sta Frankfurt I	1610	1830	2 4 7	12	1,200.0	201902
Asiana Air	Vienna Intl Frankfurt I	1620	1800	3 5	8	800.0	202002
British Air	Frankfurt I London He	2020	2100	6	4	215.6	201907
British Air	Frankfurt I London Lu	0750	0820	34	8	431.2	201902
British Air	Frankfurt I Madrid Ad	1725	2005	3	4	215.6	201902
British Air	Frankfurt I Madrid Ad	1725	2005	3	4	215.6	201911
British Air	London Lu Frankfurt I	1440	1720	7	4	215.6	201911
British Air	Madrid Ad Frankfurt I	1620	1855	45	8	360.0	201909
Cargologic	Atlanta Ha Frankfurt I	2025	1125	5	5	550.0	201908
Cargologic	Atlanta Ha Frankfurt I	2025	1125	5	5	550.0	201911
Cargologic	Chicago O' Frankfurt I	1400	0535	5	5	550.0	201905
Cargologic	Frankfurt I Atlanta Ha	1305	1725	5	4	440.0	201904
Cargologic	Frankfurt I Atlanta Ha	1305	1725	5	4	440.0	201910
Cargologic	Frankfurt I Atlanta Ha	1430	1850	2	4	440.0	201911
Cargologic	Frankfurt I Atlanta Ha	1430	1850	2	4	440.0	202001
Cargologic	Frankfurt I Atlanta Ha	1835	2255	3	4	440.0	201904
Cargologic	Frankfurt I Chicago O'	0815	1100	5	4	440.0	201902
Cargologic	Frankfurt I Chicago O'	0815	1100	1	4	440.0	201903
Cargologic	Frankfurt I Dubai Al M	1920	0440	1	5	550.0	201904
Cargologic	Houston G Frankfurt I	1245	0515	4	5	550.0	201910
Cathay Pac	Amsterdam Frankfurt I	1205	1315	5	4	560.0	201909
Cathay Pac	Delhi Frankfurt I	0215	0640	4	4	560.0	201904

Cathay Pac Dubai Al M Frankfurt I 0300	0700	5	4	560.0	201906
Cathay Pac Dubai Al M Frankfurt I 0300	0700	5	4	560.0	201909
Cathay Pac Dubai Al M Frankfurt I 0300	0705	7	4	528.0	201903
Cathay Pac Dubai Al M Frankfurt I 0305	0805	7	5	540.0	201906
Cathay Pac Frankfurt I Milan Malı 0920	1035	1	5	540.0	201907
Cathay Pac Frankfurt I Milan Malı 0920	1035	1	3	324.0	201910
Cathay Pac Frankfurt I Milan Malı 1230	1355	1	4	432.0	201910
China Sout Frankfurt I Guangzhou 1440	0815	7	4	400.0	201904
AirBridgeC Abu Dhabi Frankfurt I 0115	0600	6	4	560.0	202001
AirBridgeC Frankfurt I Abu Dhabi 1500	2315	5	4	560.0	201902
AirBridgeC Frankfurt I Abu Dhabi 1500	2315	5	5	700.0	201905
AirBridgeC Frankfurt I Chicago O' 1835	2120	5	4	560.0	201912
AirBridgeC Frankfurt I London St 1925	1905	6	5	700.0	201906
AirBridgeC Frankfurt I Milan Malı 1455	1635	5	5	550.0	201911
AirBridgeC Frankfurt I Milan Malı 1505	1645	3	4	560.0	201906
AirBridgeC Frankfurt I Moscow D 2000	0135	6	4	560.0	201904
AirBridgeC Frankfurt I Moscow Sl 1650	2210	6	4	440.0	201905
AirBridgeC Frankfurt I Moscow Sl 1650	2210	6	4	440.0	202001
AirBridgeC Frankfurt I Moscow Sl 1855	0015	5	4	560.0	201902
AirBridgeC Frankfurt I Moscow Sl 1855	0015	1	4	440.0	202001
AirBridgeC Frankfurt I Oslo Garde 1225	1430	2	4	560.0	202002
AirBridgeC Frankfurt I Zaragoza A 0630	0830	2	4	560.0	202001
AirBridgeC Frankfurt I Zaragoza A 2030	2245	1	4	560.0	201902
AirBridgeC Houston G Frankfurt I 1610	0800	7	4	560.0	201902
AirBridgeC Moscow D Frankfurt I 0810	0940	1	4	560.0	201905
AirBridgeC Moscow D Frankfurt I 0810	0940	1	4	560.0	201908
AirBridgeC Moscow D Frankfurt I 1045	1215	5	4	560.0	201906
AirBridgeC Moscow D Frankfurt I 1610	1740	6	4	560.0	201907
AirBridgeC Moscow Sl Frankfurt I 0555	0730	1	4	440.0	201902
AirBridgeC Moscow Sl Frankfurt I 0605	0740	1	5	550.0	201912
AirBridgeC Moscow Sl Frankfurt I 0605	0740	1	4	440.0	202002
AirBridgeC Moscow Sl Frankfurt I 0825	1000	4	4	560.0	201902
AirBridgeC Moscow Sl Frankfurt I 1120	1255	5	4	440.0	201910
AirBridgeC Moscow Sl Frankfurt I 1255	1430	5	4	440.0	201909
Asiana Airl Frankfurt I Seoul Inchi 2000	1430	3 5	8	800.0	202002
Asiana Airl Frankfurt I Seoul Inchi 2015	1400	2 4 7	13	1,300.0	201907
British Airv Frankfurt I London He 2020	2100	6	5	269.5	201903
British Airv Frankfurt I Madrid Ad 1725	2005	3	4	215.6	201912
British Airv London He Frankfurt I 1700	1925	6	5	269.5	201908
British Airv Madrid Ad Frankfurt I 1715	1945	3	4	215.6	201903
Cargologic Chicago O' Frankfurt I 1400	0535	5	5	550.0	201908
Cargologic Chicago O' Frankfurt I 1400	0535	5	5	550.0	201911
Cargologic Frankfurt I Atlanta Ha 1305	1725	5	5	550.0	201903
Cargologic Frankfurt I Atlanta Ha 1430	1850	2	4	440.0	201905
Cargologic Frankfurt I Chicago O' 0815	1100	5	5	550.0	202001
Cargologic Frankfurt I Dubai Al N 1455	0015	5	5	550.0	201908
Cargologic Frankfurt I Dubai Al N 1455	0015	5	5	550.0	201911

Cargologic: Frankfurt I Dubai Al M 1920	0440	1	4	440.0	201903
Cargologic: Frankfurt I Dubai Al M 1920	0440	1	5	550.0	201909
Cargologic: Frankfurt I London St 1535	1610	6	5	550.0	201906
Cargologic: Frankfurt I London St 1535	1610	6	5	550.0	202002
Cargologic: Houston G Frankfurt I 1245	0515	7	4	440.0	201908
Cargologic: Houston G Frankfurt I 1245	0515	4	4	440.0	201904
Cathay Pac Dubai Al M Frankfurt I 0300	0700	5	4	560.0	201904
Cathay Pac Dubai Al M Frankfurt I 0300	0700	5	4	560.0	201910
Cathay Pac Frankfurt I Paris Charl 0840	1010	4	5	700.0	201910
Cathay Pac Mumbai Frankfurt I 1130	1645	6	5	540.0	201908
China Sout Frankfurt I Guangzhoi 0900	0245	7	4	400.0	201902
China Sout Frankfurt I Guangzhoi 1440	0815	7	4	400.0	201910
China Sout Frankfurt I Guangzhoi 1500	0815	1	4	400.0	201902
China Sout Frankfurt I Guangzhoi 1520	0740	5	4	400.0	201906
China Sout Frankfurt I Shanghai P 1520	0650	2 5 7	12	1,200.0	201902
China Sout Frankfurt I Shanghai P 1520	0650	2 5 7	12	1,200.0	202002
Emirates Maastricht Frankfurt I 1040	1155	6	5	515.0	202002
Etihad Airv Frankfurt I Barbados 0850	1200	4	5	519.5	201905
Iberia Madrid Ad Frankfurt I 1620	1840	6	4	205.6	201907
Iberia Madrid Ad Frankfurt I 1725	2005	3	5	257.0	201910
Korean Air Frankfurt I Seoul Inch 1735	1205	6	5	700.0	201908
Korean Air Frankfurt I Seoul Inch 1735	1205	6	5	700.0	201911
Korean Air Moscow Sl Frankfurt I 1340	1455	5	4	415.6	201906
Korean Air Moscow Sl Frankfurt I 1345	1500	6	4	560.0	201907
Korean Air Moscow Sl Frankfurt I 1345	1500	23	9	935.1	202001
Korean Air Vienna Int Frankfurt I 1325	1455	4	4	560.0	201909
LATAM Cai Amsterdar Frankfurt I 1610	1820	7	5	500.0	201903
LATAM Cai Amsterdar Frankfurt I 1610	1820	6	4	400.0	201902
LATAM Cai Frankfurt I Sao Paulo ' 1920	0325	7	4	400.0	202001
LATAM Cai Frankfurt I Sao Paulo ' 1920	0325	6	4	400.0	201904
LATAM Cai Frankfurt I Sao Paulo ' 1920	0325	6	4	400.0	202001
Lufthansa ' Almaty Frankfurt I 0950	1320	7	4	340.0	201904
Lufthansa ' Cairo Inter Frankfurt I 0530	0950	3	5	425.0	201907
Lufthansa ' Cairo Inter Frankfurt I 0600	1015	1	5	425.0	201904
Lufthansa ' Chicago O' Frankfurt I 0145	1705	234	12	1,020.0	201909
Lufthansa ' Chicago O' Frankfurt I 2215	1320	6	1	85.0	201903
Lufthansa ' Chicago O' Frankfurt I 2230	1335	1	1	103.9	201902
Lufthansa ' Dakar Blais Frankfurt I 0100	0900	6	4	415.6	201904
Lufthansa ' Dakar Blais Frankfurt I 2130	0530	1	4	415.6	201908
Lufthansa ' Dallas Dall: Frankfurt I 0310	1930	7	1	85.0	201903
Lufthansa ' Dallas Dall: Frankfurt I 0525	2150	2	4	415.6	201909
Lufthansa ' Dallas Dall: Frankfurt I 0605	2230	2 6	1	103.9	201906
Lufthansa ' Dallas Dall: Frankfurt I 1410	0530	6	2	170.0	201903
Lufthansa ' Dallas Dall: Frankfurt I 1410	0630	6	1	85.0	201903
Lufthansa ' Frankfurt I Ashgabat 0445	1305	6	4	340.0	201907
Lufthansa ' Frankfurt I Ashgabat 0510	1430	6	3	255.0	201902
Lufthansa ' Frankfurt I Atlanta Ha 1620	2015	2	1	103.9	201902

Lufthansa Frankfurt I Beijing Cap 0950	0120	2 4 7	10	1,039.0	201910
Lufthansa Frankfurt I Bengaluru 1335	0200	3	4	340.0	201904
Lufthansa Frankfurt I Bengaluru 1335	0200	3	5	425.0	201907
Lufthansa Frankfurt I Cairo Inter 2050	0045	2	3	255.0	201908
Lufthansa Frankfurt I Cairo Inter 2110	0055	7	4	340.0	201905
Lufthansa Frankfurt I Chicago O' 1935	2220	5	1	85.0	201902
Lufthansa Frankfurt I Dakar Blaise 2115	0220	1	4	340.0	201902
Lufthansa Frankfurt I Dammam 1350	2125	1	1	85.0	201902
Lufthansa Frankfurt I Dammam 1425	2110	1	4	340.0	201907
Lufthansa Frankfurt I Johannesburg 0545	1630	7	4	340.0	201908
Lufthansa Frankfurt I Los Angeles 1230	1530	3	4	340.0	201908
Lufthansa Frankfurt I Mexico City 1425	2020	6	3	311.7	201904
Lufthansa Frankfurt I Mexico City 1425	2020	6	3	311.7	201910
Lufthansa Frankfurt I Mumbai 1550	0420	34	8	680.0	201903
Lufthansa Frankfurt I New York J 2120	2355	3	5	425.0	201907
Lufthansa Frankfurt I Novosibirsk 0450	1605	3 5 7	7	595.0	201909
Lufthansa Frankfurt I Novosibirsk 1405	0120	3 5	8	680.0	201910
Lufthansa Frankfurt I Riyadh King 0840	1610	7	4	340.0	201903
Lufthansa Frankfurt I Seattle-Tacoma 0845	1010	5	5	425.0	201905
Lufthansa Frankfurt I Shanghai Pudong 0720	0105	1 3	6	623.4	201902
Lufthansa Frankfurt I Shanghai Pudong 0820	0105	1 3	8	831.2	201906
Lufthansa Frankfurt I Shanghai Pudong 1305	0550	2345 7	23	2,389.7	201905
Lufthansa Frankfurt I Tel Aviv-Yafo 1610	2100	2	1	103.9	201902
China Southern Frankfurt I Shanghai Pudong 1520	0650	2 5 7	13	1,300.0	201911
China Southern Frankfurt I Shanghai Pudong 1520	0650	2 5 7	13	1,300.0	202001
China Southern London Stansted Frankfurt I 0835	1035	2	4	400.0	202001
China Southern Shanghai Pudong Frankfurt I 0650	1220	2 5 7	13	1,300.0	201911
China Southern Shanghai Pudong Frankfurt I 0650	1220	1 4 6	13	1,300.0	201911
Emirates Dubai Al Maktoum Frankfurt I 0140	0630	7	4	412.0	201911
Emirates Dubai Al Maktoum Frankfurt I 1240	1630	4	4	412.0	201902
Emirates Dubai Al Maktoum Frankfurt I 1240	1630	4	4	412.0	201912
Emirates Frankfurt I Dubai Al Maktoum 1355	2300	6	4	412.0	201902
Emirates Frankfurt I Dubai Al Maktoum 1500	0005	3	4	412.0	201909
Emirates Frankfurt I Dubai Al Maktoum 1940	0445	4	4	412.0	201912
Emirates Frankfurt I Mexico City 2125	0140	7	4	412.0	201910
Emirates Maastricht Frankfurt I 0815	0930	3	4	412.0	201909
Emirates Maastricht Frankfurt I 0815	0930	3	4	412.0	201912
Iberia Frankfurt I Madrid Adolfo 2020	2300	6	4	205.6	201909
Iberia Frankfurt I Madrid Adolfo 2030	2250	45	8	360.0	201906
Iberia Frankfurt I Madrid Adolfo 2030	2250	45	8	360.0	202002
Iberia Madrid Adolfo Frankfurt I 1620	1955	45	8	360.0	201909
Korean Air Frankfurt I Seoul Incheon 0900	0330	1	4	415.6	201910
Korean Air Frankfurt I Seoul Incheon 1735	1205	6	4	560.0	201905
Korean Air Frankfurt I Seoul Incheon 1735	1205	6	4	560.0	201912
Korean Air Moscow Sheremetyevo Frankfurt I 0520	0635	1	4	415.6	202001
Korean Air Moscow Sheremetyevo Frankfurt I 1340	1455	5	4	415.6	201910
Korean Air Moscow Sheremetyevo Frankfurt I 1345	1500	6	5	700.0	201903

LATAM Cai Amsterdam Frankfurt I 1610	1820	6	5	500.0	201908
LATAM Cai Frankfurt I Sao Paulo ' 1920	0325	7	5	500.0	201906
LATAM Cai Frankfurt I Sao Paulo ' 1920	0325	6	4	400.0	201910
LATAM Cai Frankfurt I Sao Paulo ' 1940	0335	3	5	500.0	201907
Lufthansa ' Buenos Air Frankfurt I 0205	1950	6	4	415.6	201902
Lufthansa ' Cairo Inter Frankfurt I 0530	0950	3	4	340.0	201906
Lufthansa ' Cairo Inter Frankfurt I 0600	1015	1	4	340.0	201905
Lufthansa ' Chicago O' Frankfurt I 1410	0515	5	1	85.0	201902
Lufthansa ' Dakar Blais Frankfurt I 0835	1635	6	1	85.0	201906
Lufthansa ' Dallas Dall; Frankfurt I 0335	1945	1	4	340.0	201902
Lufthansa ' Frankfurt I Ashgabat 0445	1305	6	5	425.0	201908
Lufthansa ' Frankfurt I Atlanta Ha 1035	1415	3	4	415.6	201908
Lufthansa ' Frankfurt I Atlanta Ha 1530	1915	2	5	425.0	201904
Lufthansa ' Frankfurt I Atlanta Ha 1530	1915	2	5	425.0	201907
Lufthansa ' Frankfurt I Atlanta Ha 1530	1915	2	4	340.0	201910
Lufthansa ' Frankfurt I Beijing Cap 0950	0120	2 4 7	13	1,350.7	201906
Lufthansa ' Frankfurt I Beijing Cap 1200	0435	2	2	207.8	201903
Lufthansa ' Frankfurt I Bengaluru 1230	0055	6	4	340.0	201907
Lufthansa ' Frankfurt I Bengaluru 1335	0200	3	4	340.0	201908
Lufthansa ' Frankfurt I Chicago O' 0855	1110	3	3	255.0	201902
Lufthansa ' Frankfurt I Chicago O' 1335	1605	4	4	340.0	201906
Lufthansa ' Frankfurt I Chicago O' 2020	0005	34	6	623.4	201903
Lufthansa ' Frankfurt I Chicago O' 2020	2305	34	2	170.0	201902
Lufthansa ' Frankfurt I Chicago O' 2040	0025	5	3	255.0	201903
Lufthansa ' Frankfurt I Curitiba Af 0650	1430	7	5	519.5	201906
Lufthansa ' Frankfurt I Johannesb 0545	1630	7	4	340.0	201907
Lufthansa ' Frankfurt I Johannesb 0555	1640	2	4	340.0	201908
Lufthansa ' Frankfurt I Johannesb 0555	1640	2 4	4	340.0	201905
Lufthansa ' Frankfurt I Kuwait 1550	2310	4	4	340.0	201903
Lufthansa ' Frankfurt I Los Angele 1520	1820	6	4	340.0	201904
Cargologic London St; Frankfurt I 1250	1525	3	4	440.0	201902
Cargologic London St; Frankfurt I 1250	1525	3	5	550.0	201905
Cathay Pac Delhi Frankfurt I 0215	0640	4	5	700.0	201910
Cathay Pac Delhi Frankfurt I 0230	0740	1	3	324.0	201910
Cathay Pac Frankfurt I Amsterdam 0900	1025	5	5	700.0	201908
Cathay Pac Frankfurt I Amsterdam 0900	1025	5	5	700.0	202001
Cathay Pac Frankfurt I Dubai Al N 1745	0205	5	4	560.0	201910
Cathay Pac Frankfurt I Paris Charl 0840	1010	4	4	560.0	201904
Cathay Pac Frankfurt I Paris Charl 0840	1010	4	4	560.0	201911
Cathay Pac Mumbai Frankfurt I 1130	1645	6	4	432.0	201907
China Sout Frankfurt I Shanghai P 1520	0650	2 5 7	13	1,300.0	201906
China Sout Frankfurt I Shanghai P 1520	0650	1 4 6	12	1,200.0	201902
China Sout Guangzhou Frankfurt I 0555	1220	1	4	400.0	201906
China Sout Guangzhou Frankfurt I 0555	1240	5	5	500.0	201903
China Sout Guangzhou Frankfurt I 0555	1240	5	4	400.0	201906
Emirates Dubai Al N Frankfurt I 0140	0630	7	1	103.0	201903
Emirates Dubai Al N Frankfurt I 1055	1445	4	4	412.0	201906

Emirates	Dubai Al M Frankfurt I 1240	1730	7	4	412.0	201907
Emirates	Dubai Al M Frankfurt I 1320	1710	5	4	412.0	201907
Emirates	Frankfurt I Dubai Al M 0930	1735	7	4	412.0	202001
Emirates	Frankfurt I Dubai Al M 1500	0005	3	5	515.0	202001
Etihad Airv	Abu Dhabi Frankfurt I 0105	0600	4	4	415.6	201906
Etihad Airv	Abu Dhabi Frankfurt I 0105	0600	4	4	415.6	201909
Etihad Airv	Abu Dhabi Frankfurt I 0235	0730	6	4	415.6	201909
Etihad Airv	Abu Dhabi Frankfurt I 0235	0730	6	5	519.5	202002
Etihad Airv	Frankfurt I Barbados 1020	1330	6	4	415.6	201902
Etihad Airv	Frankfurt I Barbados 1020	1330	6	4	415.6	201909
Iberia	Frankfurt I Madrid Ad 1715	1945	3	5	257.0	202001
Iberia	Madrid Ad Frankfurt I 1620	1840	6	5	257.0	201906
Iberia	Madrid Ad Frankfurt I 1725	2005	3	5	257.0	202001
Korean Air	Frankfurt I Seoul Inchi 0900	0330	1	4	415.6	201911
Korean Air	Moscow Sl Frankfurt I 1340	1455	5	4	415.6	202002
Korean Air	Moscow Sl Frankfurt I 1345	1500	6	4	560.0	202001
Korean Air	Moscow Sl Frankfurt I 1345	1500	23	9	935.1	201904
Korean Air	Vienna Inti Frankfurt I 1325	1455	4	5	700.0	202001
LATAM Cai	Amsterdam Frankfurt I 1610	1820	6	5	500.0	201906
Lufthansa	Almaty Frankfurt I 0950	1320	1 4 6	12	1,020.0	201907
Lufthansa	Atlanta Ha Frankfurt I 1720	0740	3	2	207.8	201902
Lufthansa	Beijing Ca Frankfurt I 0250	0710	6	4	415.6	201905
Lufthansa	Beijing Ca Frankfurt I 0320	0740	1 3 5	13	1,350.7	201904
Lufthansa	Beijing Ca Frankfurt I 0320	0740	1 3 5	10	1,039.0	201910
Lufthansa	Beijing Ca Frankfurt I 0655	1025	3	1	103.9	201902
Lufthansa	Buenos Air Frankfurt I 0115	1940	4	4	415.6	201904
Lufthansa	Buenos Air Frankfurt I 2115	1540	6	2	207.8	201910
Lufthansa	Cairo Inter Frankfurt I 0530	0950	3	4	340.0	201905
Lufthansa	Cairo Inter Frankfurt I 0530	0950	3	3	255.0	201908
Lufthansa	Dakar Blais Frankfurt I 0240	0940	4	3	255.0	201903
Lufthansa	Dakar Blais Frankfurt I 1315	2115	3	1	85.0	201904
Lufthansa	Dakar Blais Frankfurt I 2130	0530	1	3	292.8	201910
Lufthansa	Dallas Dall Frankfurt I 0225	1845	3	4	340.0	201902
Lufthansa	Frankfurt I Atlanta Ha 1035	1415	3	4	415.6	201909
Lufthansa	Frankfurt I Atlanta Ha 1055	1550	3	3	311.7	201903
Lufthansa	Frankfurt I Atlanta Ha 1345	1740	7	3	255.0	201902
Lufthansa	Frankfurt I Beijing Ca 0905	0140	5	2	207.8	201902
Lufthansa	Frankfurt I Bengaluru 1230	0055	6	5	425.0	201906
Lufthansa	Frankfurt I Tel Aviv-ya 1610	2105	2 4 6	11	935.0	201906
Lufthansa	Frankfurt I Tel Aviv-ya 1610	2105	2 4 6	12	1,020.0	201909
Lufthansa	Frankfurt I Tokyo Nari 2110	1655	2	4	415.6	201903
Lufthansa	Frankfurt I Tokyo Nari 2115	1655	7	4	415.6	201902
Lufthansa	Guadalajar Frankfurt I 0100	2020	7	1	103.9	201904
Lufthansa	Guadalajar Frankfurt I 0200	2020	7	4	415.6	201905
Lufthansa	Houston G Frankfurt I 1955	1245	2	4	340.0	201910
Lufthansa	Hyderabad Frankfurt I 1055	1645	2 6	9	765.0	201904
Lufthansa	Hyderabad Frankfurt I 1120	1710	4	5	425.0	201905

Lufthansa 'Istanbul At Frankfurt I 0330	0530	3 5 7	12	1,020.0	201908
Lufthansa 'Los Angele Frankfurt I 0150	2050	1	3	255.0	201903
Lufthansa 'Los Angele Frankfurt I 1730	1320	5	4	340.0	201910
Lufthansa 'Los Angele Frankfurt I 2050	1700	6	1	85.0	201903
Lufthansa 'Mumbai Frankfurt I 0735	1235	1	5	425.0	201904
Lufthansa 'Mumbai Frankfurt I 0735	1235	1	3	255.0	201910
Lufthansa 'New York J Frankfurt I 0005	1330	1	1	85.0	201902
Lufthansa 'Novosibirs Frankfurt I 0410	0530	7	5	425.0	201906
Lufthansa 'Novosibirs Frankfurt I 0410	0530	6	4	340.0	201909
Lufthansa 'Novosibirs Frankfurt I 0410	0530	4	3	255.0	201906
Lufthansa 'Novosibirs Frankfurt I 0410	0530	3	4	340.0	201908
Lufthansa 'Sao Paulo ' Frankfurt I 0035	1750	3	1	103.9	201910
Lufthansa 'Shanghai P Frankfurt I 0820	1350	2 7	9	935.1	201907
Lufthansa 'Shanghai P Frankfurt I 0935	1435	2 7	5	519.5	201902
Qatar Airw Doha Frankfurt I 0720	1240	1	4	415.6	201902
Qatar Airw Doha Frankfurt I 0720	1240	1	4	415.6	202002
Qatar Airw Doha Frankfurt I 1225	1745	2	4	415.6	202002
Qatar Airw Doha Frankfurt I 1310	1830	6	4	415.6	201910
Qatar Airw Doha Frankfurt I 1355	1915	7	5	519.5	201906
Qatar Airw Frankfurt I Doha 1735	0025	4	5	519.5	201905
Qatar Airw Frankfurt I Doha 1735	0025	4	5	519.5	201908
Qatar Airw Frankfurt I Doha 1945	0235	2	4	415.6	201909
Qatar Airw Frankfurt I Doha 2020	0320	3	4	260.0	201903
Qatar Airw Frankfurt I Doha 2020	0320	3	4	260.0	201906
Saudi Arab Frankfurt I Jeddah 2020	0250	3	4	440.0	201902
Saudi Arab Frankfurt I Jeddah 2020	0250	3	4	440.0	202002
Saudi Arab Frankfurt I Riyadh Kin, 1940	0315	1	4	400.0	201905
Saudi Arab Riyadh Kin, Frankfurt I 0910	1420	5	5	550.0	201908
Saudi Arab Riyadh Kin, Frankfurt I 0910	1420	5	5	550.0	202001
Turkish Air Frankfurt I Istanbul At 0815	1215	4	4	260.0	201907
Turkish Air Frankfurt I Istanbul At 1315	1815	5	4	260.0	201902
Turkish Air Istanbul At Frankfurt I 0430	0630	4	4	260.0	201907
Turkish Air Istanbul At Frankfurt I 0430	0630	23 5	12	481.2	201902
Turkish Air Istanbul At Frankfurt I 0430	0630	23 5	14	561.4	201905
Turkish Air Istanbul At Frankfurt I 1615	1815	7	4	260.0	201902
Emirates Dubai Al M Frankfurt I 1055	1445	4	4	412.0	201912
Emirates Dubai Al M Frankfurt I 1055	1445	4	4	412.0	202002
Emirates Dubai Al M Frankfurt I 1240	1630	4	4	412.0	201904
Emirates Dubai Al M Frankfurt I 1240	1630	4	5	515.0	201910
Emirates Dubai Al M Frankfurt I 1320	1710	5	4	412.0	201910
Emirates Frankfurt I Dubai Al M 0830	1735	7	4	412.0	201902
Emirates Frankfurt I Dubai Al M 0930	1735	7	4	412.0	201905
Emirates Frankfurt I Dubai Al M 1940	0445	4	4	412.0	201904
Emirates Frankfurt I Dubai Al M 1940	0445	4	4	412.0	201907
Emirates Frankfurt I Mexico Cit 1810	2325	4	4	412.0	201912
Emirates Frankfurt I Mexico Cit 1810	2325	4	4	412.0	202002
Emirates Frankfurt I Mexico Cit 2125	0140	7	4	412.0	201911

Emirates	Maastricht Frankfurt I 0815	0930	3	5	515.0	202001
Iberia	Frankfurt I Madrid Ad 1715	1945	3	4	205.6	201904
Iberia	Madrid Ad Frankfurt I 1620	1840	6	5	257.0	201903
Iberia	Madrid Ad Frankfurt I 1725	2005	3	4	205.6	201911
Korean Air	Frankfurt I Seoul Inch 0900	0330	1	4	415.6	201905
Korean Air	Frankfurt I Seoul Inch 1735	1205	4	4	560.0	201904
Korean Air	Frankfurt I Seoul Inch 1735	1205	4	4	560.0	201907
Korean Air	Frankfurt I Seoul Inch 1735	1205	23	9	935.1	201912
LATAM Car	Frankfurt I Sao Paulo ' 1940	0335	3	4	400.0	202002
Lufthansa	Frankfurt I Atlanta Ha Frankfurt I 0200	1630	67	5	519.5	201902
Lufthansa	Frankfurt I Atlanta Ha Frankfurt I 0255	1640	1	3	255.0	201903
Lufthansa	Frankfurt I Atlanta Ha Frankfurt I 1645	0730	3	5	519.5	201905
Lufthansa	Frankfurt I Beijing Cap Frankfurt I 0320	0740	1 3 5	14	1,454.6	201907
Lufthansa	Frankfurt I Buenos Air Frankfurt I 2115	1540	6	3	311.7	201904
Lufthansa	Frankfurt I Cairo Inter Frankfurt I 0600	1015	1	5	425.0	201907
Lufthansa	Frankfurt I Chicago O' Frankfurt I 0145	1705	234	14	1,190.0	201907
Lufthansa	Frankfurt I Dakar Blais Frankfurt I 0100	0900	6	4	415.6	201910
Lufthansa	Frankfurt I Dakar Blais Frankfurt I 2130	0530	1	5	519.5	201907
Lufthansa	Frankfurt I Dallas Dall: Frankfurt I 0525	2150	2	5	519.5	201907
Lufthansa	Frankfurt I Dallas Dall: Frankfurt I 0605	2230	6	4	415.6	201906
Lufthansa	Frankfurt I Dallas Dall: Frankfurt I 0605	2230	6	4	415.6	201909
Lufthansa	Frankfurt I Frankfurt I Ashgabat 0445	1305	6	5	425.0	201906
Lufthansa	Frankfurt I Frankfurt I Atlanta Ha 1830	2225	4	3	255.0	201902
Lufthansa	Frankfurt I Frankfurt I Beijing Cap 1030	0305	4 7	1	103.9	201902
Lufthansa	Frankfurt I Frankfurt I Bengaluru 1335	0200	3	4	340.0	201906
Lufthansa	Frankfurt I Frankfurt I Cairo Inter 2110	0155	7	4	340.0	201902
Lufthansa	Frankfurt I Frankfurt I Chengdu 0935	0110	1 6	9	935.1	201906
Lufthansa	Frankfurt I Frankfurt I Chengdu 1045	0305	1 6	5	519.5	201902
Lufthansa	Frankfurt I Frankfurt I Chicago O' 1335	1605	4	5	425.0	201905
Lufthansa	Frankfurt I Frankfurt I Curitiba Af 0650	1430	7	4	415.6	201908
Lufthansa	Frankfurt I Frankfurt I Johannesb 0540	1625	6	4	340.0	201909
Lufthansa	Frankfurt I Frankfurt I Los Angele 1230	1530	3	4	340.0	201904
Lufthansa	Frankfurt I Frankfurt I Los Angele 1450	1755	6	2	170.0	201903
Lufthansa	Frankfurt I Frankfurt I Mexico Cit 1425	2020	6	5	519.5	201908
Lufthansa	Frankfurt I Frankfurt I Mumbai 1730	0505	7	3	255.0	201910
Lufthansa	Frankfurt I Frankfurt I Riyadh Kin 1345	2025	7	4	340.0	201905
Lufthansa	Frankfurt I Frankfurt I Sao Paulo ' 0445	1155	6	3	311.7	201910
Lufthansa	Frankfurt I Frankfurt I Sao Paulo ' 2040	0350	7	4	415.6	201904
Lufthansa	Frankfurt I Frankfurt I Sao Paulo ' 2210	0725	6	2	207.8	201902
Lufthansa	Frankfurt I Frankfurt I Shanghai P 0820	0105	1 3	9	935.1	201905
Lufthansa	Frankfurt I Frankfurt I Tokyo Nari 2115	1655	4 6	9	935.1	201903
Lufthansa	Frankfurt I Frankfurt I Toronto Le 1110	1335	2	5	425.0	201904
Cathay Pac	Frankfurt I Dubai Al IV 1925	0445	6	4	432.0	201902
Cathay Pac	Frankfurt I Milan Mal 1230	1355	1	4	432.0	201902
Cathay Pac	Frankfurt I Paris Charl 0840	1010	4	4	560.0	201912
China Sout	Frankfurt I Shanghai P 1520	0650	2 5 7	13	1,300.0	201908
China Sout	Guangzhou Frankfurt I 0100	0600	7	5	500.0	201903

China Sout Guangzhou Frankfurt I 0555	1220	1	4	400.0	201905
China Sout Guangzhou Frankfurt I 0555	1220	1	4	400.0	201908
China Sout Guangzhou Frankfurt I 0555	1220	1	4	400.0	202001
China Sout London Sta Frankfurt I 0835	1035	2	4	400.0	201911
China Sout London Sta Frankfurt I 0835	1055	4 6	9	900.0	201906
China Sout Shanghai P Frankfurt I 0650	1220	2 5 7	13	1,300.0	202001
Emirates Dubai Al M Frankfurt I 0140	0630	7	4	412.0	201905
Emirates Dubai Al M Frankfurt I 0140	0630	7	4	412.0	201908
Emirates Dubai Al M Frankfurt I 1055	1445	4	4	412.0	201904
Emirates Dubai Al M Frankfurt I 1240	1630	4	4	412.0	202002
Emirates Dubai Al M Frankfurt I 1240	1730	7	4	412.0	202002
Emirates Dubai Al M Frankfurt I 1320	1710	5	5	515.0	201905
Emirates Dubai Al M Frankfurt I 1320	1710	5	4	412.0	202002
Emirates Frankfurt I Dubai Al M 0930	1735	7	4	412.0	201910
Emirates Frankfurt I Dubai Al M 1355	2300	6	4	412.0	201905
Emirates Frankfurt I Dubai Al M 1940	0445	4	4	412.0	202002
Emirates Maastricht Frankfurt I 0815	0930	3	4	412.0	201903
Emirates Maastricht Frankfurt I 0815	0930	3	4	412.0	202002
Etihad Airways Frankfurt I Barbados 0850	1200	4	4	415.6	202002
Etihad Airways Frankfurt I Barbados 1020	1330	6	4	415.6	201910
Iberia Frankfurt I Madrid Ad 2020	2300	6	5	257.0	201903
Iberia Frankfurt I Madrid Ad 2030	2250	45	8	360.0	201909
Iberia Madrid Ad Frankfurt I 1620	1840	6	5	257.0	201911
Iberia Madrid Ad Frankfurt I 1725	2005	3	4	205.6	201903
Korean Air Frankfurt I Seoul Incheon 1735	1205	4	4	560.0	201909
Korean Air Frankfurt I Seoul Incheon 1735	1205	4	4	560.0	201912
Korean Air Frankfurt I Seoul Incheon 1735	1205	23	8	831.2	201911
Korean Air Frankfurt I Seoul Incheon 1735	1205	23	9	935.1	202001
Korean Air Moscow S Frankfurt I 0520	0635	1	4	415.6	201905
Korean Air Moscow S Frankfurt I 0520	0635	1	4	415.6	201908
Korean Air Moscow S Frankfurt I 1340	1455	5	4	415.6	201907
Korean Air Moscow S Frankfurt I 1345	1500	23	9	935.1	201912
Korean Air Vienna Int Frankfurt I 1325	1455	4	4	560.0	201903
LATAM Caracaras Amsterdam Frankfurt I 1610	1820	7	4	400.0	201907
LATAM Caracaras Amsterdam Frankfurt I 1610	1820	7	4	400.0	201910
LATAM Caracaras Frankfurt I Sao Paulo 1940	0335	3	4	400.0	201904
Lufthansa Almaty Frankfurt I 0950	1220	7	1	85.0	201910
Lufthansa Almaty Frankfurt I 0950	1320	1 6	3	255.0	201908
Lufthansa Almaty Frankfurt I 0950	1320	1 4 6	13	1,105.0	201906
Lufthansa Atlanta Hartsfield Frankfurt I 1645	0730	3	4	415.6	201904
Lufthansa Atlanta Hartsfield Frankfurt I 1645	0730	3	4	415.6	201910
Lufthansa Atlanta Hartsfield Frankfurt I 2225	1310	6	5	425.0	201906
Lufthansa Beijing Capital Frankfurt I 0250	0710	6	4	415.6	201907
Lufthansa Chicago O'Hare Frankfurt I 0145	1705	234	14	1,190.0	201905
Lufthansa Chicago O'Hare Frankfurt I 0145	1705	234	13	1,105.0	201908
Lufthansa Chicago O'Hare Frankfurt I 1420	0525	1	1	85.0	201902
Lufthansa Chicago O'Hare Frankfurt I 2215	1220	6	2	207.8	201903

Lufthansa 'Dakar Blais Frankfurt I 0100	0900	6	4	415.6	201905
Lufthansa 'Dakar Blais Frankfurt I 0100	0900	6	5	519.5	201908
Lufthansa 'Dakar Blais Frankfurt I 2315	0715	1	1	85.0	201904
Lufthansa 'Frankfurt I Almaty 0635	1805	7	3	255.0	201902
Lufthansa 'Frankfurt I Bengaluru 1230	0055	6	3	255.0	201909
Lufthansa 'Frankfurt I Cairo Inter 2110	0055	7	1	85.0	201903
Lufthansa 'Frankfurt I Chicago O' 1135	1420	2	4	340.0	201902
Lufthansa 'Frankfurt I Chicago O' 1135	1520	2	3	255.0	201903
Lufthansa 'Frankfurt I Chicago O' 1335	1605	4	5	425.0	201908
Lufthansa 'Frankfurt I Chicago O' 1420	1735	2	3	255.0	201903
Lufthansa 'Frankfurt I Chicago O' 1710	1955	1	1	103.9	201902
Lufthansa 'Frankfurt I Curitiba Af 0650	1430	7	4	415.6	201904
Lufthansa 'Frankfurt I Dakar Blais 0930	1340	2	1	85.0	201904
Lufthansa 'Frankfurt I Dakar Blais 0930	1340	2	1	85.0	201910
Lufthansa 'Frankfurt I Dakar Blais 2205	0215	7	1	85.0	201910
Lufthansa 'Frankfurt I Dallas Dall 1155	1600	3	4	340.0	201902
Lufthansa 'Frankfurt I Kuwait 1620	2255	4	4	340.0	201907
Lufthansa 'Frankfurt I Los Angeles 1230	1530	3	5	425.0	201907
Lufthansa 'Frankfurt I Los Angeles 1520	1820	6	4	340.0	201909
Lufthansa 'Frankfurt I Mexico City 1525	2120	3	1	103.9	201905
Lufthansa 'Frankfurt I Mumbai 1730	0505	7	4	340.0	201904
Lufthansa 'Frankfurt I Mumbai 1730	0505	7	4	340.0	201907
Lufthansa 'Frankfurt I New York J 1950	2225	3	3	255.0	201902
Lufthansa 'Frankfurt I Riyadh King 1345	2025	7	4	340.0	201908
Lufthansa 'Frankfurt I Sao Paulo ' 2040	0350	7	2	207.8	201910
Lufthansa 'Frankfurt I Sao Paulo ' 2210	0625	6	2	207.8	201902
Lufthansa 'Frankfurt I Seattle-Tac 0845	1010	5	4	340.0	201906
Lufthansa 'Frankfurt I Shanghai P 0915	0200	4 6	9	935.1	201906
Lufthansa 'Frankfurt I Shanghai P 1335	0720	2345 7	21	2,181.9	201903
Lufthansa 'Frankfurt I Tokyo Narita 2230	1700	2 4	8	831.2	201906
Lufthansa 'Frankfurt I Tokyo Narita 2230	1700	1 3 5 7	18	1,870.2	201907
Lufthansa 'Frankfurt I Toronto Lester 1110	1335	2	5	425.0	201907
Lufthansa 'Frankfurt I Toronto Lester 1110	1335	2	4	340.0	201910
Lufthansa 'Guadalajara Frankfurt I 0410	2230	45	6	623.4	201904
Lufthansa 'Guadalajara Frankfurt I 0410	2230	45	8	831.2	201907
Lufthansa 'Los Angeles Frankfurt I 1730	1320	5	3	255.0	201907
Lufthansa 'Los Angeles Frankfurt I 1800	1350	3	4	340.0	201902
Lufthansa 'Los Angeles Frankfurt I 2050	1700	6	4	340.0	201909
Lufthansa 'Mumbai Frankfurt I 0735	1235	1	4	340.0	201908
Lufthansa 'New York J Frankfurt I 0110	1440	5	5	425.0	201905
Lufthansa 'New York J Frankfurt I 0130	1455	6	4	340.0	201907
Lufthansa 'New York J Frankfurt I 0130	1500	3	5	425.0	201907
Lufthansa 'New York J Frankfurt I 0305	1635	4	4	340.0	201906
Lufthansa 'Novosibirsk Frankfurt I 0410	0530	6	5	425.0	201908
Lufthansa 'Novosibirsk Frankfurt I 0410	0530	3	4	340.0	201907
Lufthansa 'Sao Paulo ' Frankfurt I 1955	1310	7	5	519.5	201906
Lufthansa 'Seoul Incheon Frankfurt I 0205	0620	1 4 6	11	1,142.9	201910

Lufthansa	Shanghai P Frankfurt I	0530	1030	5 7	9	935.1	201903
Lufthansa	Shanghai P Frankfurt I	0820	1350	1 3456	23	2,389.7	201905
Qatar Airw	Doha Frankfurt I	1225	1745	2	4	415.6	202001
Qatar Airw	Doha Frankfurt I	1310	1830	5	5	519.5	202001
Qatar Airw	Doha Frankfurt I	1355	1915	7	4	415.6	201902
Qatar Airw	Doha Frankfurt I	1355	1915	7	4	415.6	201908
Qatar Airw	Frankfurt I Doha	1735	0025	4	4	415.6	201907
Qatar Airw	Frankfurt I Doha	2020	0320	3	4	260.0	201904
Qatar Airw	Frankfurt I Doha	2020	0320	3	5	325.0	201907
Saudi Arab	Dammam Frankfurt I	0135	0610	6	4	400.0	201907
Saudi Arab	Frankfurt I Jeddah	0705	1420	4	5	500.0	201905
China Sout	Guangzhou Frankfurt I	0555	1240	5	4	400.0	201910
China Sout	London St Frankfurt I	0835	1055	4 6	8	800.0	201902
China Sout	Shanghai P Frankfurt I	0650	1220	1 4 6	13	1,300.0	201905
China Sout	Shanghai P Frankfurt I	0650	1220	1 4 6	13	1,300.0	201912
Emirates	Dubai Al M Frankfurt I	0140	0630	7	4	412.0	201907
Emirates	Frankfurt I Dubai Al M	0930	1735	7	5	515.0	201909
Emirates	Frankfurt I Dubai Al M	1355	2300	6	5	515.0	201911
Emirates	Frankfurt I Dubai Al M	1940	0445	4	5	515.0	201910
Emirates	Frankfurt I Dubai Al M	2010	0515	5	5	515.0	201911
Emirates	Frankfurt I Dubai Al M	2010	0515	5	5	515.0	202001
Emirates	Frankfurt I Mexico Cit	2025	0140	7	4	412.0	201902
Emirates	Frankfurt I Mexico Cit	2125	0140	7	5	515.0	201912
Emirates	Frankfurt I Mexico Cit	2125	0140	7	4	412.0	202002
Emirates	Maastricht Frankfurt I	0815	0930	3	5	515.0	201910
Emirates	Maastricht Frankfurt I	1040	1155	6	4	412.0	201904
Etihad Airv	Abu Dhabi Frankfurt I	0235	0730	6	5	519.5	201908
Etihad Airv	Abu Dhabi Frankfurt I	0235	0730	6	4	415.6	202001
Etihad Airv	Frankfurt I Barbados	0850	1200	4	4	415.6	201903
Etihad Airv	Frankfurt I Barbados	1020	1330	6	5	519.5	201911
Iberia	Madrid Ad Frankfurt I	1620	1840	6	4	205.6	201909
Iberia	Madrid Ad Frankfurt I	1620	1955	45	8	360.0	201902
Iberia	Madrid Ad Frankfurt I	1620	1955	45	8	360.0	201912
Iberia	Madrid Ad Frankfurt I	1725	2005	3	4	205.6	201912
Korean Air	Frankfurt I Seoul Inch	0900	0330	1	4	415.6	201906
Korean Air	Frankfurt I Seoul Inch	1725	1055	2 5 7	5	519.5	201902
Korean Air	Frankfurt I Seoul Inch	1735	1205	6	5	700.0	201903
Korean Air	Moscow Sl Frankfurt I	0520	0635	1	4	415.6	201910
Korean Air	Moscow Sl Frankfurt I	1345	1500	23 7	2	207.8	201902
LATAM Cai	Frankfurt I Sao Paulo '	1920	0325	7	4	400.0	201910
LATAM Cai	Frankfurt I Sao Paulo '	1920	0325	6	5	500.0	202002
Lufthansa	Almaty Frankfurt I	0950	1320	7	5	425.0	201909
Lufthansa	Beijing Ca Frankfurt I	0250	0710	6	5	519.5	201908
Lufthansa	Beijing Ca Frankfurt I	0525	0855	1 5	5	519.5	201903
Lufthansa	Beijing Ca Frankfurt I	0525	0855	1 3 5	5	519.5	201903
Lufthansa	Buenos Air Frankfurt I	0115	1940	4	5	519.5	201908
Lufthansa	Cairo Inter Frankfurt I	0600	1015	1	4	340.0	201906

Lufthansa	Cairo Inter Frankfurt I 0600	1015	1	5	425.0	201909
Lufthansa	Dakar Blais Frankfurt I 0630	1430	1	1	85.0	201909
Lufthansa	Dallas Dall; Frankfurt I 0325	1845	3	3	255.0	201903
Lufthansa	Dallas Dall; Frankfurt I 0605	2230	6	3	311.7	201910
Lufthansa	Dallas Dall; Frankfurt I 1310	0530	6	4	340.0	201902
Lufthansa	Frankfurt I Almaty 0730	1830	5 7	1	85.0	201909
Lufthansa	Frankfurt I Atlanta Ha 1520	1905	6	1	85.0	201910
Lufthansa	Frankfurt I Atlanta Ha 1530	1915	2	4	340.0	201908
Lufthansa	Frankfurt I Atlanta Ha 1930	0025	7	3	255.0	201903
Lufthansa	Frankfurt I Bengaluru 1335	0200	3	3	255.0	201909
Lufthansa	Frankfurt I Cairo Inter 2110	0055	7	4	340.0	201904
Lufthansa	Frankfurt I Chicago O' 1350	1605	6	4	340.0	201902
Lufthansa	Frankfurt I Chicago O' 1540	1855	4	3	255.0	201903
Lufthansa	Frankfurt I Chicago O' 2030	2315	1	1	85.0	201903
Lufthansa	Frankfurt I Curitiba Af 0650	1430	7	4	415.6	201907
Lufthansa	Frankfurt I Dakar Blais 0445	0855	6	1	85.0	201906
Lufthansa	Frankfurt I Dallas Dall; 1530	2035	5	3	255.0	201903
Lufthansa	Frankfurt I Dammam 1425	2110	1	4	340.0	201906
Lufthansa	Frankfurt I Dammam 1425	2110	1	5	425.0	201909
China Sout	Frankfurt I Guangzhou 0900	0245	7	4	400.0	201910
China Sout	Frankfurt I Guangzhou 1440	0815	7	4	400.0	201908
China Sout	Guangzhou Frankfurt I 0555	1220	1	4	400.0	201902
China Sout	Guangzhou Frankfurt I 0555	1220	1	5	500.0	201912
China Sout	Guangzhou Frankfurt I 0555	1220	1	4	400.0	202002
China Sout	Guangzhou Frankfurt I 0555	1240	5	4	400.0	201912
China Sout	London St; Frankfurt I 0835	1035	2	4	400.0	201902
China Sout	London St; Frankfurt I 0835	1055	4 6	9	900.0	201910
China Sout	Shanghai P Frankfurt I 0650	1220	2 5 7	13	1,300.0	201904
Emirates	Dubai Al M Frankfurt I 0140	0630	7	5	515.0	201906
Emirates	Dubai Al M Frankfurt I 1240	1630	4	5	515.0	201908
Emirates	Frankfurt I Dubai Al M 0930	1735	7	4	412.0	201904
Emirates	Frankfurt I Dubai Al M 1355	2300	6	5	515.0	201903
Emirates	Frankfurt I Dubai Al M 1500	0005	3	5	515.0	201905
Emirates	Frankfurt I Dubai Al M 1940	0445	4	5	515.0	201905
Emirates	Frankfurt I Dubai Al M 1940	0445	4	5	515.0	201908
Emirates	Frankfurt I Mexico Cit 1810	2325	4	5	515.0	201908
Emirates	Frankfurt I Mexico Cit 1810	2325	4	5	515.0	202001
Etihad Airv	Frankfurt I Barbados 0850	1200	4	4	415.6	201911
Iberia	Frankfurt I Madrid Ad 2020	2300	6	4	205.6	201910
Iberia	Frankfurt I Madrid Ad 2030	2250	45	10	450.0	201905
Iberia	Madrid Ad Frankfurt I 1725	2005	3	5	257.0	201907
Korean Air	Frankfurt I Seoul Inch; 1735	1205	23	8	831.2	201908
Korean Air	Moscow Sl Frankfurt I 1340	1455	5	4	415.6	201909
Korean Air	Moscow Sl Frankfurt I 1345	1500	23	8	831.2	201911
Korean Air	Vienna Int; Frankfurt I 1325	1455	4	4	560.0	201906
LATAM Cai	Amsterdar Frankfurt I 1610	1820	7	5	500.0	201909
LATAM Cai	Amsterdar Frankfurt I 1630	1840	3	4	400.0	201912

LATAM Cai Amsterdam Frankfurt I 1630	1840	3	4	400.0	202002
LATAM Cai Frankfurt I Sao Paulo ' 1920	0325	7	4	400.0	201902
LATAM Cai Frankfurt I Sao Paulo ' 1920	0325	7	4	400.0	201905
LATAM Cai Frankfurt I Sao Paulo ' 1920	0325	7	4	400.0	201908
LATAM Cai Frankfurt I Sao Paulo ' 1920	0325	7	4	400.0	201911
Lufthansa ' Almaty Frankfurt I 0245	0630	7	1	85.0	201903
Lufthansa ' Almaty Frankfurt I 0950	1320	1 4 6	12	1,020.0	201905
Lufthansa ' Almaty Frankfurt I 0950	1320	1 4 6	9	765.0	201908
Lufthansa ' Atlanta Ha Frankfurt I 0055	1540	5	1	85.0	201903
Lufthansa ' Atlanta Ha Frankfurt I 1645	0730	3	4	415.6	201909
Lufthansa ' Atlanta Ha Frankfurt I 1720	0745	3	2	207.8	201902
Lufthansa ' Atlanta Ha Frankfurt I 2225	1310	6	3	255.0	201909
Lufthansa ' Beijing Ca Frankfurt I 0250	0710	6	5	519.5	201906
Lufthansa ' Beijing Ca Frankfurt I 0250	0710	6	4	415.6	201909
Lufthansa ' Frankfurt I Bengaluru 1230	0055	6	4	340.0	201905
Lufthansa ' Frankfurt I Chengdu 0935	0110	1 6	7	727.3	201910
Lufthansa ' Frankfurt I Chicago O' 1830	2045	6	1	85.0	201902
Lufthansa ' Frankfurt I Chicago O' 2040	2325	5	1	85.0	201903
Lufthansa ' Frankfurt I Curitiba Af 0650	1430	7	4	415.6	201905
Lufthansa ' Frankfurt I Dakar Blai 0450	0900	7	1	85.0	201909
Lufthansa ' Frankfurt I Dakar Blai 0930	1340	2	1	85.0	201906
Lufthansa ' Frankfurt I Los Angele 1230	1530	3	5	425.0	201905
Lufthansa ' Frankfurt I Los Angele 1520	1820	6	4	340.0	201910
Lufthansa ' Frankfurt I Mexico Cit 1325	1920	6	1	103.9	201903
Lufthansa ' Frankfurt I Mexico Cit 1735	2330	4	3	311.7	201904
Lufthansa ' Frankfurt I Mexico Cit 1745	2330	1	4	415.6	201905
Lufthansa ' Frankfurt I Mexico Cit 1745	2330	1	4	415.6	201908
Lufthansa ' Frankfurt I Mumbai 1735	0605	1	4	340.0	201902
China Sout London St Frankfurt I 0835	1035	2	4	400.0	201905
China Sout London St Frankfurt I 0835	1035	2	4	400.0	201908
China Sout London St Frankfurt I 0835	1055	4 6	9	900.0	202002
China Sout Shanghai P Frankfurt I 0650	1220	1 4 6	14	1,400.0	201908
Emirates Dubai Al M Frankfurt I 1240	1630	4	5	515.0	201905
Emirates Frankfurt I Dubai Al M 0930	1735	7	1	103.0	201903
Emirates Frankfurt I Dubai Al M 1355	2300	6	4	412.0	201912
Emirates Frankfurt I Dubai Al M 1500	0005	3	4	412.0	201903
Emirates Frankfurt I Dubai Al M 1500	0005	3	4	412.0	201912
Emirates Frankfurt I Dubai Al M 1500	0005	3	4	412.0	202002
Etihad Airv Abu Dhabi Frankfurt I 0105	0600	4	5	519.5	202001
Etihad Airv Frankfurt I Barbados 1020	1330	6	4	415.6	201904
Iberia Frankfurt I Madrid Ad 1715	1945	3	4	205.6	201906
Iberia Frankfurt I Madrid Ad 1715	1945	3	4	205.6	201909
Iberia Frankfurt I Madrid Ad 1715	1945	3	4	205.6	201912
Iberia Frankfurt I Madrid Ad 1715	1945	3	4	205.6	202002
Iberia Madrid Ad Frankfurt I 1620	1955	45	9	405.0	201903
Iberia Madrid Ad Frankfurt I 1725	2005	3	4	205.6	201906
Korean Air Frankfurt I Seoul Inch 0820	0150	1	1	103.9	201902

Korean Air Frankfurt I Seoul Inchi	0900	0330	1	4	415.6	201903
Korean Air Frankfurt I Seoul Inchi	1735	1205	4	3	420.0	201902
Korean Air Frankfurt I Seoul Inchi	1735	1205	23	9	935.1	201904
Korean Air Moscow Sl Frankfurt I	0520	0635	1	4	415.6	201911
LATAM Cai Amsterdam Frankfurt I	1630	1840	3	5	500.0	201905
LATAM Cai Frankfurt I Sao Paulo I	1920	0325	7	4	400.0	202002
Lufthansa I Almaty Frankfurt I	0950	1320	1 4 6	12	1,020.0	201909
Lufthansa I Beijing Ca Frankfurt I	0250	0710	6	4	415.6	201904
Lufthansa I Beijing Ca Frankfurt I	0250	0710	6	3	311.7	201910
Lufthansa I Beijing Ca Frankfurt I	0320	0740	1 3 5	13	1,350.7	201909
Lufthansa I Chicago O' Frankfurt I	0200	1705	6	1	85.0	201903
Lufthansa I Dakar Blais Frankfurt I	1040	1840	3	1	85.0	201910
Lufthansa I Dallas Dall Frankfurt I	0525	2150	2	3	311.7	201905
Lufthansa I Dallas Dall Frankfurt I	0605	2230	6	5	519.5	201908
Lufthansa I Dallas Dall Frankfurt I	0630	2150	4	3	255.0	201903
Lufthansa I Dallas Dall Frankfurt I	2230	1500	4	4	340.0	201910
Lufthansa I Frankfurt I Atlanta Ha	1520	1905	6	1	85.0	201909
Lufthansa I Frankfurt I Beijing Ca	1030	0305	2 4	2	207.8	201902
Lufthansa I Frankfurt I Bengaluru	1230	0055	6	4	340.0	201904
Lufthansa I Frankfurt I Cairo Inter	2050	0045	2	5	425.0	201904
Lufthansa I Frankfurt I Cairo Inter	2050	0045	2	5	425.0	201907
Lufthansa I Frankfurt I Cairo Inter	2050	0045	2	4	340.0	201910
Lufthansa I Frankfurt I Cairo Inter	2105	0100	5	5	425.0	201905
Lufthansa I Frankfurt I Cairo Inter	2110	0055	7	4	340.0	201908
Lufthansa I Frankfurt I Chengdu	0935	0110	1 6	9	935.1	201904
Lufthansa I Frankfurt I Chengdu	0935	0110	1 6	9	935.1	201907
Lufthansa I Frankfurt I Chicago O'	1555	1940	6	3	292.8	201903
Lufthansa I Frankfurt I Chicago O'	2045	2315	123	15	1,275.0	201907
Lufthansa I Frankfurt I Curitiba Af	0650	1430	7	1	103.9	201903
Lufthansa I Frankfurt I Curitiba Af	0650	1430	7	4	415.6	201909
Lufthansa I Frankfurt I Johannesb	0540	1625	6	4	340.0	201904
Lufthansa I Frankfurt I Johannesb	0555	1640	2	2	170.0	201905
Lufthansa I Frankfurt I Los Angele	1230	1530	3	4	340.0	201906
Lufthansa I Frankfurt I Mexico Cit	1425	2020	6	4	415.6	201909
Lufthansa I Frankfurt I Mexico Cit	1700	2255	3	3	311.7	201904
Lufthansa I Frankfurt I Mexico Cit	1735	2330	4	5	519.5	201905
China Sout Guangzhou Frankfurt I	0555	1240	5	4	400.0	201907
China Sout London St Frankfurt I	0835	1035	2	5	500.0	201904
China Sout London St Frankfurt I	0835	1035	2	5	500.0	201907
China Sout London St Frankfurt I	0835	1055	4 6	9	900.0	201905
China Sout Shanghai P Frankfurt I	0650	1220	2 5 7	14	1,400.0	201912
Emirates Dubai Al M Frankfurt I	0140	0630	7	4	412.0	201904
Emirates Dubai Al M Frankfurt I	1055	1445	4	4	412.0	201911
Emirates Dubai Al M Frankfurt I	1240	1730	7	4	412.0	201908
Emirates Dubai Al M Frankfurt I	1240	1730	7	4	412.0	201911
Emirates Dubai Al M Frankfurt I	1320	1710	5	4	412.0	201906
Emirates Dubai Al M Frankfurt I	1320	1710	5	4	412.0	201909

Emirates	Frankfurt I Dubai Al N 0930	1735	7	5	515.0	201912
Emirates	Frankfurt I Dubai Al N 1500	0005	3	5	515.0	201907
Emirates	Frankfurt I Dubai Al N 1500	0005	3	5	515.0	201910
Emirates	Frankfurt I Mexico Cit 2125	0140	7	5	515.0	201906
Etihad Airv Abu Dhabi	Frankfurt I 0105	0600	4	4	415.6	202002
Etihad Airv Abu Dhabi	Frankfurt I 0235	0730	6	4	415.6	201905
Etihad Airv Frankfurt I Barbados	0850	1200	4	5	519.5	201910
Etihad Airv Frankfurt I Barbados	1020	1330	6	5	519.5	201908
Iberia	Madrid Ad Frankfurt I 1620	1840	6	4	205.6	201912
Iberia	Madrid Ad Frankfurt I 1725	2005	3	4	205.6	202002
Korean Air	Frankfurt I Seoul Inch 0900	0330	1	5	519.5	201912
Korean Air	Moscow Sl Frankfurt I 0520	0635	1	5	519.5	201907
Korean Air	Moscow Sl Frankfurt I 1245	1455	2 5 7	5	519.5	201902
Korean Air	Moscow Sl Frankfurt I 1345	1500	6	5	700.0	202002
Korean Air	Moscow Sl Frankfurt I 1345	1500	3 7	2	207.8	201902
Korean Air	Moscow Sl Frankfurt I 1345	1500	23	8	831.2	201909
LATAM Cai Amsterdam	Frankfurt I 1610	1820	7	4	400.0	201911
LATAM Cai Amsterdam	Frankfurt I 1610	1820	6	4	400.0	201907
LATAM Cai Frankfurt I Sao Paulo	' 1920	0325	6	5	500.0	201906
LATAM Cai Frankfurt I Sao Paulo	' 1920	0325	6	4	400.0	201912
Lufthansa	Almaty Frankfurt I 1840	2215	7	1	85.0	201903
Lufthansa	Atlanta Ha Frankfurt I 0205	1630	67	2	207.8	201902
Lufthansa	Atlanta Ha Frankfurt I 0400	1825	6	1	103.9	201902
Lufthansa	Atlanta Ha Frankfurt I 1645	0730	3	4	415.6	201908
Lufthansa	Atlanta Ha Frankfurt I 1820	0740	3	3	311.7	201903
Lufthansa	Atlanta Ha Frankfurt I 2225	1310	6	4	340.0	201907
Lufthansa	Beijing Ca Frankfurt I 0400	0730	6	5	519.5	201903
Lufthansa	Buenos Air Frankfurt I 0205	1950	6	5	519.5	201903
Lufthansa	Chicago O' Frankfurt I 0145	1705	234	13	1,105.0	201904
Lufthansa	Chicago O' Frankfurt I 1630	0750	7	1	85.0	201906
Lufthansa	Dakar Blais Frankfurt I 0110	0810	5	1	85.0	201903
Lufthansa	Dakar Blais Frankfurt I 1120	1920	4	1	85.0	201905
Lufthansa	Dallas Dall; Frankfurt I 0605	2230	6	4	415.6	201904
Lufthansa	Dallas Dall; Frankfurt I 0700	2220	5	3	255.0	201903
Lufthansa	Dallas Dall; Frankfurt I 2230	1500	4	4	340.0	201909
Lufthansa	Frankfurt I Atlanta Ha 0835	1230	5	1	103.9	201902
Lufthansa	Frankfurt I Atlanta Ha 1920	2325	56	2	207.8	201902
Lufthansa	Frankfurt I Beijing Ca 0905	0140	5	5	519.5	201903
Lufthansa	Frankfurt I Beijing Ca 0930	0100	5	4	415.6	201906
Lufthansa	Frankfurt I Beijing Ca 0930	0100	5	3	311.7	201910
Lufthansa	Frankfurt I Beijing Ca 1030	0305	4 7	4	415.6	201903
Lufthansa	Frankfurt I Bengaluru 0505	1830	2	3	255.0	201902
Lufthansa	Frankfurt I Cairo Inter 1910	0005	5	5	425.0	201903
Lufthansa	Frankfurt I Chengdu 0935	0110	1 6	9	935.1	201908
China Sout Guangzhou	Frankfurt I 0555	1240	5	5	500.0	201905
China Sout Shanghai P	Frankfurt I 0650	1220	1 4 6	13	1,300.0	201904
Emirates	Dubai Al N Frankfurt I 1055	1445	4	4	412.0	201903

Emirates	Dubai Al M Frankfurt I 1240	1630	4	4	412.0	201911
Emirates	Dubai Al M Frankfurt I 1240	1730	7	4	412.0	201910
Emirates	Dubai Al M Frankfurt I 1320	1710	5	5	515.0	201911
Emirates	Dubai Al M Frankfurt I 1320	1710	5	5	515.0	202001
Emirates	Frankfurt I Dubai Al M 1940	0445	4	4	412.0	201902
Emirates	Frankfurt I Dubai Al M 2010	0515	5	4	412.0	201909
Emirates	Frankfurt I Mexico Cit 2125	0140	7	4	412.0	201904
Emirates	Maastricht Frankfurt I 1040	1155	6	4	412.0	201902
Emirates	Maastricht Frankfurt I 1040	1155	6	4	412.0	201909
Etihad Airv	Abu Dhabi Frankfurt I 0105	0600	4	5	519.5	201910
Etihad Airv	Abu Dhabi Frankfurt I 0235	0730	6	4	415.6	201910
Etihad Airv	Frankfurt I Barbados 0850	1200	4	4	415.6	201902
Iberia	Frankfurt I Madrid Ad 1715	1945	3	4	205.6	201902
Iberia	Frankfurt I Madrid Ad 1715	1945	3	5	257.0	201905
Iberia	Frankfurt I Madrid Ad 2020	2300	6	4	205.6	201904
Iberia	Frankfurt I Madrid Ad 2030	2250	45	10	450.0	202001
Iberia	Madrid Ad Frankfurt I 1620	1840	6	4	205.6	201904
Iberia	Madrid Ad Frankfurt I 1620	1955	45	9	405.0	201910
Iberia	Madrid Ad Frankfurt I 1725	2005	3	4	205.6	201904
Korean Air	Frankfurt I Seoul Inch 0900	0330	1	5	519.5	201904
Korean Air	Frankfurt I Seoul Inch 1735	1205	23	9	935.1	201905
Korean Air	Moscow Sl Frankfurt I 0415	0620	1	1	103.9	201902
Korean Air	Moscow Sl Frankfurt I 0520	0635	1	1	103.9	201902
Korean Air	Moscow Sl Frankfurt I 0520	0635	1	5	519.5	201909
Korean Air	Moscow Sl Frankfurt I 1340	1455	5	5	519.5	201903
Korean Air	Moscow Sl Frankfurt I 1345	1500	6	4	560.0	201910
Korean Air	Moscow Sl Frankfurt I 1345	1500	23	8	831.2	201908
Korean Air	Vienna Int Frankfurt I 1325	1455	4	4	560.0	201912
Korean Air	Vienna Int Frankfurt I 1325	1455	4	4	560.0	202002
Lufthansa	Almaty Frankfurt I 0245	0530	4	2	170.0	201902
Lufthansa	Almaty Frankfurt I 0950	1320	7	4	340.0	201907
Lufthansa	Atlanta Ha Frankfurt I 0200	1630	67	3	311.7	201903
Lufthansa	Atlanta Ha Frankfurt I 1550	0615	1	1	103.9	201902
Lufthansa	Atlanta Ha Frankfurt I 1645	0730	3	4	415.6	201906
Lufthansa	Beijing Ca Frankfurt I 0320	0740	1 3 5	14	1,454.6	201905
Lufthansa	Beijing Ca Frankfurt I 0320	0740	1 3 5	13	1,350.7	201908
Lufthansa	Cairo Inter Frankfurt I 0530	0950	3	4	340.0	201904
Lufthansa	Cairo Inter Frankfurt I 0600	0920	1 3 6	12	1,020.0	201902
Lufthansa	Chicago O' Frankfurt I 0135	1640	4	1	85.0	201902
Lufthansa	Chicago O' Frankfurt I 0145	1705	234	11	935.0	201906
Lufthansa	Chicago O' Frankfurt I 0235	1640	45	6	623.4	201903
Lufthansa	Chicago O' Frankfurt I 0710	2230	5	1	85.0	201906
Lufthansa	Dallas Dall Frankfurt I 2230	1500	4	4	340.0	201904
Lufthansa	Frankfurt I Almaty 0715	1845	3	4	340.0	201903
Lufthansa	Frankfurt I Ashgabat 0445	1305	6	4	340.0	201904
Lufthansa	Frankfurt I Atlanta Ha 1035	1415	3	5	519.5	201905
Lufthansa	Frankfurt I Atlanta Ha 1605	1950	6	4	340.0	201907

Lufthansa ' Frankfurt I Beijing Caç 0930	0100	5	5	519.5	201905
Lufthansa ' Frankfurt I Beijing Caç 0930	0100	5	5	519.5	201908
Lufthansa ' Frankfurt I Beijing Caç 1030	0305	2 4 7	6	623.4	201902
Lufthansa ' Frankfurt I Cairo Inter 2105	0100	5	4	340.0	201909
Lufthansa ' Frankfurt I Chengdu 0850	0110	6	1	103.9	201903
Cathay Pac Frankfurt I Milan Malç 1230	1355	1	4	432.0	202001
China Sout Frankfurt I Guangzhou 1500	0815	1	4	400.0	201903
China Sout Frankfurt I Guangzhou 1520	0740	5	4	400.0	201902
China Sout Guangzhou Frankfurt I 0100	0600	7	5	500.0	201906
China Sout London Stç Frankfurt I 0835	1055	4 6	8	800.0	201909
China Sout Shanghai P Frankfurt I 0650	1220	2 5 7	13	1,300.0	201905
China Sout Shanghai P Frankfurt I 0650	1220	2 5 7	13	1,300.0	201908
China Sout Shanghai P Frankfurt I 0650	1220	1 4 6	13	1,300.0	202001
Emirates Dubai Al M Frankfurt I 0140	0630	7	4	412.0	202001
Emirates Dubai Al M Frankfurt I 1240	1730	7	5	515.0	201909
Emirates Dubai Al M Frankfurt I 1240	1730	7	5	515.0	201912
Emirates Dubai Al M Frankfurt I 1320	1710	5	4	412.0	201912
Emirates Frankfurt I Dubai Al M 1940	0445	4	4	412.0	201906
Emirates Frankfurt I Mexico Cit 1810	2325	4	4	412.0	201904
Emirates Frankfurt I Mexico Cit 1810	2325	4	5	515.0	201910
Emirates Frankfurt I Mexico Cit 2125	0140	7	1	103.0	201903
Emirates Maastricht Frankfurt I 1040	1155	6	5	515.0	201906
Etihad Airv Abu Dhabi Frankfurt I 0105	0600	4	4	415.6	201911
Etihad Airv Abu Dhabi Frankfurt I 0235	0730	6	4	415.6	201904
Etihad Airv Abu Dhabi Frankfurt I 0235	0730	6	5	519.5	201911
Etihad Airv Frankfurt I Barbados 0850	1200	4	4	415.6	201909
Etihad Airv Frankfurt I Barbados 0850	1200	4	4	415.6	201912
Iberia Frankfurt I Madrid Ad 1715	1945	3	4	205.6	201903
Iberia Madrid Ad Frankfurt I 1620	1840	6	4	205.6	201905
Iberia Madrid Ad Frankfurt I 1620	1955	45	8	360.0	201906
Korean Air Frankfurt I Seoul Inch 1735	1205	6	5	700.0	202002
Korean Air Frankfurt I Seoul Inch 1735	1205	4	4	560.0	202002
Korean Air Frankfurt I Seoul Inch 1735	1205	23 7	2	207.8	201902
Korean Air Moscow Sl Frankfurt I 1345	1500	6	5	700.0	201906
Korean Air Moscow Sl Frankfurt I 1345	1500	23	9	935.1	201905
Korean Air Moscow Sl Frankfurt I 1345	1500	23	8	831.2	202002
Korean Air Vienna Intç Frankfurt I 1325	1455	4	5	700.0	201910
LATAM Cai Amsterdar Frankfurt I 1610	1820	6	5	500.0	201911
LATAM Cai Amsterdar Frankfurt I 1610	1820	6	4	400.0	202001
LATAM Cai Amsterdar Frankfurt I 1630	1840	3	4	400.0	201908
LATAM Cai Amsterdar Frankfurt I 1630	1840	3	4	400.0	201911
LATAM Cai Frankfurt I Sao Paulo ' 1920	0325	7	5	500.0	201909
LATAM Cai Frankfurt I Sao Paulo ' 1920	0325	6	4	400.0	201907
LATAM Cai Frankfurt I Sao Paulo ' 1940	0335	3	5	500.0	201910
Lufthansa ' Almaty Frankfurt I 0310	0555	3	4	340.0	201903
Lufthansa ' Atlanta Ha Frankfurt I 1645	0730	3	5	519.5	201907
Lufthansa ' Atlanta Ha Frankfurt I 2140	1225	6	1	85.0	201909

Lufthansa	Beijing Ca	Frankfurt I 0525	0855	1 3 5	7	727.3	201902
Lufthansa	Buenos Air	Frankfurt I 0115	1940	4	4	415.6	201905
Lufthansa	Chicago O'	Frankfurt I 1635	0755	4	1	85.0	201906
Lufthansa	Dakar Blais	Frankfurt I 2130	0530	1	5	519.5	201909
Lufthansa	Dallas Dall	Frankfurt I 0435	1945	1	3	255.0	201903
Lufthansa	Dallas Dall	Frankfurt I 0530	2150	4	1	85.0	201903
Lufthansa	Frankfurt I	Almaty 0715	1845	3	4	340.0	201902
Lufthansa	Frankfurt I	Almaty 0730	1830	3 5 7	12	1,020.0	201909
Lufthansa	Frankfurt I	Atlanta Ha 1605	1950	6	5	425.0	201906
Lufthansa	Frankfurt I	Beijing Ca 0930	0100	5	4	415.6	201907
Lufthansa	Frankfurt I	Bengaluru 1335	0200	3	5	425.0	201905
Lufthansa	Frankfurt I	Chengdu 1045	0305	1	1	103.9	201902
Lufthansa	Frankfurt I	Chicago O' 2045	2315	123	14	1,190.0	201904
Lufthansa	Frankfurt I	Curitiba Af 1145	1910	2	4	415.6	201904
China Sout	Frankfurt I	Guangzhoi 0900	0245	7	4	400.0	201908
China Sout	Frankfurt I	Guangzhoi 1440	0815	7	5	500.0	201903
China Sout	Frankfurt I	Guangzhoi 1500	0815	1	5	500.0	201912
China Sout	Frankfurt I	Guangzhoi 1500	0815	1	4	400.0	202002
China Sout	Frankfurt I	Shanghai P 1520	0650	2 5 7	14	1,400.0	201912
China Sout	Guangzhoi	Frankfurt I 0100	0600	7	4	400.0	201904
China Sout	London St	Frankfurt I 0835	1035	2	5	500.0	201910
China Sout	Shanghai P	Frankfurt I 0650	1220	1 4 6	13	1,300.0	202002
Emirates	Dubai Al M	Frankfurt I 1055	1445	4	5	515.0	201905
Emirates	Dubai Al M	Frankfurt I 1055	1445	4	5	515.0	201908
Emirates	Dubai Al M	Frankfurt I 1320	1710	5	5	515.0	201903
Emirates	Frankfurt I	Dubai Al M 0930	1735	7	5	515.0	201906
Emirates	Frankfurt I	Dubai Al M 1355	2300	6	5	515.0	201908
Emirates	Frankfurt I	Dubai Al M 1355	2300	6	4	412.0	202001
Emirates	Frankfurt I	Dubai Al M 2010	0515	5	4	412.0	201904
Emirates	Frankfurt I	Mexico Cit 1810	2325	4	4	412.0	201903
Emirates	Frankfurt I	Mexico Cit 2125	0140	7	5	515.0	201909
Emirates	Maastricht	Frankfurt I 1040	1155	6	4	412.0	201910
Etihad Airv	Abu Dhabi	Frankfurt I 0105	0600	4	4	415.6	201912
Iberia	Frankfurt I	Madrid Ad 1715	1945	3	5	257.0	201907
Iberia	Frankfurt I	Madrid Ad 1715	1945	3	5	257.0	201910
Iberia	Frankfurt I	Madrid Ad 2020	2300	6	4	205.6	201905
Iberia	Frankfurt I	Madrid Ad 2020	2300	6	5	257.0	202002
Iberia	Madrid Ad	Frankfurt I 1620	1840	6	5	257.0	202002
Iberia	Madrid Ad	Frankfurt I 1620	1955	45	10	450.0	201905
Iberia	Madrid Ad	Frankfurt I 1725	2005	3	4	205.6	201902
Iberia	Madrid Ad	Frankfurt I 1725	2005	3	4	205.6	201909
Korean Air	Frankfurt I	Seoul Inch 1725	1055	6	2	280.0	201902
Korean Air	Frankfurt I	Seoul Inch 1735	1205	4	4	560.0	201903
Korean Air	Frankfurt I	Seoul Inch 1735	1205	4	4	560.0	201906
Korean Air	Frankfurt I	Seoul Inch 1735	1205	23	10	1,039.0	201910
Korean Air	Moscow Sl	Frankfurt I 1245	1455	6	2	280.0	201902
Korean Air	Moscow Sl	Frankfurt I 1345	1500	6	4	560.0	201912

Korean Air Moscow St Frankfurt I 1345	1500	23	8	831.2	201903
Korean Air Vienna Int Frankfurt I 0800	0930	2	2	207.8	201902
LATAM Car Amsterdam Frankfurt I 1610	1820	6	4	400.0	201904
LATAM Car Amsterdam Frankfurt I 1630	1840	3	4	400.0	201904
LATAM Car Frankfurt I Sao Paulo ' 1920	0325	7	5	500.0	201903
LATAM Car Frankfurt I Sao Paulo ' 1940	0335	3	5	500.0	202001
Lufthansa ' Almaty Frankfurt I 0245	0530	6	5	425.0	201903
Lufthansa ' Beijing Cap Frankfurt I 0645	1015	5	1	103.9	201903
Lufthansa ' Buenos Aires Frankfurt I 2115	1540	6	4	415.6	201906
Lufthansa ' Dakar Blaise Frankfurt I 0130	0830	5	1	85.0	201902
Lufthansa ' Dakar Blaise Frankfurt I 0240	1040	6	1	85.0	201906
Lufthansa ' Dakar Blaise Frankfurt I 2130	0530	1	4	396.7	201906
Lufthansa ' Dallas DALL Frankfurt I 0335	1945	1	1	85.0	201903
Lufthansa ' Dallas DALL Frankfurt I 0525	2150	2	4	415.6	201908
Lufthansa ' Frankfurt I Almaty 0525	1655	5	5	425.0	201903
Lufthansa ' Frankfurt I Almaty 0730	1830	3 5 7	12	1,020.0	201907
Lufthansa ' Frankfurt I Ashgabat 0445	1405	6	1	85.0	201903
Lufthansa ' Frankfurt I Atlanta Hartsfield 1930	2325	7	1	85.0	201903
Lufthansa ' Frankfurt I Beijing Cap 1150	0425	4	1	103.9	201903
Lufthansa ' Frankfurt I Bengaluru 1300	0225	6	4	340.0	201903
Lufthansa ' Frankfurt I Chennai 1715	0600	3	4	340.0	201908
Lufthansa ' Frankfurt I Chicago O'Hare 1220	1450	4	1	85.0	201906
Lufthansa ' Frankfurt I Chicago O'Hare 1420	1645	2	2	170.0	201902
China Cargo Frankfurt I Shanghai Pudong 1710	1120	1 4	8	800.0	201902
China Cargo Shanghai Pudong Frankfurt I 0920	1410	3 7	8	800.0	201902
China Southern Frankfurt I Guangzhou 0900	0245	7	4	400.0	201911
China Southern Frankfurt I Guangzhou 0900	0245	7	4	400.0	202001
China Southern Frankfurt I Guangzhou 1500	0815	1	4	400.0	202001
China Southern Frankfurt I Guangzhou 1520	0740	5	4	400.0	201910
China Southern Guangzhou Frankfurt I 0100	0600	7	4	400.0	201908
China Southern London Stansted Frankfurt I 0835	1035	2	4	400.0	201903
China Southern London Stansted Frankfurt I 0835	1055	4 6	8	800.0	201907
China Southern Shanghai Pudong Frankfurt I 0650	1220	2 5 7	14	1,400.0	201903
Emirates Dubai Al Maktoum Frankfurt I 0140	0530	7	4	412.0	201903
Emirates Dubai Al Maktoum Frankfurt I 1240	1630	4	4	412.0	201907
Emirates Dubai Al Maktoum Frankfurt I 1240	1730	7	4	412.0	201904
Emirates Frankfurt I Dubai Al Maktoum 1355	2300	6	4	412.0	201907
Emirates Frankfurt I Dubai Al Maktoum 2010	0515	5	4	412.0	201907
Emirates Frankfurt I Dubai Al Maktoum 2010	0515	5	4	412.0	201910
Emirates Frankfurt I Mexico City 1810	2325	4	4	412.0	201902
Emirates Frankfurt I Mexico City 1810	2325	4	4	412.0	201909
Emirates Frankfurt I Mexico City 2125	0140	7	4	412.0	201908
Emirates Frankfurt I Mexico City 2125	0140	7	4	412.0	202001
Emirates Maastricht Frankfurt I 1040	1155	6	5	515.0	201911
Etihad Airways Frankfurt I Barbados 0850	1200	4	4	415.6	201904
Etihad Airways Frankfurt I Barbados 1020	1330	6	4	415.6	201912
Iberia Frankfurt I Madrid Adolfo 1715	1945	3	4	205.6	201911

Iberia	Frankfurt I Madrid Ad 2030	2250	45	8	360.0	201904
Korean Air	Frankfurt I Oslo Garde 1345	1555	2	1	103.9	201902
Korean Air	Frankfurt I Seoul Inch 0900	0330	1	4	415.6	201908
Korean Air	Frankfurt I Seoul Inch 1735	1205	6	4	560.0	201904
Korean Air	Frankfurt I Seoul Inch 1735	1205	6	4	560.0	201907
Korean Air	Moscow Sl Frankfurt I 0520	0635	1	4	415.6	201903
Korean Air	Moscow Sl Frankfurt I 1340	1455	5	5	519.5	201905
Korean Air	Vienna Int Frankfurt I 1325	1455	4	5	700.0	201905
Korean Air	Vienna Int Frankfurt I 1325	1455	4	5	700.0	201908
Korean Air	Vienna Int Frankfurt I 1325	1455	4	4	560.0	201911
LATAM Car	Amsterdam Frankfurt I 1610	1820	7	4	400.0	201902
LATAM Car	Frankfurt I Sao Paulo ' 1920	0325	7	4	400.0	201904
LATAM Car	Frankfurt I Sao Paulo ' 1920	0325	6	4	400.0	201905
LATAM Car	Frankfurt I Sao Paulo ' 1940	0335	3	5	500.0	201905
Lufthansa	Almaty Frankfurt I 0950	1320	7	4	340.0	201908
Lufthansa	Atlanta Ha Frankfurt I 0055	1540	5	3	255.0	201902
Lufthansa	Beijing Cap Frankfurt I 0525	0855	1 5	2	207.8	201902
Lufthansa	Buenos Air Frankfurt I 0115	1940	4	4	415.6	201907
Lufthansa	Buenos Air Frankfurt I 0115	1940	4	3	311.7	201910
Lufthansa	Buenos Air Frankfurt I 2115	1540	6	4	415.6	201907
Lufthansa	Chicago O' Frankfurt I 0300	1705	6	3	255.0	201903
Lufthansa	Dakar Blais Frankfurt I 0100	0900	6	4	415.6	201907
Lufthansa	Dakar Blais Frankfurt I 0400	1200	5	1	85.0	201910
Lufthansa	Dakar Blais Frankfurt I 0435	1135	3	4	340.0	201902
Lufthansa	Dallas Dall Frankfurt I 0525	2150	2	5	519.5	201904
Lufthansa	Dallas Dall Frankfurt I 0525	2150	2	3	311.7	201910
Lufthansa	Frankfurt I Almaty 0730	1830	3 5 7	8	680.0	201908
Lufthansa	Frankfurt I Atlanta Ha 1055	1450	3	4	415.6	201902
Lufthansa	Frankfurt I Atlanta Ha 1520	1915	2	1	103.9	201903
Lufthansa	Frankfurt I Beijing Cap 0950	0120	2 4 7	13	1,350.7	201904
Lufthansa	Frankfurt I Cairo Inter 2105	0100	5	4	340.0	201906
China Sout	Guangzhou Frankfurt I 0100	0600	7	4	400.0	201907
China Sout	Guangzhou Frankfurt I 0555	1240	5	4	400.0	201904
China Sout	London St Frankfurt I 0835	1055	4 6	9	900.0	201911
China Sout	Shanghai P Frankfurt I 0650	1220	2 5 7	13	1,300.0	201906
China Sout	Shanghai P Frankfurt I 0650	1220	2 5 7	13	1,300.0	201909
China Sout	Shanghai P Frankfurt I 0650	1220	2 5 7	12	1,200.0	202002
Emirates	Dubai Al M Frankfurt I 1055	1445	4	5	515.0	202001
Emirates	Dubai Al M Frankfurt I 1240	1630	4	4	412.0	201909
Emirates	Dubai Al M Frankfurt I 1240	1730	7	4	412.0	202001
Emirates	Frankfurt I Dubai Al M 0830	1735	7	4	412.0	201903
Emirates	Frankfurt I Dubai Al M 0930	1735	7	4	412.0	202002
Emirates	Frankfurt I Mexico Cit 1810	2325	4	4	412.0	201906
Emirates	Maastricht Frankfurt I 0815	0930	3	5	515.0	201907
Etihad Airv	Abu Dhabi Frankfurt I 0105	0600	4	5	519.5	201905
Etihad Airv	Frankfurt I Barbados 1020	1330	6	4	415.6	202001
Iberia	Frankfurt I Madrid Ad 2020	2300	6	4	205.6	201902

Iberia	Frankfurt I Madrid Ad 2020	2300	6	4	205.6	201912
Iberia	Frankfurt I Madrid Ad 2030	2250	45	9	405.0	201903
Iberia	Madrid Ad Frankfurt I 1620	1955	45	8	360.0	202002
Korean Air	Frankfurt I Seoul Inch 0900	0330	1	5	519.5	201909
Korean Air	Frankfurt I Seoul Inch 1735	1205	6	4	560.0	201909
Korean Air	Frankfurt I Seoul Inch 1735	1205	23	10	1,039.0	201907
Korean Air	Moscow Sl Frankfurt I 0520	0635	1	5	519.5	201904
Korean Air	Moscow Sl Frankfurt I 1340	1455	5	5	519.5	201908
Korean Air	Moscow Sl Frankfurt I 1340	1455	5	5	519.5	202001
Korean Air	Moscow Sl Frankfurt I 1345	1500	6	2	280.0	201902
Korean Air	Moscow Sl Frankfurt I 1345	1500	6	4	560.0	201905
Korean Air	Vienna Int Frankfurt I 1325	1455	4	4	560.0	201904
Korean Air	Vienna Int Frankfurt I 1325	1455	4	4	560.0	201907
LATAM Car	Amsterdam Frankfurt I 1610	1820	7	4	400.0	202001
LATAM Car	Amsterdam Frankfurt I 1630	1840	3	5	500.0	201907
LATAM Car	Amsterdam Frankfurt I 1630	1840	3	5	500.0	201910
LATAM Car	Frankfurt I Sao Paulo 1920	0325	6	4	400.0	201909
LATAM Car	Frankfurt I Sao Paulo 1940	0335	3	4	400.0	201911
Lufthansa	Almaty Frankfurt I 0950	1320	1 4 6	11	935.0	201910
Lufthansa	Almaty Frankfurt I 1615	1900	4	4	340.0	201903
Lufthansa	Atlanta Ha Frankfurt I 1720	0740	3	1	103.9	201903
Lufthansa	Atlanta Ha Frankfurt I 2225	1310	6	4	340.0	201904
Lufthansa	Atlanta Ha Frankfurt I 2225	1310	6	3	255.0	201910
Lufthansa	Beijing Cap Frankfurt I 0320	0740	1 3 5	12	1,246.8	201906
Lufthansa	Cairo Inter Frankfurt I 0530	0950	3	4	340.0	201909
Lufthansa	Chicago O' Frankfurt I 0250	1655	2	3	255.0	201903
Lufthansa	Dakar Blais Frankfurt I 0100	0900	6	3	311.7	201906
Lufthansa	Dakar Blais Frankfurt I 1120	1920	7	1	85.0	201910
Lufthansa	Dallas Dall Frankfurt I 0225	1845	3	1	85.0	201903
Lufthansa	Dallas Dall Frankfurt I 0605	2230	6	4	415.6	201907
Lufthansa	Dallas Dall Frankfurt I 0605	2230	2 6	1	103.9	201905
Lufthansa	Frankfurt I Ashgabat 0445	1305	6	4	340.0	201909
Lufthansa	Frankfurt I Atlanta Ha 1035	1415	3	5	519.5	201907
Lufthansa	Frankfurt I Atlanta Ha 1530	1915	2	4	340.0	201905
Lufthansa	Frankfurt I Beijing Cap 0950	0120	2 4 7	13	1,350.7	201908
Lufthansa	Frankfurt I Bengaluru 1230	0055	6	4	340.0	201910
Lufthansa	Frankfurt I Cairo Inter 2110	0055	7	4	340.0	201907
Lufthansa	Frankfurt I Cairo Inter 2110	0155	7	4	340.0	201903
Lufthansa	Frankfurt I Chengdu 0935	0110	1 6	8	831.2	201905
China Sout	Frankfurt I Guangzhou 0900	0245	7	4	400.0	202002
China Sout	Frankfurt I Guangzhou 1440	0815	7	5	500.0	201906
China Sout	Frankfurt I Guangzhou 1440	0815	7	4	400.0	202002
China Sout	Guangzhou Frankfurt I 0100	0600	7	5	500.0	201909
China Sout	Guangzhou Frankfurt I 0555	1220	1	4	400.0	201911
China Sout	Guangzhou Frankfurt I 0555	1240	5	5	500.0	202001
China Sout	London St Frankfurt I 0835	1055	4 6	8	800.0	201912
China Sout	Shanghai P Frankfurt I 0650	1220	2 5 7	12	1,200.0	201902

Emirates	Dubai Al M Frankfurt I 1055	1445	4	4	412.0	201907
Emirates	Dubai Al M Frankfurt I 1240	1730	7	5	515.0	201906
Emirates	Dubai Al M Frankfurt I 1320	1710	5	4	412.0	201902
Emirates	Frankfurt I Dubai Al M 1355	2300	6	5	515.0	202002
Emirates	Frankfurt I Dubai Al M 1500	0005	3	4	412.0	201906
Emirates	Frankfurt I Dubai Al M 1940	0445	4	4	412.0	201909
Emirates	Frankfurt I Dubai Al M 2010	0515	5	4	412.0	201902
Emirates	Frankfurt I Dubai Al M 2010	0515	5	5	515.0	201905
Emirates	Frankfurt I Dubai Al M 2010	0515	5	5	515.0	201908
Emirates	Frankfurt I Mexico Cit 1810	2325	4	4	412.0	201907
Emirates	Frankfurt I Mexico Cit 2025	0140	7	4	412.0	201903
Emirates	Maastricht Frankfurt I 0815	0930	3	4	412.0	201906
Emirates	Maastricht Frankfurt I 1040	1155	6	5	515.0	201903
Etihad Airv	Abu Dhabi Frankfurt I 0105	0600	4	5	519.5	201908
Etihad Airv	Abu Dhabi Frankfurt I 0235	0730	6	4	415.6	201907
Etihad Airv	Frankfurt I Barbados 0850	1200	4	4	415.6	201906
Etihad Airv	Frankfurt I Barbados 1020	1330	6	4	415.6	201907
Iberia	Frankfurt I Madrid Ad 2020	2300	6	5	257.0	201906
Iberia	Frankfurt I Madrid Ad 2030	2250	45	8	360.0	201912
Iberia	Madrid Ad Frankfurt I 1620	1840	6	5	257.0	201908
Iberia	Madrid Ad Frankfurt I 1620	1840	6	4	205.6	202001
Korean Air	Frankfurt I Seoul Inch 1735	1205	6	2	280.0	201902
Korean Air	Moscow Sl Frankfurt I 1340	1455	5	4	415.6	201904
Korean Air	Moscow Sl Frankfurt I 1345	1500	23	2	207.8	201902
LATAM Car	Amsterdam Frankfurt I 1610	1820	7	4	400.0	201904
LATAM Car	Amsterdam Frankfurt I 1630	1840	3	5	500.0	202001
LATAM Car	Frankfurt I Sao Paulo 1920	0325	7	5	500.0	201912
Lufthansa	Almaty Frankfurt I 0950	1320	7	5	425.0	201906
Lufthansa	Buenos Air Frankfurt I 2115	1540	6	4	415.6	201909
Lufthansa	Cairo Inter Frankfurt I 0600	1015	1	4	340.0	201908
Lufthansa	Dakar Blais Frankfurt I 0435	1135	3	4	340.0	201903
Lufthansa	Dakar Blais Frankfurt I 0930	1630	1	4	340.0	201903
Lufthansa	Frankfurt I Ashgabat 0445	1305	6	4	340.0	201905
Lufthansa	Frankfurt I Atlanta Ha 1605	1950	6	3	255.0	201909
Lufthansa	Frankfurt I Atlanta Ha 1930	0025	56	5	519.5	201903
Lufthansa	Frankfurt I Atlanta Ha 1930	2325	56	6	623.4	201902
Lufthansa	Frankfurt I Beijing Cap 0950	0120	2 4 7	1	103.9	201903
Lufthansa	Frankfurt I Beijing Cap 0950	0120	2 4 7	13	1,350.7	201909
Lufthansa	Frankfurt I Cairo Inter 1950	0045	2	4	340.0	201903
Lufthansa	Frankfurt I Cairo Inter 2105	0100	5	5	425.0	201908
Lufthansa	Frankfurt I Cairo Inter 2105	0100	5	4	340.0	201910
Lufthansa	Frankfurt I Johannesb 0455	1640	1 7	8	680.0	201902
Lufthansa	Frankfurt I Mexico Cit 1805	2359	5	3	311.7	201904
Lufthansa	Frankfurt I Mumbai 1750	0525	1 5	8	680.0	201906
Lufthansa	Frankfurt I Mumbai 1750	0525	1 5	9	765.0	201909
Lufthansa	Frankfurt I New York J 1950	2325	34	6	510.0	201903
Lufthansa	Frankfurt I Novosibirs 0450	1605	3 5	3	255.0	201908

Lufthansa ' Frankfurt I Novosibirs 0450	1605	3 5 7	13	1,105.0	201907
China Sout Shanghai P Frankfurt I 0650	1220	1 4 6	13	1,300.0	201909
Emirates Dubai Al M Frankfurt I 1240	1630	7	4	412.0	201903
Emirates Frankfurt I Dubai Al M 0930	1735	7	4	412.0	201908
Emirates Frankfurt I Dubai Al M 0930	1735	7	4	412.0	201911
Emirates Maastricht Frankfurt I 0815	0930	3	4	412.0	201911
Etihad Airv Abu Dhabi Frankfurt I 0105	0600	4	4	415.6	201903
Etihad Airv Abu Dhabi Frankfurt I 0235	0730	6	5	519.5	201906
Iberia Frankfurt I Madrid Ad 2020	2300	6	5	257.0	201911
Iberia Madrid Ad Frankfurt I 1620	1955	45	10	450.0	201908
Korean Air Frankfurt I Seoul Inch 0900	0330	1	1	103.9	201902
Korean Air Frankfurt I Seoul Inch 0900	0330	1	4	415.6	202001
Korean Air Frankfurt I Seoul Inch 1735	1205	23	8	831.2	201903
Korean Air Frankfurt I Seoul Inch 1735	1205	23	8	831.2	201906
Korean Air Frankfurt I Seoul Inch 1735	1205	23	8	831.2	201909
Korean Air Frankfurt I Seoul Inch 1735	1205	23	8	831.2	202002
Korean Air Moscow Sl Frankfurt I 1340	1455	5	4	415.6	201912
Korean Air Moscow Sl Frankfurt I 1345	1500	6	5	700.0	201908
Korean Air Moscow Sl Frankfurt I 1345	1500	23	10	1,039.0	201907
Korean Air Moscow Sl Frankfurt I 1345	1500	23	10	1,039.0	201910
Korean Air Vienna Int Frankfurt I 1325	1455	4	3	420.0	201902
LATAM Cai Amsterdam Frankfurt I 1610	1820	7	4	400.0	201905
LATAM Cai Amsterdam Frankfurt I 1610	1820	7	4	400.0	202002
LATAM Cai Amsterdam Frankfurt I 1610	1820	6	5	500.0	201903
LATAM Cai Amsterdam Frankfurt I 1610	1820	6	4	400.0	201909
LATAM Cai Amsterdam Frankfurt I 1630	1840	3	4	400.0	201903
LATAM Cai Frankfurt I Sao Paulo ' 1940	0335	3	4	400.0	201912
Lufthansa ' Almaty Frankfurt I 0245	0530	6	4	340.0	201902
Lufthansa ' Almaty Frankfurt I 0245	0530	4 7	8	680.0	201903
Lufthansa ' Almaty Frankfurt I 0950	1320	7	4	340.0	201905
Lufthansa ' Atlanta Ha Frankfurt I 0155	1640	1	1	85.0	201903
Lufthansa ' Atlanta Ha Frankfurt I 0300	1630	67	6	623.4	201903
Lufthansa ' Atlanta Ha Frankfurt I 1500	0545	5	1	103.9	201902
Lufthansa ' Atlanta Ha Frankfurt I 2225	1310	6	4	340.0	201905
Lufthansa ' Atlanta Ha Frankfurt I 2225	1310	6	5	425.0	201908
Lufthansa ' Beijing Ca Frankfurt I 0400	0730	6	2	207.8	201902
Lufthansa ' Cairo Inter Frankfurt I 0600	0920	1 3 6	13	1,105.0	201903
Lufthansa ' Chicago O' Frankfurt I 0135	1640	45	3	292.8	201903
Lufthansa ' Chicago O' Frankfurt I 0145	1705	234	12	1,020.0	201910
Lufthansa ' Dakar Blais Frankfurt I 1120	1920	7	1	85.0	201906
Lufthansa ' Dakar Blais Frankfurt I 2130	0530	1	4	415.6	201904
Lufthansa ' Dallas Dall Frankfurt I 0410	1930	7	3	255.0	201903
Lufthansa ' Dallas Dall Frankfurt I 0600	2220	5	2	170.0	201903
Lufthansa ' Frankfurt I Atlanta Ha 1530	1915	2	4	340.0	201909
Lufthansa ' Frankfurt I Atlanta Ha 1605	1950	6	4	340.0	201904
Lufthansa ' Frankfurt I Beijing Ca 0930	0100	5	4	415.6	201909
Lufthansa ' Frankfurt I Chengdu 0935	0110	1 6	9	935.1	201909

Lufthansa	Frankfurt	I Chennai	1515	0445	4	4	340.0	201902
Lufthansa	Frankfurt	I Chicago O'	1420	1635	2	1	85.0	201903
Lufthansa	Frankfurt	I Chicago O'	1540	1755	4	4	340.0	201902
Lufthansa	Frankfurt	I Curitiba Af	1145	1910	2	3	311.7	201906
Lufthansa	Frankfurt	I Dakar Blaise	0445	0855	6	1	85.0	201910
Lufthansa	Frankfurt	I Dammam	1400	2125	1	2	170.0	201902
Lufthansa	Frankfurt	I Johannesburg	0455	1630	6	4	340.0	201902
Lufthansa	Frankfurt	I Johannesburg	0545	1630	7	4	340.0	201905
China Sout	Frankfurt	I Guangzhou	1500	0815	1	4	400.0	201908
China Sout	Frankfurt	I Shanghai P	1520	0650	2 5 7	13	1,300.0	201909
China Sout	Guangzhou	Frankfurt	I 0100	0600	7	4	400.0	201911
China Sout	London St	Frankfurt	I 0835	1035	2	4	400.0	201906
China Sout	Shanghai P	Frankfurt	I 0650	1220	2 5 7	13	1,300.0	201910
China Sout	Shanghai P	Frankfurt	I 0650	1220	1 4 6	13	1,300.0	201906
Emirates	Dubai Al M	Frankfurt	I 1055	1445	4	4	412.0	201909
Emirates	Dubai Al M	Frankfurt	I 1320	1710	5	4	412.0	201904
Emirates	Frankfurt	I Dubai Al M	1355	2300	6	4	412.0	201904
Emirates	Frankfurt	I Dubai Al M	1355	2300	6	4	412.0	201910
Emirates	Frankfurt	I Dubai Al M	1500	0005	3	4	412.0	201904
Emirates	Frankfurt	I Dubai Al M	1500	0005	3	4	412.0	201911
Emirates	Frankfurt	I Mexico Cit	2125	0140	7	4	412.0	201905
Emirates	Maastricht	Frankfurt	I 0815	0930	3	4	412.0	201904
Emirates	Maastricht	Frankfurt	I 1040	1155	6	4	412.0	201905
Emirates	Maastricht	Frankfurt	I 1040	1155	6	5	515.0	201908
Emirates	Maastricht	Frankfurt	I 1040	1155	6	4	412.0	202001
Etihad Airv	Abu Dhabi	Frankfurt	I 0235	0730	6	4	415.6	201912
Etihad Airv	Frankfurt	I Barbados	0850	1200	4	4	415.6	201907
Etihad Airv	Frankfurt	I Barbados	1020	1330	6	4	415.6	201905
Etihad Airv	Frankfurt	I Barbados	1020	1330	6	5	519.5	202002
Iberia	Frankfurt	I Madrid Ad	2020	2300	6	5	257.0	201908
Iberia	Frankfurt	I Madrid Ad	2020	2300	6	4	205.6	202001
Iberia	Frankfurt	I Madrid Ad	2030	2250	45	8	360.0	201907
Iberia	Madrid Ad	Frankfurt	I 1620	1955	45	9	405.0	201911
Iberia	Madrid Ad	Frankfurt	I 1620	1955	45	10	450.0	202001
Iberia	Madrid Ad	Frankfurt	I 1725	2005	3	5	257.0	201905
Iberia	Madrid Ad	Frankfurt	I 1725	2005	3	4	205.6	201908
Korean Air	Frankfurt	I Seoul Incheon	1735	1205	6	4	560.0	201910
Korean Air	Frankfurt	I Seoul Incheon	1735	1205	4	5	700.0	201910
Korean Air	Moscow Sl	Frankfurt	I 0520	0635	1	4	415.6	201906
Korean Air	Moscow Sl	Frankfurt	I 1340	1455	5	2	207.8	201902
Korean Air	Moscow Sl	Frankfurt	I 1345	1500	6	5	700.0	201911
Korean Air	Vienna Intl	Frankfurt	I 1315	1445	4	1	140.0	201902
LATAM Cai	Amsterdam	Frankfurt	I 1610	1820	7	5	500.0	201912
LATAM Cai	Amsterdam	Frankfurt	I 1630	1840	3	4	400.0	201906
LATAM Cai	Frankfurt	I Sao Paulo '	1920	0325	7	4	400.0	201907
LATAM Cai	Frankfurt	I Sao Paulo '	1920	0325	6	4	400.0	201902
LATAM Cai	Frankfurt	I Sao Paulo '	1920	0325	6	5	500.0	201908

LATAM Cai Frankfurt I Sao Paulo ' 1940	0335	3	4	400.0	201902
Lufthansa ' Almaty Frankfurt I 0245	0530	2	3	255.0	201902
Lufthansa ' Almaty Frankfurt I 0310	0555	3	3	255.0	201902
Lufthansa ' Almaty Frankfurt I 0950	1320	1 4 6	13	1,105.0	201904
Lufthansa ' Cairo Inter Frankfurt I 0600	1015	1	3	255.0	201910
Lufthansa ' Chicago O' Frankfurt I 2115	1220	6	1	103.9	201903
Lufthansa ' Dakar Blais Frankfurt I 0930	1630	1	2	170.0	201902
Lufthansa ' Dallas Dall; Frankfurt I 0310	1930	7	4	340.0	201902
Lufthansa ' Dallas Dall; Frankfurt I 0605	2230	2 6	2	207.8	201910
Lufthansa ' Dallas Dall; Frankfurt I 2230	1500	4	5	425.0	201905
Lufthansa ' Dallas Dall; Frankfurt I 2230	1500	4	5	425.0	201908
Lufthansa ' Frankfurt I Atlanta Ha 0905	1310	1	1	103.9	201902
Lufthansa ' Frankfurt I Atlanta Ha 1035	1415	3	4	415.6	201906
Lufthansa ' Frankfurt I Cairo Inter 2050	0045	2	4	340.0	201909
Lufthansa ' Frankfurt I Cairo Inter 2110	0055	7	5	425.0	201909
Lufthansa ' Frankfurt I Chennai 1715	0600	3	4	340.0	201904
Lufthansa ' Frankfurt I Chicago O' 2125	2355	3	1	85.0	201906
China Sout Shanghai P Frankfurt I 0650	1220	1 4 6	12	1,200.0	201902
Emirates Dubai Al M Frankfurt I 1055	1445	4	4	412.0	201902
Emirates Dubai Al M Frankfurt I 1240	1630	4	4	412.0	201903
Emirates Dubai Al M Frankfurt I 1240	1630	4	4	412.0	201906
Emirates Dubai Al M Frankfurt I 1240	1730	7	4	412.0	201905
Emirates Frankfurt I Dubai Al M 1940	0445	4	4	412.0	201903
Emirates Maastricht Frankfurt I 1040	1155	6	4	412.0	201907
Etihad Airv Abu Dhabi Frankfurt I 0105	0600	4	4	415.6	201902
Etihad Airv Abu Dhabi Frankfurt I 0235	0730	6	4	415.6	201902
Iberia Frankfurt I Madrid Ad 2030	2250	45	9	405.0	201910
Iberia Madrid Ad Frankfurt I 1620	1840	6	4	205.6	201902
Korean Air Frankfurt I Oslo Gard; 1330	1540	2	1	103.9	201902
Korean Air Frankfurt I Seoul Inch; 0900	0330	1	4	415.6	202002
Korean Air Frankfurt I Seoul Inch; 1735	1105	4	1	140.0	201902
Korean Air Frankfurt I Seoul Inch; 1735	1205	6	5	700.0	201906
Korean Air Moscow Sl Frankfurt I 1340	1455	5	5	519.5	201911
Korean Air Moscow Sl Frankfurt I 1345	1500	6	4	560.0	201909
Korean Air Moscow Sl Frankfurt I 1345	1500	23	8	831.2	201906
LATAM Cai Amsterdar Frankfurt I 1610	1820	7	4	400.0	201908
LATAM Cai Amsterdar Frankfurt I 1610	1820	6	4	400.0	201910
LATAM Cai Frankfurt I Sao Paulo ' 1920	0325	6	5	500.0	201903
LATAM Cai Frankfurt I Sao Paulo ' 1940	0335	3	4	400.0	201908
Lufthansa ' Almaty Frankfurt I 0950	1320	1 6	1	85.0	201909
Lufthansa ' Atlanta Ha Frankfurt I 0300	1745	7	1	85.0	201903
Lufthansa ' Beijing Ca; Frankfurt I 0655	1025	3	2	207.8	201903
Lufthansa ' Chicago O' Frankfurt I 0135	1640	45	2	170.0	201902
Lufthansa ' Chicago O' Frankfurt I 0150	1655	2	1	85.0	201903
Lufthansa ' Chicago O' Frankfurt I 2315	1450	6	1	85.0	201902
Lufthansa ' Dakar Blais Frankfurt I 0100	0900	6	4	415.6	201909
Lufthansa ' Dakar Blais Frankfurt I 0240	0940	4	4	340.0	201902

Lufthansa	Dallas Dall	Frankfurt I 2230	1500	4	4	340.0	201906
Lufthansa	Frankfurt I	Almaty 0730	1830	3 5 7	12	1,020.0	201904
Lufthansa	Frankfurt I	Almaty 0730	1830	3 5 7	11	935.0	201910
Lufthansa	Frankfurt I	Ashgabat 0510	1430	6	4	340.0	201903
Lufthansa	Frankfurt I	Atlanta Ha 1035	1415	3	4	415.6	201904
Lufthansa	Frankfurt I	Atlanta Ha 1035	1415	3	4	415.6	201910
Lufthansa	Frankfurt I	Atlanta Ha 1520	2015	2	3	311.7	201903
Lufthansa	Frankfurt I	Atlanta Ha 1605	1950	6	4	340.0	201905
Lufthansa	Frankfurt I	Atlanta Ha 1605	1950	6	5	425.0	201908
Lufthansa	Frankfurt I	Atlanta Ha 1930	2325	56	4	415.6	201903
Lufthansa	Frankfurt I	Beijing Cap 0950	0120	2 4 7	13	1,350.7	201905
Lufthansa	Frankfurt I	Cairo Inter 2050	0045	2	4	340.0	201906
Lufthansa	Frankfurt I	Cairo Inter 2105	0100	5	4	340.0	201904
Lufthansa	Frankfurt I	Cairo Inter 2105	0100	5	4	340.0	201907
Lufthansa	Frankfurt I	Cairo Inter 2110	0055	7	3	255.0	201910
Lufthansa	Frankfurt I	Chengdu 1045	0305	1 6	8	831.2	201903
Lufthansa	Frankfurt I	Chennai 1715	0600	3	5	425.0	201905
Lufthansa	Frankfurt I	Chicago O' 0810	1055	1	1	85.0	201902
Lufthansa	Frankfurt I	Chicago O' 1335	1605	4	4	340.0	201910
Lufthansa	Frankfurt I	Dakar Blais 1845	2350	2	4	340.0	201902
Lufthansa	Frankfurt I	Dakar Blais 2125	0135	3	1	85.0	201910
Lufthansa	Frankfurt I	Dakar Blais 2155	0205	7	1	85.0	201906
Lufthansa	Frankfurt I	Johannesb 0540	1625	6	4	340.0	201910
Lufthansa	Frankfurt I	Johannesb 0555	1640	2	5	425.0	201907
China Sout	Frankfurt I	Guangzhou 0900	0245	7	4	400.0	201907
China Sout	Frankfurt I	Guangzhou 1500	0815	1	5	500.0	201904
China Sout	Frankfurt I	Shanghai P 1520	0650	2 5 7	13	1,300.0	201904
China Sout	Frankfurt I	Shanghai P 1520	0650	2 5 7	13	1,300.0	201907
China Sout	Frankfurt I	Shanghai P 1520	0650	1 4 6	12	1,200.0	201903
China Sout	Guangzhou	Frankfurt I 0100	0600	7	4	400.0	201902
China Sout	Guangzhou	Frankfurt I 0555	1220	1	5	500.0	201909
China Sout	London St	Frankfurt I 0835	1035	2	4	400.0	201909
Emirates	Dubai Al M	Frankfurt I 0140	0630	7	5	515.0	201912
Emirates	Dubai Al M	Frankfurt I 1240	1630	4	5	515.0	202001
Emirates	Frankfurt I	Dubai Al M 1355	2300	6	4	412.0	201909
Emirates	Frankfurt I	Dubai Al M 1940	0445	4	5	515.0	202001
Emirates	Frankfurt I	Dubai Al M 2010	0515	5	5	515.0	201903
Emirates	Frankfurt I	Dubai Al M 2010	0515	5	4	412.0	201912
Emirates	Frankfurt I	Mexico Cit 1810	2325	4	4	412.0	201911
Emirates	Frankfurt I	Mexico Cit 2125	0140	7	4	412.0	201907
Emirates	Maastricht	Frankfurt I 0815	0930	3	4	412.0	201902
Emirates	Maastricht	Frankfurt I 0815	0930	3	5	515.0	201905
Etihad Airv	Abu Dhabi	Frankfurt I 0105	0600	4	4	415.6	201904
Etihad Airv	Frankfurt I	Barbados 0850	1200	4	5	519.5	201908
Etihad Airv	Frankfurt I	Barbados 1020	1330	6	5	519.5	201903
Etihad Airv	Frankfurt I	Barbados 1020	1330	6	5	519.5	201906
Iberia	Frankfurt I	Madrid Ad 2030	2250	45	9	405.0	201911

Iberia	Madrid Ad Frankfurt I 1620	1840	6	4	205.6	201910
Korean Air	Frankfurt I Seoul Inch 0900	0330	1	5	519.5	201907
Korean Air	Frankfurt I Seoul Inch 1735	1205	4	5	700.0	201905
Korean Air	Frankfurt I Seoul Inch 1735	1205	4	5	700.0	201908
Korean Air	Frankfurt I Seoul Inch 1735	1205	4	4	560.0	201911
Korean Air	Frankfurt I Seoul Inch 1735	1205	3 7	2	207.8	201902
Korean Air	Frankfurt I Seoul Inch 1735	1205	23	2	207.8	201902
Korean Air	Moscow St Frankfurt I 1345	1500	6	4	560.0	201904
LATAM Car	Amsterdam Frankfurt I 1610	1820	7	5	500.0	201906
LATAM Car	Amsterdam Frankfurt I 1630	1840	3	4	400.0	201909
LATAM Car	Frankfurt I Sao Paulo 1920	0325	6	5	500.0	201911
LATAM Car	Frankfurt I Sao Paulo 1940	0335	3	4	400.0	201903
Lufthansa	Buenos Aires Frankfurt I 0115	1940	4	4	415.6	201906
Lufthansa	Dakar Blaise Frankfurt I 0130	0830	5	4	340.0	201903
Lufthansa	Dallas Dallas Frankfurt I 0530	2150	4	4	340.0	201902
Lufthansa	Dallas Dallas Frankfurt I 0605	2230	6	4	415.6	201905
Lufthansa	Frankfurt I Almaty 0525	1655	5	2	170.0	201902
Lufthansa	Frankfurt I Almaty 0635	1805	7	4	340.0	201903
Lufthansa	Frankfurt I Ashgabat 0445	1305	6	4	340.0	201910
Lufthansa	Frankfurt I Atlanta Hartsfield 1605	1950	6	3	255.0	201910
Lufthansa	Frankfurt I Beijing Capital 0950	0120	2 4 7	13	1,350.7	201907
Lufthansa	Frankfurt I Bengaluru 1230	0055	6	5	425.0	201908
Lufthansa	Frankfurt I Bengaluru 1335	0200	3	4	340.0	201910
Lufthansa	Frankfurt I Chennai 1515	0445	4	4	340.0	201903
Lufthansa	Frankfurt I Chennai 1715	0600	3	4	340.0	201910
Lufthansa	Frankfurt I Chicago O'Hare 1000	1345	7	3	255.0	201903
Lufthansa	Frankfurt I Chicago O'Hare 1335	1605	4	4	340.0	201909
Lufthansa	Frankfurt I Chicago O'Hare 2045	2315	123	11	935.0	201906
Lufthansa	Frankfurt I Dakar Blaise 1845	2350	2	4	340.0	201903
Lufthansa	Frankfurt I Dallas Dallas 1530	1935	5	2	170.0	201903
Lufthansa	Frankfurt I Johannesburg 0540	1625	6	5	425.0	201908
Lufthansa	Frankfurt I Mexico City 1700	2255	3	4	415.6	201908
Lufthansa	Frankfurt I Mexico City 1735	2230	4	1	103.9	201904
China Southern	Frankfurt I Guangzhou 1440	0815	7	4	400.0	201902
China Southern	Frankfurt I Guangzhou 1440	0815	7	4	400.0	202001
China Southern	Frankfurt I Guangzhou 1500	0815	1	5	500.0	201907
China Southern	Frankfurt I Guangzhou 1500	0815	1	4	400.0	201910
China Southern	Frankfurt I Guangzhou 1520	0740	5	4	400.0	201907
China Southern	Frankfurt I Shanghai Pudong 1520	0650	2 5 7	13	1,300.0	201910
China Southern	Guangzhou Frankfurt I 0100	0600	7	4	400.0	202002
China Southern	Guangzhou Frankfurt I 0555	1240	5	4	400.0	201902
China Southern	Guangzhou Frankfurt I 0555	1240	5	4	400.0	202002
China Southern	London Stansted Frankfurt I 0835	1035	2	5	500.0	201912
China Southern	London Stansted Frankfurt I 0835	1055	4 6	9	900.0	201903
China Southern	Shanghai Pudong Frankfurt I 0650	1220	2 5 7	13	1,300.0	201907
China Southern	Shanghai Pudong Frankfurt I 0650	1220	1 4 6	13	1,300.0	201910
Emirates	Dubai Al Maktoum Frankfurt I 0140	0630	7	5	515.0	201909

Emirates	Dubai Al M Frankfurt I 0140	0630	7	4	412.0	202002
Emirates	Dubai Al M Frankfurt I 1055	1445	4	5	515.0	201910
Emirates	Dubai Al M Frankfurt I 1320	1710	5	5	515.0	201908
Emirates	Frankfurt I Dubai Al M 1355	2300	6	5	515.0	201906
Emirates	Frankfurt I Dubai Al M 1500	0005	3	4	412.0	201908
Emirates	Frankfurt I Dubai Al M 2010	0515	5	4	412.0	201906
Emirates	Frankfurt I Mexico Cit 1810	2325	4	5	515.0	201905
Emirates	Maastricht Frankfurt I 0815	0930	3	4	412.0	201908
Etihad Airv	Abu Dhabi Frankfurt I 0105	0600	4	4	415.6	201907
Etihad Airv	Abu Dhabi Frankfurt I 0235	0730	6	5	519.5	201903
Etihad Airv	Frankfurt I Barbados 0850	1200	4	5	519.5	202001
Iberia	Frankfurt I Madrid Ad 1715	1945	3	4	205.6	201908
Iberia	Frankfurt I Madrid Ad 2020	2300	6	4	205.6	201907
Iberia	Frankfurt I Madrid Ad 2030	2250	45	8	360.0	201902
Iberia	Frankfurt I Madrid Ad 2030	2250	45	10	450.0	201908
Iberia	Madrid Ad Frankfurt I 1620	1955	45	8	360.0	201904
Iberia	Madrid Ad Frankfurt I 1620	1955	45	8	360.0	201907
Korean Air	Frankfurt I Seoul Inch 1735	1205	6	4	560.0	202001
Korean Air	Frankfurt I Seoul Inch 1735	1205	4	5	700.0	202001
Korean Air	Moscow Sl Frankfurt I 0520	0635	1	5	519.5	201912
Korean Air	Moscow Sl Frankfurt I 0520	0635	1	4	415.6	202002
LATAM Cai	Amsterdam Frankfurt I 1610	1820	6	4	400.0	201905
LATAM Cai	Amsterdam Frankfurt I 1610	1820	6	4	400.0	201912
LATAM Cai	Amsterdam Frankfurt I 1610	1820	6	5	500.0	202002
LATAM Cai	Amsterdam Frankfurt I 1630	1840	3	4	400.0	201902
LATAM Cai	Frankfurt I Sao Paulo ' 1940	0335	3	4	400.0	201906
LATAM Cai	Frankfurt I Sao Paulo ' 1940	0335	3	4	400.0	201909
Lufthansa	'Almaty Frankfurt I 0245	0530	4 7	3	255.0	201902
Lufthansa	'Almaty Frankfurt I 0245	0530	2	4	340.0	201903
Lufthansa	'Almaty Frankfurt I 0950	1320	7	3	255.0	201910
Lufthansa	'Buenos Air Frankfurt I 0115	1940	4	4	415.6	201909
Lufthansa	'Buenos Air Frankfurt I 2115	1540	6	4	415.6	201905
Lufthansa	'Buenos Air Frankfurt I 2115	1540	6	5	519.5	201908
Lufthansa	'Cairo Inter Frankfurt I 0530	0950	3	4	340.0	201910
Lufthansa	'Chicago O' Frankfurt I 0055	1600	6	1	85.0	201902
Lufthansa	'Dakar Blais Frankfurt I 0110	0810	5	3	255.0	201902
Lufthansa	'Dakar Blais Frankfurt I 1040	1840	3	1	85.0	201906
Lufthansa	'Dakar Blais Frankfurt I 2130	0530	1	4	415.6	201905
Lufthansa	'Dallas Dall; Frankfurt I 0525	2150	2	4	415.6	201906
Lufthansa	'Dallas Dall; Frankfurt I 0600	2220	5	4	340.0	201902
Lufthansa	'Dallas Dall; Frankfurt I 1310	0530	6	2	170.0	201903
Lufthansa	'Dallas Dall; Frankfurt I 2230	1500	4	4	340.0	201907
Lufthansa	'Frankfurt I Mexico Cit 1745	2230	1	1	103.9	201904
Lufthansa	'Frankfurt I Moscow D 2100	0210	5	4	340.0	201902
Lufthansa	'Frankfurt I Mumbai 1745	0520	34	9	765.0	201908
Lufthansa	'Frankfurt I New York J 2005	2240	4	5	425.0	201908
Lufthansa	'Frankfurt I New York J 2020	2300	56	9	765.0	201905

Lufthansa ' Frankfurt I Riyadh Kin, 1345	2025	7	4	340.0	201907
Lufthansa ' Frankfurt I Sao Paulo ' 0445	1155	5	4	415.6	201909
Lufthansa ' Frankfurt I Shanghai P 0820	0105	1 3	7	727.3	201910
Lufthansa ' Frankfurt I Tel Aviv-ya 1610	2105	2 4 6	12	1,020.0	201905
Lufthansa ' Frankfurt I Tel Aviv-ya 1610	2105	2 4 6	13	1,105.0	201908
Lufthansa ' Frankfurt I Tokyo Nari 2230	1655	6	5	519.5	201906
Lufthansa ' Frankfurt I Tokyo Nari 2230	1700	1 3 5 7	18	1,870.2	201909
Lufthansa ' Frankfurt I Toronto Le 1440	1720	1	1	85.0	201903
Lufthansa ' Guadalajara Frankfurt I 0410	2230	45	9	935.1	201905
Lufthansa ' Hyderabad Frankfurt I 1120	1710	4	4	340.0	201906
Lufthansa ' Los Angele Frankfurt I 1800	1350	3	5	425.0	201907
Lufthansa ' Los Angele Frankfurt I 1830	1320	5	3	255.0	201903
Lufthansa ' Los Angele Frankfurt I 2050	1700	6	4	340.0	201904
Lufthansa ' Los Angele Frankfurt I 2210	1800	7	4	340.0	201907
Lufthansa ' Mumbai Frankfurt I 0735	1235	1	5	425.0	201909
Lufthansa ' Mumbai Frankfurt I 0755	1255	45	8	680.0	201910
Lufthansa ' Novosibirs Frankfurt I 2010	2130	7	4	340.0	201904
Lufthansa ' Novosibirs Frankfurt I 2035	2155	4	4	340.0	201904
Lufthansa ' Shanghai P Frankfurt I 0335	0835	2 4	8	831.2	201903
Lufthansa ' Shanghai P Frankfurt I 0430	1000	5 7	8	831.2	201907
Lufthansa ' Shanghai P Frankfurt I 0820	1350	1 3 4 5 6	22	2,285.8	201907
Qatar Airw Doha Frankfurt I 0720	1240	1	4	415.6	201908
Qatar Airw Doha Frankfurt I 0935	1455	4	4	415.6	201902
Qatar Airw Doha Frankfurt I 0935	1455	4	5	519.5	201905
Qatar Airw Doha Frankfurt I 0935	1455	4	5	519.5	201908
Qatar Airw Doha Frankfurt I 1225	1745	2	5	519.5	201910
Qatar Airw Doha Frankfurt I 1255	1820	3	4	260.0	201906
Qatar Airw Doha Frankfurt I 1310	1830	6	5	519.5	201906
Qatar Airw Doha Frankfurt I 1310	1830	6	4	415.6	201909
Qatar Airw Frankfurt I Doha 1440	2130	1	5	519.5	201907
Qatar Airw Frankfurt I Doha 1735	0025	4	4	415.6	202002
Qatar Airw Frankfurt I Doha 1945	0235	2	4	415.6	201908
Qatar Airw Frankfurt I Doha 1945	0235	2	5	519.5	201912
Qatar Airw Frankfurt I Doha 2030	0320	6	5	519.5	201906
Saudi Arab Dammam Frankfurt I 0135	0610	6	4	400.0	201902
Saudi Arab Frankfurt I Jeddah 0705	1420	4	4	400.0	201907
Saudi Arab Frankfurt I Jeddah 0820	1535	6	4	400.0	201904
Saudi Arab Frankfurt I Jeddah 0820	1535	6	5	500.0	201911
Saudi Arab Frankfurt I Riyadh Kin, 1935	0310	4	5	500.0	201908
Saudi Arab Frankfurt I Riyadh Kin, 1935	0310	4	4	400.0	201911
Saudi Arab Frankfurt I Riyadh Kin, 2040	0315	5	5	550.0	201905
Saudi Arab Frankfurt I Riyadh Kin, 2040	0315	5	5	550.0	202001
Saudi Arab Riyadh Kin, Frankfurt I 0910	1420	5	4	440.0	202002
Saudi Arab Riyadh Kin, Frankfurt I 1045	1455	1	5	500.0	201904
Saudi Arab Riyadh Kin, Frankfurt I 1105	1515	4	4	400.0	201911
Turkish Air Frankfurt I Istanbul At 2000	0005	6	4	260.0	201902
Turkish Air Istanbul At Frankfurt I 0430	0630	23 5	12	481.2	201909

Turkish Air Lagos	Frankfurt I 0240	1120	5	4	260.0	201909
Lufthansa I Frankfurt I Toronto Le	1400	1630	5	1	85.0	201903
Lufthansa I Guadalajara Frankfurt I	0200	2020	7	4	415.6	201906
Lufthansa I Guadalajara Frankfurt I	0410	2230	45	4	415.6	201910
Lufthansa I Hyderabad Frankfurt I	1120	1710	4	5	425.0	201908
Lufthansa I Hyderabad Frankfurt I	1135	1640	2	4	340.0	201903
Lufthansa I Istanbul At Frankfurt I	0330	0530	3 5 7	12	1,020.0	201907
Lufthansa I Mumbai Frankfurt I	0655	1125	45	9	765.0	201903
Lufthansa I Nairobi Jor Frankfurt I	0130	0830	1 3 7	13	1,105.0	201906
Lufthansa I New York J Frankfurt I	0130	1455	6	4	340.0	201910
Lufthansa I New York J Frankfurt I	0130	1500	3	4	340.0	201904
Lufthansa I Novosibirs Frankfurt I	0410	0530	6	4	340.0	201905
Lufthansa I Novosibirs Frankfurt I	0510	0530	5	1	85.0	201903
Lufthansa I Novosibirs Frankfurt I	1115	1235	1 4 6	13	1,105.0	201904
Lufthansa I Novosibirs Frankfurt I	1115	1235	1 4 6	13	1,105.0	201907
Lufthansa I Novosibirs Frankfurt I	1220	1240	4	3	255.0	201902
Lufthansa I Novosibirs Frankfurt I	2035	2155	4	5	425.0	201905
Lufthansa I Sao Paulo I Frankfurt I	0035	1750	3	2	207.8	201906
Lufthansa I Sao Paulo I Frankfurt I	1955	1310	7	1	103.9	201903
Lufthansa I Seoul Inch Frankfurt I	0205	0620	23 5 7	17	1,766.3	201909
Lufthansa I Shanghai P Frankfurt I	0820	1350	2 7	8	831.2	201905
Lufthansa I Shanghai P Frankfurt I	0935	1435	2 7	8	831.2	201903
Lufthansa I Shanghai P Frankfurt I	0935	1435	1 3456	22	2,285.8	201903
Qatar Airw Doha Frankfurt I	0720	1240	1	4	415.6	201906
Qatar Airw Doha Frankfurt I	1225	1745	2	4	415.6	201905
Qatar Airw Doha Frankfurt I	1255	1820	3	5	325.0	202001
Qatar Airw Doha Frankfurt I	1310	1830	6	4	415.6	201904
Qatar Airw Frankfurt I Doha	1945	0235	2	5	519.5	201910
Qatar Airw Frankfurt I Doha	2030	0320	6	5	519.5	201911
Qatar Airw Frankfurt I Doha	2115	0405	7	4	415.6	201911
Saudi Arab Dammam Frankfurt I	1450	1925	3	4	400.0	201909
Saudi Arab Frankfurt I Jeddah	0820	1535	6	5	500.0	201906
Saudi Arab Frankfurt I Riyadh Kin	1935	0310	4	4	400.0	201906
Saudi Arab Frankfurt I Riyadh Kin	1940	0315	1	5	500.0	201904
Saudi Arab Frankfurt I Riyadh Kin	2040	0315	5	5	550.0	201903
Turkish Air Frankfurt I Istanbul At	2000	0005	6	4	260.0	201904
Turkish Air Frankfurt I Istanbul At	2000	0005	6	4	260.0	201907
Turkish Air Istanbul At Frankfurt I	0430	0630	4	4	260.0	201903
Turkish Air Lagos Frankfurt I	0240	1120	5	4	260.0	201904
Lufthansa I Frankfurt I Almaty	0730	1830	3 5 7	1	85.0	201903
Lufthansa I Frankfurt I Almaty	0730	1830	3 5 7	13	1,105.0	201906
Lufthansa I Frankfurt I Atlanta Ha	1520	1915	2	1	85.0	201902
Lufthansa I Frankfurt I Beijing Ca	0930	0100	5	4	415.6	201904
Lufthansa I Frankfurt I Beijing Ca	1030	0305	2 4 7	5	519.5	201903
Lufthansa I Frankfurt I Bengaluru	0505	1830	2	4	340.0	201903
Lufthansa I Frankfurt I Chennai	1715	0600	3	4	340.0	201906
Lufthansa I Frankfurt I Chennai	1715	0600	3	4	340.0	201909

Lufthansa ' Frankfurt I Chicago O' 0840	1055	3	1	85.0	201902
Lufthansa ' Frankfurt I Chicago O' 1540	1755	4	1	85.0	201903
Lufthansa ' Frankfurt I Chicago O' 2045	2315	123	11	935.0	201910
Lufthansa ' Frankfurt I Dakar Blais 1040	1450	5	1	85.0	201906
Lufthansa ' Frankfurt I Dallas Dall; 1530	1935	5	4	340.0	201902
Lufthansa ' Frankfurt I Dammam 1425	2110	1	3	255.0	201910
Lufthansa ' Frankfurt I Johannesb 0545	1630	7	4	340.0	201904
Lufthansa ' Frankfurt I Mexico Cit 1735	2330	4	5	519.5	201908
Lufthansa ' Frankfurt I Mexico Cit 1745	2330	1	5	519.5	201907
Lufthansa ' Frankfurt I Mexico Cit 1745	2330	1	3	311.7	201910
Lufthansa ' Frankfurt I Mumbai 2035	0810	2	4	340.0	201909
Lufthansa ' Frankfurt I New York J 1930	2305	6	1	85.0	201903
Lufthansa ' Frankfurt I Riyadh Kin; 1345	2025	7	3	255.0	201910
Lufthansa ' Frankfurt I Sao Paulo ' 2040	0350	7	5	519.5	201909
Lufthansa ' Frankfurt I Shanghai P 0720	0105	1 3	8	831.2	201903
Lufthansa ' Frankfurt I Shanghai P 0915	0200	4 6	10	1,039.0	201908
Lufthansa ' Frankfurt I Shanghai P 0915	0300	4 6	9	935.1	201903
Lufthansa ' Frankfurt I Tel Aviv-ya 1610	2200	6	1	85.0	201903
Lufthansa ' Frankfurt I Tokyo Nari 2110	1655	1 3 5	12	1,246.8	201902
Lufthansa ' Frankfurt I Tokyo Nari 2230	1700	2 4	9	935.1	201904
Lufthansa ' Frankfurt I Toronto Le 1440	1720	5	1	85.0	201902
Lufthansa ' Frankfurt I Toronto Le 1440	1820	1	3	255.0	201903
Lufthansa ' Houston G Frankfurt I 2345	1625	2	2	170.0	201902
Lufthansa ' Hyderabad Frankfurt I 0950	1455	5	5	425.0	201903
Lufthansa ' Hyderabad Frankfurt I 1055	1645	2 6	9	765.0	201908
Lufthansa ' New York J Frankfurt I 0220	1445	3	3	311.7	201903
Lufthansa ' Novosibirs Frankfurt I 2035	2155	4	4	340.0	201910
Lufthansa ' Sao Paulo ' Frankfurt I 0035	1750	3	3	311.7	201905
Lufthansa ' Sao Paulo ' Frankfurt I 1955	1310	7	4	415.6	201905
Qatar Airw Doha Frankfurt I 0720	1240	1	4	415.6	202001
Qatar Airw Doha Frankfurt I 0935	1455	4	4	415.6	201911
Qatar Airw Doha Frankfurt I 1355	1915	7	4	415.6	201910
Qatar Airw Frankfurt I Doha 1440	2130	1	5	519.5	201904
Qatar Airw Frankfurt I Doha 1735	0025	4	4	415.6	201902
Qatar Airw Frankfurt I Doha 1945	0235	2	4	415.6	201902
Qatar Airw Frankfurt I Doha 2020	0320	3	5	325.0	201905
Qatar Airw Frankfurt I Doha 2030	0320	5	4	415.6	201909
Saudi Arab Dammam Frankfurt I 1450	1925	3	5	500.0	202001
Saudi Arab Frankfurt I Jeddah 2020	0250	3	5	550.0	201905
Saudi Arab Frankfurt I Jeddah 2020	0250	3	5	550.0	202001
Saudi Arab Frankfurt I Riyadh Kin; 1935	0310	4	5	500.0	202001
Saudi Arab Frankfurt I Riyadh Kin; 1940	0315	1	4	400.0	201902
Saudi Arab Frankfurt I Riyadh Kin; 1940	0315	1	5	500.0	201909
Saudi Arab Riyadh Kin; Frankfurt I 0910	1420	5	4	440.0	201912
Saudi Arab Riyadh Kin; Frankfurt I 1045	1455	1	4	400.0	201910
Saudi Arab Riyadh Kin; Frankfurt I 1105	1515	4	5	500.0	201908
Saudi Arab Riyadh Kin; Frankfurt I 1105	1515	4	5	500.0	202001

Saudi Arab Frankfurt I Jeddah	0705	1420	4	4	400.0	201912
Saudi Arab Frankfurt I Jeddah	2020	0250	3	4	440.0	201903
Saudi Arab Frankfurt I Jeddah	2020	0250	3	4	440.0	201906
Saudi Arab Frankfurt I Riyadh Kin	1940	0315	1	5	500.0	201907
Saudi Arab Riyadh Kin Frankfurt I	0910	1420	5	4	440.0	201910
Saudi Arab Riyadh Kin Frankfurt I	1045	1455	1	4	400.0	202002
Saudi Arab Riyadh Kin Frankfurt I	1105	1515	4	5	500.0	201910
Turkish Air Frankfurt I Istanbul At	0815	1215	4	5	325.0	201905
Turkish Air Frankfurt I Istanbul At	0815	1215	4	5	325.0	201908
Turkish Air Frankfurt I Istanbul At	0815	1215	23 5	12	481.2	201902
Turkish Air Frankfurt I Istanbul At	0815	1215	23 5	14	561.4	201905
Turkish Air Istanbul At Frankfurt I	0430	0630	4	4	260.0	201910
Turkish Air Istanbul At Frankfurt I	0430	0630	23 5	13	521.3	201904
Turkish Air Istanbul At Frankfurt I	1600	1800	6	5	325.0	201906
Turkish Air Istanbul At Frankfurt I	1615	1815	7	5	325.0	201906
Lufthansa Frankfurt I Mumbai	1745	0520	34	8	680.0	201906
Lufthansa Frankfurt I New York J	2005	2240	4	4	340.0	201904
Lufthansa Frankfurt I Novosibirs	1405	0120	3 5	9	765.0	201907
Lufthansa Frankfurt I Riyadh Kin	1345	2025	7	1	85.0	201903
Lufthansa Frankfurt I Sao Paulo	0445	1155	5	4	415.6	201905
Lufthansa Frankfurt I Shanghai P	0915	0200	4 6	8	831.2	201909
Lufthansa Frankfurt I Shanghai P	1305	0550	2345 7	22	2,285.8	201908
Lufthansa Frankfurt I Tel Aviv-ya	1115	1610	2	1	85.0	201908
Lufthansa Frankfurt I Tokyo Nari	2110	1655	1 3 5	13	1,350.7	201903
Lufthansa Houston G Frankfurt I	2340	1620	5	4	340.0	201902
Lufthansa Hyderabad Frankfurt I	0950	1455	5	4	340.0	201902
Lufthansa Los Angele Frankfurt I	1800	1350	3	4	340.0	201908
Lufthansa Los Angele Frankfurt I	2210	1800	7	4	340.0	201908
Lufthansa Nairobi Jor Frankfurt I	0130	0750	12 5 7	14	1,190.0	201902
Lufthansa Nairobi Jor Frankfurt I	0130	0830	1 3 7	14	1,190.0	201907
Lufthansa Nairobi Jor Frankfurt I	0130	0830	1 3 5 7	9	765.0	201905
Lufthansa New York J Frankfurt I	0110	1440	5	4	340.0	201909
Lufthansa New York J Frankfurt I	0130	1500	3	4	340.0	201909
Lufthansa Novosibirs Frankfurt I	0410	0530	2	4	340.0	201909
Lufthansa Novosibirs Frankfurt I	1140	1300	7	1	85.0	201903
Lufthansa Novosibirs Frankfurt I	1220	1240	7	3	255.0	201902
Lufthansa Novosibirs Frankfurt I	1915	2035	4 6	8	680.0	201907
Lufthansa Sao Paulo Frankfurt I	1955	1310	7	4	415.6	201907
Lufthansa Seoul Inch Frankfurt I	0205	0620	23 5 7	14	1,454.6	201905
Lufthansa Seoul Inch Frankfurt I	0205	0620	23 5 7	14	1,454.6	201908
Lufthansa Seoul Inch Frankfurt I	0215	0605	1 4 6	13	1,350.7	201903
Lufthansa Shanghai P Frankfurt I	0325	0855	2 4	8	831.2	201909
Lufthansa Shanghai P Frankfurt I	0820	1350	2 7	7	727.3	201910
Lufthansa Shanghai P Frankfurt I	0820	1350	1 3456	21	2,181.9	201906
Lufthansa Tel Aviv-ya Frankfurt I	1445	1815	6	1	85.0	201902
Qatar Airw Doha Frankfurt I	1225	1745	2	5	519.5	201912
Qatar Airw Doha Frankfurt I	1255	1820	3	5	325.0	201910

Qatar Airw Doha	Frankfurt I 1355	1915	7	5	519.5	201912
Qatar Airw Doha	Frankfurt I 1355	1915	7	4	415.6	202002
Qatar Airw Frankfurt I Doha	1735	0025	4	5	519.5	202001
Qatar Airw Frankfurt I Doha	1945	0235	2	4	415.6	202002
Qatar Airw Frankfurt I Doha	2020	0320	3	4	260.0	201909
Qatar Airw Frankfurt I Doha	2030	0320	5	4	415.6	201907
Qatar Airw Frankfurt I Doha	2030	0320	5	4	415.6	201910
Saudi Arab Frankfurt I Jeddah	0705	1420	4	4	400.0	201906
Saudi Arab Frankfurt I Jeddah	0705	1420	4	4	400.0	201909
Saudi Arab Frankfurt I Riyadh Kin	1935	0310	4	4	400.0	201902
Saudi Arab Frankfurt I Riyadh Kin	1935	0310	4	4	400.0	201912
Saudi Arab Frankfurt I Riyadh Kin	1935	0310	4	4	400.0	202002
Saudi Arab Frankfurt I Riyadh Kin	1940	0315	1	4	400.0	201911
Turkish Air Frankfurt I Istanbul At	0815	1215	4	4	260.0	201910
Turkish Air Frankfurt I Istanbul At	2000	0005	7	4	160.4	201902
Turkish Air Frankfurt I Istanbul At	2000	0005	7	4	160.4	201905
Turkish Air Frankfurt I Istanbul At	2000	0005	6	5	325.0	201908
Turkish Air Lagos	Frankfurt I 0240	1120	5	5	325.0	201903
Lufthansa I Frankfurt I Istanbul At	2130	0230	6	1	85.0	201902
Lufthansa I Frankfurt I Johannesb	0545	1630	7	1	85.0	201903
Lufthansa I Frankfurt I Johannesb	0545	1630	7	5	425.0	201906
Lufthansa I Frankfurt I Los Angele	1210	1515	3	1	85.0	201903
Lufthansa I Frankfurt I Mexico Cit	1425	2020	6	4	415.6	201905
Lufthansa I Frankfurt I Mexico Cit	1700	2255	3	3	311.7	201906
Lufthansa I Frankfurt I Mexico Cit	1750	2345	6	1	103.9	201910
Lufthansa I Frankfurt I Mexico Cit	1805	2359	5	4	415.6	201910
Lufthansa I Frankfurt I Mumbai	1745	0520	34	8	680.0	201904
Lufthansa I Frankfurt I Sao Paulo	'0445	1155	5	3	311.7	201906
Lufthansa I Frankfurt I Sao Paulo	'0845	1555	3	4	415.6	201905
Lufthansa I Frankfurt I Seattle-Tac	0845	1010	5	3	255.0	201907
Lufthansa I Frankfurt I Shanghai P	0820	0105	1 3	10	1,039.0	201907
Lufthansa I Frankfurt I Shanghai P	1305	0550	2345 7	21	2,181.9	201906
Lufthansa I Frankfurt I Tel Aviv-ya	1000	1455	5	1	85.0	201906
Lufthansa I Frankfurt I Tokyo Nari	2115	1655	4 6	8	831.2	201902
Lufthansa I Frankfurt I Toronto Le	1110	1335	2	4	340.0	201908
Lufthansa I Guadalajara Frankfurt I	0410	2230	45	8	831.2	201909
Lufthansa I Hyderabad Frankfurt I	1120	1710	4	4	340.0	201910
Lufthansa I Istanbul At Frankfurt I	0445	0540	7	1	85.0	201902
Lufthansa I Los Angele Frankfurt I	0050	2050	1	1	85.0	201903
Lufthansa I Los Angele Frankfurt I	2025	1620	6	3	255.0	201902
Lufthansa I New York J Frankfurt I	0055	1420	45	2	170.0	201903
Lufthansa I New York J Frankfurt I	0130	1500	7	1	85.0	201903
Lufthansa I New York J Frankfurt I	0900	2225	2	4	340.0	201902
Lufthansa I Novosibirs Frankfurt I	0410	0530	7	4	340.0	201905
Lufthansa I Novosibirs Frankfurt I	0410	0530	6	4	340.0	201904
Lufthansa I Novosibirs Frankfurt I	0410	0530	4	4	340.0	201907
Lufthansa I Novosibirs Frankfurt I	0410	0530	3	4	340.0	201906

Lufthansa 'Novosibirs Frankfurt I 0410	0530	3	4	340.0	201909
Lufthansa 'Novosibirs Frankfurt I 0410	0530	2	4	340.0	201908
Lufthansa 'Sao Paulo ' Frankfurt I 1955	1310	7	4	415.6	201909
Lufthansa 'Seoul Inch Frankfurt I 0205	0520	7	1	103.9	201910
Lufthansa 'Seoul Inch Frankfurt I 0205	0620	23 5 7	15	1,558.5	201910
Lufthansa 'Seoul Inch Frankfurt I 0205	0620	1 4 6	13	1,350.7	201906
Lufthansa 'Shanghai P Frankfurt I 0325	0855	2 4	9	935.1	201904
Lufthansa 'Shanghai P Frankfurt I 0325	0855	2 4	9	935.1	201907
Lufthansa 'Shanghai P Frankfurt I 0820	1350	1 3456	21	2,181.9	201904
Qatar Airw Doha Frankfurt I 0720	1240	1	5	519.5	201904
Qatar Airw Doha Frankfurt I 0720	1240	1	5	519.5	201907
Qatar Airw Doha Frankfurt I 0935	1455	4	4	415.6	201909
Qatar Airw Doha Frankfurt I 0935	1455	4	4	415.6	201912
Qatar Airw Doha Frankfurt I 1310	1830	6	5	519.5	201908
Qatar Airw Doha Frankfurt I 1310	1830	6	4	415.6	202001
Qatar Airw Doha Frankfurt I 1310	1830	5	5	519.5	201908
Qatar Airw Doha Frankfurt I 1355	1915	7	4	415.6	201904
Qatar Airw Frankfurt I Doha 2020	0320	3	4	260.0	201911
Qatar Airw Frankfurt I Doha 2030	0320	6	4	415.6	201902
Qatar Airw Frankfurt I Doha 2030	0320	6	4	415.6	201905
Qatar Airw Frankfurt I Doha 2030	0320	6	5	519.5	202002
Qatar Airw Frankfurt I Doha 2030	0320	5	4	415.6	202002
Qatar Airw Frankfurt I Doha 2115	0405	7	4	415.6	201902
Qatar Airw Frankfurt I Doha 2115	0405	7	4	415.6	201905
Saudi Arab Dammam Frankfurt I 0135	0610	6	5	500.0	201908
Saudi Arab Dammam Frankfurt I 0135	0610	6	5	500.0	201911
Lufthansa 'Frankfurt I Mexico Cit 1745	2330	1	4	415.6	201904
Lufthansa 'Frankfurt I Mumbai 1550	0420	34	8	680.0	201902
Lufthansa 'Frankfurt I Mumbai 1745	0520	34	10	850.0	201905
Lufthansa 'Frankfurt I Mumbai 2040	0915	2	2	170.0	201902
Lufthansa 'Frankfurt I New York J 2005	2240	4	5	425.0	201905
Lufthansa 'Frankfurt I New York J 2120	2355	3	4	340.0	201908
Lufthansa 'Frankfurt I Novosibirs 1405	0120	3 5	10	850.0	201905
Lufthansa 'Frankfurt I Novosibirs 1405	0120	3 5	9	765.0	201908
Lufthansa 'Frankfurt I Sao Paulo ' 0445	1155	6	4	415.6	201909
Lufthansa 'Frankfurt I Seattle-Tac 0825	1100	5	3	255.0	201903
Lufthansa 'Frankfurt I Seattle-Tac 1335	1500	7	5	425.0	201909
Lufthansa 'Frankfurt I Seattle-Tac 1525	1800	7	3	255.0	201903
Lufthansa 'Frankfurt I Shanghai P 0915	0200	4 6	9	935.1	201905
Lufthansa 'Frankfurt I Shanghai P 1335	0720	2345 7	20	2,078.0	201902
Lufthansa 'Frankfurt I Tel Aviv-ya 1610	2105	4 6	2	170.0	201910
Lufthansa 'Guadalajar Frankfurt I 0200	2020	7	4	415.6	201907
Lufthansa 'Houston G Frankfurt I 1955	1245	2	5	425.0	201904
Lufthansa 'Istanbul At Frankfurt I 0330	0530	3 5 7	13	1,105.0	201909
Lufthansa 'Los Angele Frankfurt I 1800	1350	3	4	340.0	201904
Lufthansa 'Los Angele Frankfurt I 1800	1350	3	4	340.0	201910
Lufthansa 'Los Angele Frankfurt I 2025	1615	6	1	85.0	201902

Lufthansa ' Nairobi Jor Frankfurt I 0130	0830	1 3 5 7	17	1,445.0	201904
Lufthansa ' New York J Frankfurt I 0055	1420	45	1	85.0	201902
Lufthansa ' New York J Frankfurt I 0110	1440	5	4	340.0	201910
Lufthansa ' New York J Frankfurt I 0120	1445	3	1	85.0	201902
Lufthansa ' New York J Frankfurt I 0130	1455	6	4	340.0	201905
Lufthansa ' New York J Frankfurt I 0900	2225	2	1	85.0	201903
Lufthansa ' Novosibirs Frankfurt I 0410	0530	3	5	425.0	201905
Lufthansa ' Novosibirs Frankfurt I 0410	0530	2	4	340.0	201905
Lufthansa ' Novosibirs Frankfurt I 0450	0510	5	1	85.0	201902
Lufthansa ' Novosibirs Frankfurt I 1915	2035	4 6	8	680.0	201910
Lufthansa ' Novosibirs Frankfurt I 2010	2130	7	4	340.0	201907
Lufthansa ' Sao Paulo ' Frankfurt I 0005	1720	3	2	207.8	201905
Lufthansa ' Seoul Inch Frankfurt I 0155	0545	2	4	415.6	201902
Lufthansa ' Shanghai P Frankfurt I 0325	0855	2 4	9	935.1	201905
Lufthansa ' Shanghai P Frankfurt I 0325	0855	2 4	9	935.1	201908
Lufthansa ' Shanghai P Frankfurt I 0430	1000	5 7	8	831.2	201904
Lufthansa ' Shanghai P Frankfurt I 0530	1130	7	1	103.9	201903
Qatar Airw Doha Frankfurt I 1255	1820	3	4	260.0	201903
Qatar Airw Doha Frankfurt I 1255	1820	3	4	260.0	202002
Qatar Airw Doha Frankfurt I 1310	1830	6	4	415.6	201912
Qatar Airw Doha Frankfurt I 1310	1830	5	5	519.5	201903
Qatar Airw Frankfurt I Doha 1945	0235	2	4	415.6	201905
Qatar Airw Frankfurt I Doha 2020	0320	3	5	325.0	202001
Qatar Airw Frankfurt I Doha 2030	0320	5	4	415.6	201906
Qatar Airw Frankfurt I Doha 2115	0405	7	5	519.5	201909
Saudi Arab Dammam Frankfurt I 0135	0610	6	5	500.0	202002
Saudi Arab Dammam Frankfurt I 1450	1925	3	4	400.0	201911
Saudi Arab Frankfurt I Jeddah 0705	1420	4	4	400.0	201904
Saudi Arab Frankfurt I Jeddah 2020	0250	3	4	440.0	201908
Saudi Arab Frankfurt I Riyadh Kin 1940	0315	1	5	500.0	201912
Saudi Arab Frankfurt I Riyadh Kin 2040	0315	5	5	550.0	201911
Saudi Arab Riyadh Kin Frankfurt I 0910	1420	5	5	550.0	201905
Saudi Arab Riyadh Kin Frankfurt I 1045	1455	1	5	500.0	201907
Lufthansa ' Frankfurt I Chicago O' 1335	1605	4	4	340.0	201907
Lufthansa ' Frankfurt I Chicago O' 1555	1840	6	1	103.9	201903
Lufthansa ' Frankfurt I Chicago O' 2020	2305	3	1	85.0	201902
Lufthansa ' Frankfurt I Dakar Blais 0815	1320	7	4	340.0	201903
Lufthansa ' Frankfurt I Dammam 1400	2125	1	4	340.0	201903
Lufthansa ' Frankfurt I Istanbul At 2115	0115	2	2	170.0	201910
Lufthansa ' Frankfurt I Johannesb 0545	1630	7	5	425.0	201909
Lufthansa ' Frankfurt I Los Angele 1230	1530	3	4	340.0	201910
Lufthansa ' Frankfurt I Mumbai 1730	0505	7	1	85.0	201903
Lufthansa ' Frankfurt I Mumbai 1745	0520	34	9	765.0	201907
Lufthansa ' Frankfurt I Mumbai 2035	0810	2	4	340.0	201910
Lufthansa ' Frankfurt I New York J 2005	2240	4	4	340.0	201909
Lufthansa ' Frankfurt I Novosibirs 0450	1605	3 5 7	12	1,020.0	201904
Lufthansa ' Frankfurt I Novosibirs 1405	0120	3 5	8	680.0	201909

Lufthansa ' Frankfurt I Riyadh Kin	0840	1610	7	3	255.0	201902
Lufthansa ' Frankfurt I Riyadh Kin	1345	2025	7	4	340.0	201904
Lufthansa ' Frankfurt I Sao Paulo ' 0445	1155	1155	5	4	415.6	201910
Lufthansa ' Frankfurt I Sao Paulo ' 0735	1600	1600	5	1	103.9	201902
Lufthansa ' Frankfurt I Sao Paulo ' 2040	0350	0350	7	4	415.6	201906
Lufthansa ' Frankfurt I Seattle-Tac	1335	1500	7	1	85.0	201903
Lufthansa ' Frankfurt I Shanghai P 0820	0105	0105	1 3	9	935.1	201904
Lufthansa ' Frankfurt I Shanghai P 0915	0200	0200	4 6	8	831.2	201907
Lufthansa ' Frankfurt I Shanghai P 0915	0200	0200	4 6	8	831.2	201910
Lufthansa ' Frankfurt I Shanghai P 0915	0300	0300	4 6	7	727.3	201902
Lufthansa ' Frankfurt I Tel Aviv-ya	1610	2100	2 4 6	8	680.0	201902
Lufthansa ' Frankfurt I Tel Aviv-ya	1610	2105	2 4 6	13	1,105.0	201904
Lufthansa ' Frankfurt I Tokyo Nari	2230	1700	2 4	9	935.1	201905
Lufthansa ' Frankfurt I Tokyo Nari	2230	1700	1 3 5 7	17	1,766.3	201906
Lufthansa ' Houston G Frankfurt I	2345	1625	2	1	85.0	201903
Lufthansa ' Hyderabad Frankfurt I	1120	1710	4	4	340.0	201904
Lufthansa ' Istanbul At Frankfurt I	0330	0530	3 5 7	8	680.0	201910
Lufthansa ' Los Angele Frankfurt I	1800	1350	3	4	340.0	201906
Lufthansa ' Los Angele Frankfurt I	2210	1800	7	1	85.0	201903
Lufthansa ' Mumbai Frankfurt I	0655	1125	45	8	680.0	201902
Lufthansa ' Novosibirs Frankfurt I	0410	0530	4	4	340.0	201904
Lufthansa ' Novosibirs Frankfurt I	1220	1240	4	4	340.0	201903
Lufthansa ' Novosibirs Frankfurt I	2010	2130	7	3	255.0	201910
Lufthansa ' Seoul Inch Frankfurt I	0205	0620	4 6	2	207.8	201908
Lufthansa ' Seoul Inch Frankfurt I	0215	0605	1 4 6	12	1,246.8	201902
Qatar Airw Doha Frankfurt I	0720	1240	1	4	415.6	201910
Qatar Airw Doha Frankfurt I	0935	1455	4	4	415.6	201906
Qatar Airw Doha Frankfurt I	1225	1745	2	5	519.5	201907
Qatar Airw Doha Frankfurt I	1255	1820	3	4	260.0	201902
Qatar Airw Doha Frankfurt I	1255	1820	3	4	260.0	201908
Qatar Airw Doha Frankfurt I	1310	1830	6	4	415.6	201902
Qatar Airw Doha Frankfurt I	1310	1830	6	5	519.5	201911
Qatar Airw Doha Frankfurt I	1310	1830	5	5	519.5	201905
Qatar Airw Frankfurt I Doha	2030	0320	5	5	519.5	201905
Qatar Airw Frankfurt I Doha	2115	0405	7	4	415.6	202002
Saudi Arab Dammam Frankfurt I	1450	1925	3	4	400.0	201902
Saudi Arab Frankfurt I Jeddah	2020	0250	3	5	550.0	201910
Saudi Arab Frankfurt I Riyadh Kin	1940	0315	1	4	400.0	201906
Saudi Arab Frankfurt I Riyadh Kin	1940	0315	1	4	400.0	201910
Saudi Arab Frankfurt I Riyadh Kin	2040	0315	5	4	440.0	201909
Saudi Arab Riyadh Kin Frankfurt I	1045	1455	1	4	400.0	201911
Lufthansa ' Frankfurt I Chennai	1715	0600	3	5	425.0	201907
Lufthansa ' Frankfurt I Chicago O'	1350	1605	6	2	170.0	201903
Lufthansa ' Frankfurt I Chicago O'	1350	1705	6	2	170.0	201903
Lufthansa ' Frankfurt I Chicago O'	2045	2315	123	13	1,105.0	201909
Lufthansa ' Frankfurt I Curitiba Af	1145	1910	2	4	415.6	201908
Lufthansa ' Frankfurt I Dakar Blais	2040	0050	7	1	85.0	201903

Lufthansa ' Frankfurt I Johannesb 0445	1630	4	4	340.0	201902
Lufthansa ' Frankfurt I Johannesb 0455	1630	6	5	425.0	201903
Lufthansa ' Frankfurt I Johannesb 0455	1640	1 7	8	680.0	201903
Lufthansa ' Frankfurt I Johannesb 0540	1625	6	4	340.0	201905
Lufthansa ' Frankfurt I Johannesb 0555	1640	2 4	9	765.0	201904
Lufthansa ' Frankfurt I Kuwait 1620	2255	4	5	425.0	201908
Lufthansa ' Frankfurt I Los Angele 1520	1820	6	4	340.0	201907
Lufthansa ' Frankfurt I Mexico Cit 1425	2020	6	4	415.6	201907
Lufthansa ' Frankfurt I Mexico Cit 1805	2300	5	1	103.9	201904
Lufthansa ' Frankfurt I Mumbai 1730	0505	7	4	340.0	201905
Lufthansa ' Frankfurt I Mumbai 1935	0805	5	1	85.0	201902
Lufthansa ' Frankfurt I Mumbai 2025	0855	5	1	85.0	201902
Lufthansa ' Frankfurt I Mumbai 2035	0810	2	4	340.0	201905
Lufthansa ' Frankfurt I New York J 2005	2240	4	4	340.0	201907
Lufthansa ' Frankfurt I New York J 2120	2355	3	4	340.0	201904
Lufthansa ' Frankfurt I New York J 2120	2355	3	4	340.0	201910
Lufthansa ' Frankfurt I Novosibirs 1405	0120	3 5	8	680.0	201904
Lufthansa ' Frankfurt I Riyadh Kin 1345	2025	7	5	425.0	201906
Lufthansa ' Frankfurt I Riyadh Kin 1345	2025	7	5	425.0	201909
Lufthansa ' Frankfurt I Seattle-Tac 0825	1000	5	4	340.0	201902
Lufthansa ' Frankfurt I Seattle-Tac 1525	1700	7	1	85.0	201903
Lufthansa ' Frankfurt I Tokyo Nari 2230	1655	6	4	415.6	201910
Lufthansa ' Guadalajara Frankfurt I 0310	2230	45	2	207.8	201904
Lufthansa ' Guadalajara Frankfurt I 0410	2230	4	1	103.9	201910
Lufthansa ' Houston G Frankfurt I 1955	1245	2	5	425.0	201907
Lufthansa ' Hyderabad Frankfurt I 1055	1645	2 6	8	680.0	201910
Lufthansa ' Hyderabad Frankfurt I 1135	1640	2	4	340.0	201902
Lufthansa ' Istanbul At Frankfurt I 0330	0530	7	1	85.0	201905
Lufthansa ' Istanbul At Frankfurt I 0445	0540	3 5 7	13	1,105.0	201903
Lufthansa ' Istanbul At Frankfurt I 0445	0640	7	1	85.0	201903
Lufthansa ' Los Angele Frankfurt I 1730	1320	5	2	170.0	201903
Lufthansa ' Mumbai Frankfurt I 0755	1255	45	10	850.0	201905
Lufthansa ' Nairobi Jor Frankfurt I 0130	0830	1 3 7	10	850.0	201910
Lufthansa ' New York J Frankfurt I 0110	1440	5	4	340.0	201906
Lufthansa ' New York J Frankfurt I 0130	1455	6	4	340.0	201904
Lufthansa ' New York J Frankfurt I 0130	1500	7	4	340.0	201905
Lufthansa ' Novosibirs Frankfurt I 0410	0530	4	4	340.0	201909
Lufthansa ' Novosibirs Frankfurt I 1115	1235	1 4 6	13	1,105.0	201906
Lufthansa ' Novosibirs Frankfurt I 1115	1235	1 4 6	7	595.0	201909
Lufthansa ' Novosibirs Frankfurt I 1230	1250	3	3	255.0	201902
Lufthansa ' Novosibirs Frankfurt I 2010	2130	7	4	340.0	201908
Lufthansa ' Sao Paulo ' Frankfurt I 1955	1310	7	3	311.7	201910
Lufthansa ' Seoul Inch Frankfurt I 0205	0620	1 4 6	13	1,350.7	201904
Lufthansa ' Tel Aviv-ya Frankfurt I 1725	2050	5	1	85.0	201906
Qatar Airw Doha Frankfurt I 0935	1455	4	4	415.6	201904
Qatar Airw Doha Frankfurt I 0935	1455	4	4	415.6	201907
Qatar Airw Doha Frankfurt I 1310	1830	6	5	519.5	201903

Lufthansa ' Frankfurt I Dakar Blais 0445	0855	5	1	85.0	201905
Lufthansa ' Frankfurt I Dakar Blais 0815	1320	7	4	340.0	201902
Lufthansa ' Frankfurt I Dakar Blais 1955	0100	3	4	340.0	201903
Lufthansa ' Frankfurt I Johannesb 0445	1630	4	4	340.0	201903
Lufthansa ' Frankfurt I Johannesb 0545	1630	7	3	255.0	201910
Lufthansa ' Frankfurt I Kuwait 1620	2255	4	5	425.0	201905
Lufthansa ' Frankfurt I Kuwait 1620	2340	4	1	85.0	201902
Lufthansa ' Frankfurt I Los Angele 1230	1530	3	4	340.0	201909
Lufthansa ' Frankfurt I Mexico Cit 1425	2020	6	4	415.6	201906
Lufthansa ' Frankfurt I Mexico Cit 1700	2255	3	5	519.5	201907
Lufthansa ' Frankfurt I Mexico Cit 1700	2255	3	4	415.6	201910
Lufthansa ' Frankfurt I Mumbai 1730	0505	7	5	425.0	201909
Lufthansa ' Frankfurt I Mumbai 2035	0810	2	3	255.0	201906
Lufthansa ' Frankfurt I New York J 1950	2225	34	2	170.0	201903
Lufthansa ' Frankfurt I New York J 2020	2300	56	10	850.0	201908
Lufthansa ' Frankfurt I Novosibirs 0450	1605	5 7	4	340.0	201909
Lufthansa ' Frankfurt I Novosibirs 0450	1605	3 5 7	11	935.0	201910
Lufthansa ' Frankfurt I Sao Paulo ' 0735	1600	5	5	519.5	201903
Lufthansa ' Frankfurt I Shanghai P 1305	0550	2345 7	21	2,181.9	201909
Lufthansa ' Frankfurt I Tokyo Nari 2115	1655	7	4	415.6	201903
Lufthansa ' Frankfurt I Tokyo Nari 2230	1655	6	4	415.6	201909
Lufthansa ' Istanbul At Frankfurt I 0330	0530	3 5 7	11	935.0	201906
Lufthansa ' Los Angele Frankfurt I 1730	1320	5	4	340.0	201909
Lufthansa ' Mumbai Frankfurt I 0755	1255	45	8	680.0	201904
Lufthansa ' Nairobi Jor Frankfurt I 0130	0830	1 3 7	12	1,020.0	201908
Lufthansa ' New York J Frankfurt I 0055	1420	4	3	255.0	201902
Lufthansa ' New York J Frankfurt I 0130	1455	6	5	425.0	201908
Lufthansa ' New York J Frankfurt I 0130	1500	7	5	425.0	201909
Lufthansa ' New York J Frankfurt I 0130	1500	3	5	425.0	201905
Lufthansa ' New York J Frankfurt I 0305	1635	4	5	425.0	201908
Lufthansa ' Novosibirs Frankfurt I 0410	0530	6	4	340.0	201910
Lufthansa ' Novosibirs Frankfurt I 0410	0530	4	4	340.0	201910
Lufthansa ' Novosibirs Frankfurt I 1115	1235	1 4 6	12	1,020.0	201905
Lufthansa ' Novosibirs Frankfurt I 1210	1230	1	3	255.0	201902
Lufthansa ' Sao Paulo ' Frankfurt I 0035	1750	3	2	207.8	201908
Lufthansa ' Sao Paulo ' Frankfurt I 1955	1310	7	4	415.6	201908
Lufthansa ' Seoul Inch Frankfurt I 0205	0620	1 4 6	13	1,350.7	201905
Lufthansa ' Seoul Inch Frankfurt I 0205	0620	1 4 6	12	1,246.8	201908
Lufthansa ' Shanghai P Frankfurt I 0430	1000	5 7	7	727.3	201910
Lufthansa ' Shanghai P Frankfurt I 0820	1350	2 7	1	103.9	201903
Lufthansa ' Shanghai P Frankfurt I 0820	1350	1 3456	16	1,662.4	201910
Qatar Airw Doha Frankfurt I 0720	1240	1	4	415.6	201911
Qatar Airw Doha Frankfurt I 0935	1455	4	5	519.5	202001
Qatar Airw Doha Frankfurt I 1225	1745	2	4	415.6	201906
Qatar Airw Doha Frankfurt I 1310	1830	6	5	519.5	202002
Qatar Airw Doha Frankfurt I 1310	1830	5	4	415.6	201906
Qatar Airw Frankfurt I Doha 1735	0025	4	4	415.6	201912

Qatar Airw Frankfurt I Doha	2030	0320	6	5	519.5	201903
Qatar Airw Frankfurt I Doha	2030	0320	6	4	415.6	201909
Qatar Airw Frankfurt I Doha	2030	0320	5	5	519.5	201903
Saudi Arab Dammam Frankfurt I	0135	0610	6	4	400.0	201912
Saudi Arab Dammam Frankfurt I	1450	1925	3	4	400.0	201904
Saudi Arab Frankfurt I Jeddah	0705	1420	4	5	500.0	201910
Saudi Arab Frankfurt I Jeddah	0820	1535	6	4	400.0	202001
Saudi Arab Frankfurt I Jeddah	2020	0250	3	4	440.0	201911
Lufthansa I Frankfurt I Cairo Inter	2110	0055	7	5	425.0	201906
Lufthansa I Frankfurt I Chicago O'	2045	2315	123	13	1,105.0	201905
Lufthansa I Frankfurt I Chicago O'	2125	2355	6	1	85.0	201906
Lufthansa I Frankfurt I Curitiba Af	1145	1910	2	4	415.6	201909
Lufthansa I Frankfurt I Dammam	1425	2110	1	4	340.0	201905
Lufthansa I Frankfurt I Kuwait	1620	2255	4	4	340.0	201910
Lufthansa I Frankfurt I Mexico Cit	1645	2240	4	1	103.9	201910
Lufthansa I Frankfurt I Mumbai	1745	0520	34	8	680.0	201910
Lufthansa I Frankfurt I Mumbai	1750	0525	1 5	9	765.0	201904
Lufthansa I Frankfurt I New York J	2120	2355	3	4	340.0	201909
Lufthansa I Frankfurt I Sao Paulo '	0445	1155	6	4	415.6	201907
Lufthansa I Frankfurt I Sao Paulo '	0845	1555	3	4	415.6	201909
Lufthansa I Frankfurt I Sao Paulo '	2040	0350	7	4	415.6	201907
Lufthansa I Frankfurt I Seattle-Tac	0845	1010	5	4	340.0	201909
Lufthansa I Frankfurt I Seattle-Tac	1335	1500	7	4	340.0	201904
Lufthansa I Frankfurt I Seattle-Tac	1335	1500	7	4	340.0	201907
Lufthansa I Frankfurt I Shanghai P	1305	0550	2345 7	21	2,181.9	201904
Lufthansa I Frankfurt I Tokyo Nari	2110	1655	2	4	415.6	201902
Lufthansa I Frankfurt I Tokyo Nari	2230	1700	2 4	8	831.2	201909
Lufthansa I Guadalajara Frankfurt I	0200	2020	7	5	519.5	201909
Lufthansa I Guadalajara Frankfurt I	0205	2025	4	1	103.9	201905
Lufthansa I Houston G Frankfurt I	1955	1245	2	4	340.0	201909
Lufthansa I Houston G Frankfurt I	2340	1620	5	2	170.0	201903
Lufthansa I Hyderabad Frankfurt I	1055	1645	2 6	9	765.0	201906
Lufthansa I Los Angele Frankfurt I	1730	1320	5	4	340.0	201904
Lufthansa I Natal Frankfurt I	1600	0515	7	4	415.6	201902
Lufthansa I New York J Frankfurt I	0110	1440	5	5	425.0	201908
Lufthansa I New York J Frankfurt I	0130	1500	7	4	340.0	201904
Lufthansa I New York J Frankfurt I	0155	1420	45	6	510.0	201903
Lufthansa I New York J Frankfurt I	0305	1635	4	4	340.0	201909
Lufthansa I Novosibirs Frankfurt I	0410	0530	4	5	425.0	201905
Lufthansa I Novosibirs Frankfurt I	0410	0530	2	5	425.0	201904
Lufthansa I Novosibirs Frankfurt I	0410	0530	2	4	340.0	201910
Lufthansa I Novosibirs Frankfurt I	1115	1235	4 6	3	255.0	201908
Lufthansa I Novosibirs Frankfurt I	1915	2035	4 6	10	850.0	201908
Lufthansa I Novosibirs Frankfurt I	2110	2130	7	3	255.0	201902
Lufthansa I Sao Paulo ' Frankfurt I	0005	1720	3	1	103.9	201907
Lufthansa I Seoul Inchi Frankfurt I	0205	0620	23 5 7	17	1,766.3	201906
Lufthansa I Seoul Inchi Frankfurt I	0215	0705	7	1	103.9	201903

Lufthansa 'Shanghai P Frankfurt I 0430	0900	7	1	103.9	201910
Qatar Airw Doha Frankfurt I 1225	1745	2	4	415.6	201908
Qatar Airw Doha Frankfurt I 1225	1745	2	4	415.6	201911
Qatar Airw Doha Frankfurt I 1255	1820	3	4	260.0	201911
Qatar Airw Doha Frankfurt I 1310	1830	5	4	415.6	201904
Qatar Airw Doha Frankfurt I 1355	1915	7	4	415.6	202001
Qatar Airw Frankfurt I Doha 1440	2130	1	5	519.5	201912
Qatar Airw Frankfurt I Doha 1735	0025	4	4	415.6	201904
Qatar Airw Frankfurt I Doha 2020	0320	3	5	325.0	201910
Qatar Airw Frankfurt I Doha 2030	0320	5	5	519.5	201908
Qatar Airw Frankfurt I Doha 2030	0320	5	5	519.5	201911
Qatar Airw Frankfurt I Doha 2030	0320	5	5	519.5	202001
Saudi Arab Dammam Frankfurt I 0135	0610	6	4	400.0	201910
Saudi Arab Dammam Frankfurt I 1450	1925	3	4	400.0	201912
Saudi Arab Frankfurt I Riyadh Kin, 1935	0310	4	4	400.0	201909
Saudi Arab Riyadh Kin, Frankfurt I 1045	1455	1	4	400.0	201902
Lufthansa 'Frankfurt I Chicago O' 2020	2305	34	2	207.8	201903
Lufthansa 'Frankfurt I Chicago O' 2045	2315	123	12	1,020.0	201908
Lufthansa 'Frankfurt I Curitiba Af 0650	1430	7	3	311.7	201910
Lufthansa 'Frankfurt I Curitiba Af 1145	1910	2	5	519.5	201907
Lufthansa 'Frankfurt I Curitiba Af 1145	1910	2	3	311.7	201910
Lufthansa 'Frankfurt I Dallas Dall, 1155	1700	3	3	255.0	201903
Lufthansa 'Frankfurt I Johannesb 0540	1625	6	4	340.0	201907
Lufthansa 'Frankfurt I Los Angele 1200	1605	3	3	255.0	201903
Lufthansa 'Frankfurt I Los Angele 1450	1755	6	4	340.0	201902
Lufthansa 'Frankfurt I Los Angele 1450	1855	6	3	255.0	201903
Lufthansa 'Frankfurt I Mumbai 1730	0505	7	5	425.0	201906
Lufthansa 'Frankfurt I Mumbai 1935	0805	5	5	425.0	201903
Lufthansa 'Frankfurt I Mumbai 2035	0810	2	5	425.0	201907
Lufthansa 'Frankfurt I New York J 2020	2300	56	8	680.0	201904
Lufthansa 'Frankfurt I Sao Paulo ' 2210	0625	6	4	415.6	201903
Lufthansa 'Frankfurt I Seattle-Tac 0845	1010	5	4	340.0	201904
Lufthansa 'Frankfurt I Shanghai P 0720	0105	1	1	103.9	201902
Lufthansa 'Frankfurt I Toronto Le 1110	1335	2	4	340.0	201905
Lufthansa 'Frankfurt I Toronto Le 1440	1720	1	4	340.0	201902
Lufthansa 'Guadalajar Frankfurt I 0410	2230	45	6	623.4	201906
Lufthansa 'Houston G Frankfurt I 1955	1245	2	4	340.0	201908
Lufthansa 'Hyderabad Frankfurt I 1055	1645	2 6	8	680.0	201905
Lufthansa 'Istanbul At Frankfurt I 0445	0540	3	1	103.9	201902
Lufthansa 'Istanbul At Frankfurt I 0445	0540	3 5 7	8	680.0	201902
Lufthansa 'New York J Frankfurt I 0110	1440	5	4	340.0	201907
Lufthansa 'New York J Frankfurt I 0130	1455	6	5	425.0	201906
Lufthansa 'New York J Frankfurt I 0130	1500	7	5	425.0	201906
Lufthansa 'New York J Frankfurt I 0130	1500	3	4	340.0	201908
Lufthansa 'New York J Frankfurt I 0305	1635	4	4	340.0	201904
Lufthansa 'New York J Frankfurt I 0305	1635	4	4	340.0	201910
Lufthansa 'Novosibirs Frankfurt I 0410	0530	7	4	340.0	201908

Lufthansa 'Novosibirs Frankfurt I 1220	1240	7	4	340.0	201903
Lufthansa 'Novosibirs Frankfurt I 1230	1250	3	4	340.0	201903
Lufthansa 'Sao Paulo ' Frankfurt I 0005	1720	3	2	207.8	201909
Lufthansa 'Seoul Inch Frankfurt I 0205	0620	23 5 7	18	1,870.2	201907
Lufthansa 'Shanghai P Frankfurt I 0935	1435	1 3456	20	2,078.0	201902
Qatar Airw Doha Frankfurt I 0935	1455	4	4	415.6	202002
Qatar Airw Frankfurt I Doha 1735	0025	4	4	415.6	201906
Qatar Airw Frankfurt I Doha 1945	0235	2	4	415.6	201911
Qatar Airw Frankfurt I Doha 2030	0320	5	4	415.6	201902
Qatar Airw Frankfurt I Doha 2030	0320	5	4	415.6	201912
Saudi Arab Dammam Frankfurt I 0135	0610	6	4	400.0	201905
Saudi Arab Dammam Frankfurt I 0135	0610	6	4	400.0	202001
Saudi Arab Frankfurt I Jeddah 0705	1420	4	5	500.0	202001
Saudi Arab Frankfurt I Jeddah 0820	1535	6	5	500.0	201908
Saudi Arab Frankfurt I Riyadh Kin, 1935	0310	4	4	400.0	201904
Saudi Arab Frankfurt I Riyadh Kin, 1940	0315	1	4	400.0	201903
Saudi Arab Frankfurt I Riyadh Kin, 2040	0315	5	4	440.0	201906
Saudi Arab Frankfurt I Riyadh Kin, 2040	0315	5	4	440.0	201912
Saudi Arab Riyadh Kin, Frankfurt I 0910	1420	5	4	440.0	201909
Saudi Arab Riyadh Kin, Frankfurt I 1045	1455	1	4	400.0	201908
Turkish Air Frankfurt I Istanbul At 0815	1215	4	4	260.0	201909
Turkish Air Frankfurt I Istanbul At 2000	0005	6	5	325.0	201903
Turkish Air Frankfurt I Istanbul At 2000	0005	6	5	325.0	201906
Lufthansa 'Frankfurt I Chicago O' 1000	1245	7	1	85.0	201903
Lufthansa 'Frankfurt I Chicago O' 1135	1420	2	1	85.0	201903
Lufthansa 'Frankfurt I Chicago O' 1335	1605	4	4	340.0	201904
Lufthansa 'Frankfurt I Dakar Blais 0445	0855	3	1	85.0	201905
Lufthansa 'Frankfurt I Dakar Blais 2115	0220	1	4	340.0	201903
Lufthansa 'Frankfurt I Kuwait 1620	2255	4	4	340.0	201909
Lufthansa 'Frankfurt I Los Angele 1520	1820	6	4	340.0	201905
Lufthansa 'Frankfurt I Los Angele 1520	1820	6	5	425.0	201908
Lufthansa 'Frankfurt I Mexico Cit 1735	2330	4	4	415.6	201909
Lufthansa 'Frankfurt I Mexico Cit 1745	2330	1	4	415.6	201906
Lufthansa 'Frankfurt I Mumbai 1735	0605	1	4	340.0	201903
Lufthansa 'Frankfurt I Mumbai 2035	0810	2	5	425.0	201904
Lufthansa 'Frankfurt I New York J 2120	2355	3	5	425.0	201905
Lufthansa 'Frankfurt I Novosibirs 0445	1650	3 5 7	13	1,105.0	201903
Lufthansa 'Frankfurt I Sao Paulo ' 0845	1555	3	4	415.6	201908
Lufthansa 'Frankfurt I Shanghai P 0915	0200	4 6	8	831.2	201904
Lufthansa 'Frankfurt I Shanghai P 1305	0550	2345 7	1	103.9	201903
Lufthansa 'Frankfurt I Tel Aviv-ya 1610	2105	2 4 6	12	1,020.0	201907
Lufthansa 'Guadalajar Frankfurt I 0100	2020	7	1	103.9	201903
Lufthansa 'Guadalajar Frankfurt I 0200	2020	7	3	311.7	201910
Lufthansa 'Houston G Frankfurt I 1955	1245	2	4	340.0	201905
Lufthansa 'Istanbul At Frankfurt I 0330	0530	3	2	170.0	201910
Lufthansa 'Los Angele Frankfurt I 1730	1320	5	5	425.0	201908
Lufthansa 'Los Angele Frankfurt I 1800	1350	3	1	85.0	201903

Lufthansa ' Los Angele Frankfurt I 2025	1630	6	1	85.0	201903
Lufthansa ' Los Angele Frankfurt I 2050	1700	6	4	340.0	201905
Lufthansa ' Mumbai Frankfurt I 0735	1235	1	4	340.0	201905
Lufthansa ' Nairobi Jor Frankfurt I 0130	0830	1 3 7	6	510.0	201905
Lufthansa ' Nairobi Jor Frankfurt I 0130	0830	1 3 5 7	1	85.0	201903
Lufthansa ' Natal Frankfurt I 1600	0515	7	4	415.6	201903
Lufthansa ' New York J Frankfurt I 0110	1440	5	4	340.0	201904
Lufthansa ' Novosibirs Frankfurt I 0410	0430	7	1	85.0	201910
Lufthansa ' Novosibirs Frankfurt I 0510	0530	5 7	5	425.0	201902
Lufthansa ' Novosibirs Frankfurt I 1220	1250	4 6	2	170.0	201903
Lufthansa ' Novosibirs Frankfurt I 1915	2035	4 6	8	680.0	201909
Lufthansa ' Seoul Inch Frankfurt I 0205	0620	1 4 6	13	1,350.7	201909
Lufthansa ' Shanghai P Frankfurt I 0530	1030	5 7	7	727.3	201902
Lufthansa ' Shanghai P Frankfurt I 0820	1350	2 7	9	935.1	201909
Qatar Airw Doha Frankfurt I 1225	1745	2	5	519.5	201904
Qatar Airw Doha Frankfurt I 1310	1830	5	4	415.6	201902
Qatar Airw Frankfurt I Doha 1440	2130	1	4	415.6	201911
Qatar Airw Frankfurt I Doha 1945	0235	2	5	519.5	201904
Qatar Airw Frankfurt I Doha 2030	0320	6	4	415.6	201912
Saudi Arab Dammam Frankfurt I 1450	1925	3	4	400.0	201908
Saudi Arab Frankfurt I Jeddah 0705	1420	4	5	500.0	201908
Saudi Arab Frankfurt I Jeddah 0820	1535	6	4	400.0	201905
Saudi Arab Frankfurt I Jeddah 2020	0250	3	4	440.0	201904
Saudi Arab Frankfurt I Riyadh Kin 1935	0310	4	4	400.0	201907
Turkish Air Frankfurt I Istanbul At 1315	1815	5	4	260.0	201907
Turkish Air Frankfurt I Istanbul At 2000	0005	6	4	260.0	201909
Turkish Air Istanbul At Frankfurt I 0430	0630	4	4	260.0	201909
Turkish Air Istanbul At Frankfurt I 0430	0630	23 5	12	481.2	201910
Turkish Air Istanbul At Frankfurt I 1615	1815	7	4	260.0	201904
Lufthansa ' Frankfurt I Sao Paulo ' 0845	1555	3	4	415.6	201904
Lufthansa ' Frankfurt I Sao Paulo ' 0845	1555	3	5	519.5	201907
Lufthansa ' Frankfurt I Sao Paulo ' 0845	1555	3	3	311.7	201910
Lufthansa ' Frankfurt I Seattle-Tac 0845	1010	5	5	425.0	201908
Lufthansa ' Frankfurt I Tel Aviv-ya 0800	1250	6	1	85.0	201902
Lufthansa ' Frankfurt I Tel Aviv-ya 1610	2100	2 4 6	12	1,020.0	201903
Lufthansa ' Frankfurt I Tokyo Nari 2230	1700	2 4	9	935.1	201907
Lufthansa ' Frankfurt I Toronto Le 1110	1335	2	4	340.0	201909
Lufthansa ' Frankfurt I Toronto Le 1400	1730	5	3	255.0	201903
Lufthansa ' Guadalajara Frankfurt I 0200	2020	7	3	311.7	201904
Lufthansa ' Guadalajara Frankfurt I 0405	2225	5	3	311.7	201910
Lufthansa ' Hyderabad Frankfurt I 1120	1710	4	4	340.0	201909
Lufthansa ' Los Angele Frankfurt I 1730	1320	5	4	340.0	201906
Lufthansa ' Los Angele Frankfurt I 1900	1350	3	3	255.0	201903
Lufthansa ' Los Angele Frankfurt I 2050	1700	6	4	340.0	201907
Lufthansa ' Los Angele Frankfurt I 2210	1800	7	4	340.0	201904
Lufthansa ' Mumbai Frankfurt I 0735	1235	1	4	340.0	201906
Lufthansa ' Mumbai Frankfurt I 0755	1255	45	8	680.0	201907

Lufthansa ' Nairobi Jor Frankfurt I 0130	0750	12 5 7	17	1,445.0	201903
Lufthansa ' New York J Frankfurt I 0220	1545	3	1	103.9	201902
Lufthansa ' Novosibirs Frankfurt I 0410	0530	7	5	425.0	201909
Lufthansa ' Novosibirs Frankfurt I 1140	1210	6	2	170.0	201902
Lufthansa ' Novosibirs Frankfurt I 2035	2155	4	4	340.0	201907
Lufthansa ' Novosibirs Frankfurt I 2110	2130	7	4	340.0	201903
Lufthansa ' Seoul Inch Frankfurt I 0205	0620	23 5 7	17	1,766.3	201904
Lufthansa ' Shanghai P Frankfurt I 0820	1350	2 7	9	935.1	201906
Lufthansa ' Shanghai P Frankfurt I 0935	1435	2	1	103.9	201902
Lufthansa ' Tel Aviv-ya Frankfurt I 1840	2205	2	1	85.0	201908
Qatar Airw Doha Frankfurt I 0720	1240	1	4	415.6	201905
Qatar Airw Doha Frankfurt I 1225	1745	2	4	415.6	201903
Qatar Airw Doha Frankfurt I 1255	1820	3	4	260.0	201909
Qatar Airw Doha Frankfurt I 1255	1820	3	4	260.0	201912
Qatar Airw Doha Frankfurt I 1310	1830	5	4	415.6	201909
Qatar Airw Doha Frankfurt I 1310	1830	5	4	415.6	201912
Qatar Airw Doha Frankfurt I 1310	1830	5	4	415.6	202002
Qatar Airw Doha Frankfurt I 1355	1915	7	5	519.5	201903
Qatar Airw Frankfurt I Doha 1440	2130	1	4	415.6	201910
Qatar Airw Frankfurt I Doha 1735	0025	4	4	415.6	201909
Qatar Airw Frankfurt I Doha 2020	0320	3	4	260.0	201902
Qatar Airw Frankfurt I Doha 2020	0320	3	4	260.0	201912
Qatar Airw Frankfurt I Doha 2115	0405	7	5	519.5	201903
Qatar Airw Frankfurt I Doha 2115	0405	7	5	519.5	201906
Saudi Arab Dammam Frankfurt I 0135	0610	6	4	400.0	201909
Saudi Arab Frankfurt I Riyadh Kin 1940	0315	1	4	400.0	202002
Saudi Arab Frankfurt I Riyadh Kin 2040	0315	5	4	440.0	201902
Turkish Air Frankfurt I Istanbul At 0815	1215	4	4	260.0	201906
Turkish Air Frankfurt I Istanbul At 0815	1215	23 5	12	481.2	201910
Turkish Air Istanbul At Frankfurt I 0430	0630	4	5	325.0	201905
Turkish Air Istanbul At Frankfurt I 1600	1800	6	4	260.0	201904
Lufthansa ' Frankfurt I Johannesb 0555	1640	2	4	340.0	201910
Lufthansa ' Frankfurt I Kuwait 1550	2310	4	3	255.0	201902
Lufthansa ' Frankfurt I Kuwait 1620	2255	4	4	340.0	201904
Lufthansa ' Frankfurt I Los Angele 1520	1820	6	5	425.0	201906
Lufthansa ' Frankfurt I Mexico Cit 1700	2155	3	1	103.9	201904
Lufthansa ' Frankfurt I Mexico Cit 1700	2255	3	4	415.6	201905
Lufthansa ' Frankfurt I Mexico Cit 1735	2330	4	3	311.7	201906
Lufthansa ' Frankfurt I Mexico Cit 1805	2359	5	4	415.6	201906
Lufthansa ' Frankfurt I Mumbai 1750	0525	1 5	9	765.0	201907
Lufthansa ' Frankfurt I Mumbai 2035	0810	2	4	340.0	201908
Lufthansa ' Frankfurt I Novosibirs 0450	1605	3 5 7	13	1,105.0	201905
Lufthansa ' Frankfurt I Novosibirs 0450	1605	3 5 7	8	680.0	201908
Lufthansa ' Frankfurt I Sao Paulo ' 0445	1155	5	4	415.6	201907
Lufthansa ' Frankfurt I Seattle-Tac 0825	1000	5	2	170.0	201903
Lufthansa ' Frankfurt I Shanghai P 0820	0105	1 3	8	831.2	201908
Lufthansa ' Frankfurt I Shanghai P 1305	0550	2345 7	16	1,662.4	201910

Lufthansa ' Frankfurt I Sharjah 1030	1925	3	4	340.0	201903
Lufthansa ' Frankfurt I Tel Aviv-ya 1610	2105	2 4 6	8	680.0	201910
Lufthansa ' Frankfurt I Tokyo Nari 2230	1655	6	4	415.6	201904
Lufthansa ' Frankfurt I Tokyo Nari 2230	1700	1 3 5 7	16	1,662.4	201904
Lufthansa ' Houston G Frankfurt I 1955	1245	2	4	340.0	201906
Lufthansa ' Los Angele Frankfurt I 2050	1700	6	5	425.0	201906
Lufthansa ' Los Angele Frankfurt I 2125	1630	6	2	170.0	201903
Lufthansa ' Mumbai Frankfurt I 0755	1255	45	8	680.0	201909
Lufthansa ' Nairobi Jor Frankfurt I 0130	0730	7	1	85.0	201910
Lufthansa ' New York J Frankfurt I 0130	1500	7	4	340.0	201907
Lufthansa ' New York J Frankfurt I 1000	2225	2	3	255.0	201903
Lufthansa ' Novosibirs Frankfurt I 0410	0530	7	4	340.0	201904
Lufthansa ' Novosibirs Frankfurt I 0410	0530	4	5	425.0	201908
Lufthansa ' Novosibirs Frankfurt I 0410	0530	3	4	340.0	201904
Lufthansa ' Novosibirs Frankfurt I 0410	0530	3	4	340.0	201910
Lufthansa ' Novosibirs Frankfurt I 0510	0530	7	1	85.0	201902
Lufthansa ' Novosibirs Frankfurt I 2010	2130	7	4	340.0	201909
Lufthansa ' Sao Paulo ' Frankfurt I 0005	1720	3	2	207.8	201904
Lufthansa ' Seoul Inch Frankfurt I 0215	0605	3 5 7	13	1,350.7	201903
Lufthansa ' Shanghai P Frankfurt I 0430	1000	5 7	9	935.1	201905
Lufthansa ' Shanghai P Frankfurt I 0820	1350	2 7	8	831.2	201908
Lufthansa ' Shanghai P Frankfurt I 0820	1350	1 3 4 5 6	23	2,389.7	201908
Qatar Airw Doha Frankfurt I 1355	1915	7	4	415.6	201905
Qatar Airw Doha Frankfurt I 1355	1915	7	4	415.6	201911
Qatar Airw Frankfurt I Doha 1945	0235	2	5	519.5	201907
Qatar Airw Frankfurt I Doha 2030	0320	6	5	519.5	201908
Qatar Airw Frankfurt I Doha 2030	0320	6	4	415.6	202001
Qatar Airw Frankfurt I Doha 2115	0405	7	4	415.6	201908
Qatar Airw Frankfurt I Doha 2115	0405	7	4	415.6	202001
Saudi Arab Dammam Frankfurt I 0135	0610	6	4	400.0	201904
Saudi Arab Dammam Frankfurt I 1450	1925	3	4	400.0	201903
Saudi Arab Frankfurt I Jeddah 0820	1535	6	5	500.0	201903
Saudi Arab Frankfurt I Jeddah 0820	1535	6	4	400.0	201912
Saudi Arab Riyadh Kin, Frankfurt I 0910	1420	5	4	440.0	201904
Saudi Arab Riyadh Kin, Frankfurt I 1045	1455	1	5	500.0	201912
Turkish Air Frankfurt I Istanbul At 1315	1815	5	5	325.0	201908
Turkish Air Frankfurt I Istanbul At 2000	0005	7	5	200.5	201903
Turkish Air Istanbul At Frankfurt I 1600	1800	6	5	325.0	201903
Turkish Air Istanbul At Frankfurt I 1600	1800	6	4	260.0	201909
Lufthansa ' Frankfurt I Kuwait 1620	2255	4	4	340.0	201906
Lufthansa ' Frankfurt I Mexico Cit 1700	2255	3	4	415.6	201909
Lufthansa ' Frankfurt I Mexico Cit 1805	2359	5	4	415.6	201907
Lufthansa ' Frankfurt I Moscow D 2130	0240	3	3	255.0	201902
Lufthansa ' Frankfurt I Mumbai 1750	0525	1 5	9	765.0	201905
Lufthansa ' Frankfurt I Mumbai 1750	0525	1 5	9	765.0	201908
Lufthansa ' Frankfurt I New York J 2005	2240	4	4	340.0	201906
Lufthansa ' Frankfurt I New York J 2020	2300	56	8	680.0	201907

Lufthansa ' Frankfurt I New York J 2020	2300	56	8	680.0	201910
Lufthansa ' Frankfurt I Sao Paulo ' 0445	1155	6	4	415.6	201906
Lufthansa ' Frankfurt I Seattle-Tac 0845	1010	5	4	340.0	201910
Lufthansa ' Frankfurt I Seattle-Tac 1335	1500	7	5	425.0	201906
Lufthansa ' Frankfurt I Tel Aviv-ya 1610	2100	2 4	2	170.0	201902
Lufthansa ' Frankfurt I Tokyo Nari 2230	1655	6	4	415.6	201905
Lufthansa ' Frankfurt I Tokyo Nari 2230	1655	6	5	519.5	201908
Lufthansa ' Frankfurt I Tokyo Nari 2230	1700	2 4	7	727.3	201908
Lufthansa ' Frankfurt I Tokyo Nari 2230	1700	1 3 5 7	1	103.9	201903
Lufthansa ' Frankfurt I Toronto Le 1400	1630	5	2	170.0	201902
Lufthansa ' Frankfurt I Toronto Le 1440	1720	5	1	85.0	201903
Lufthansa ' Hyderabad Frankfurt I 1120	1710	4	4	340.0	201907
Lufthansa ' Los Angele Frankfurt I 1730	1320	5	4	340.0	201902
Lufthansa ' Los Angele Frankfurt I 1730	1320	5	5	425.0	201905
Lufthansa ' Los Angele Frankfurt I 1800	1350	3	4	340.0	201909
Lufthansa ' Los Angele Frankfurt I 2050	1700	6	5	425.0	201908
Lufthansa ' Los Angele Frankfurt I 2210	1800	7	3	255.0	201910
Lufthansa ' Mumbai Frankfurt I 0755	1255	45	8	680.0	201906
Lufthansa ' New York J Frankfurt I 0120	1445	3	1	103.9	201903
Lufthansa ' New York J Frankfurt I 0130	1455	6	4	340.0	201909
Lufthansa ' New York J Frankfurt I 0305	1635	4	4	340.0	201907
Lufthansa ' Novosibirs Frankfurt I 0410	0530	6	4	340.0	201907
Lufthansa ' Novosibirs Frankfurt I 1115	1235	1 4 6	9	765.0	201908
Lufthansa ' Novosibirs Frankfurt I 1210	1230	4	3	255.0	201903
Lufthansa ' Novosibirs Frankfurt I 1210	1230	1	5	425.0	201903
Lufthansa ' Novosibirs Frankfurt I 1915	2035	4 6	9	765.0	201906
Lufthansa ' Novosibirs Frankfurt I 2035	2155	4	5	425.0	201908
Lufthansa ' Sao Paulo ' Frankfurt I 0005	1720	3	1	103.9	201906
Lufthansa ' Sao Paulo ' Frankfurt I 0035	1750	3	2	207.8	201909
Lufthansa ' Shanghai P Frankfurt I 0335	0835	2 4	6	623.4	201902
Lufthansa ' Shanghai P Frankfurt I 0430	1000	5 7	9	935.1	201906
Lufthansa ' Shanghai P Frankfurt I 0430	1000	5 7	9	935.1	201909
Qatar Airw Doha Frankfurt I 1255	1820	3	5	325.0	201905
Qatar Airw Doha Frankfurt I 1310	1830	6	4	415.6	201905
Qatar Airw Doha Frankfurt I 1355	1915	7	4	415.6	201907
Qatar Airw Frankfurt I Doha 1440	2130	1	4	415.6	201908
Qatar Airw Frankfurt I Doha 1440	2130	1	4	415.6	202001
Qatar Airw Frankfurt I Doha 1735	0025	4	4	415.6	201903
Qatar Airw Frankfurt I Doha 1945	0235	2	4	415.6	202001
Qatar Airw Frankfurt I Doha 2020	0320	3	4	260.0	201908
Qatar Airw Frankfurt I Doha 2115	0405	7	5	519.5	201912
Saudi Arab Dammam Frankfurt I 1450	1925	3	5	500.0	201905
Saudi Arab Frankfurt I Riyadh Kin, 1935	0310	4	5	500.0	201910
Saudi Arab Frankfurt I Riyadh Kin, 2040	0315	5	4	440.0	202002
Saudi Arab Riyadh Kin, Frankfurt I 0910	1420	5	5	550.0	201903
Saudi Arab Riyadh Kin, Frankfurt I 0910	1420	5	4	440.0	201906
Saudi Arab Riyadh Kin, Frankfurt I 1105	1515	4	4	400.0	201904

Lufthansa ' Frankfurt I Mexico Cit 1805	2359	5	5	519.5	201905
Lufthansa ' Frankfurt I Mexico Cit 1805	2359	5	5	519.5	201908
Lufthansa ' Frankfurt I Mumbai 1745	0520	34	8	680.0	201909
Lufthansa ' Frankfurt I Mumbai 1750	0525	1 5	7	595.0	201910
Lufthansa ' Frankfurt I Sao Paulo ' 2040	0350	7	4	415.6	201905
Lufthansa ' Frankfurt I Sao Paulo ' 2040	0350	7	4	415.6	201908
Lufthansa ' Frankfurt I Seattle-Tac 1335	1500	7	4	340.0	201908
Lufthansa ' Frankfurt I Shanghai P 0820	0105	1 3	9	935.1	201909
Lufthansa ' Frankfurt I Tokyo Nari 2230	1655	6	4	415.6	201907
Lufthansa ' Frankfurt I Tokyo Nari 2230	1700	2 4	8	831.2	201910
Lufthansa ' Frankfurt I Tokyo Nari 2230	1700	1 3 5 7	14	1,454.6	201908
Lufthansa ' Guadalajara Frankfurt I 0200	2020	7	4	415.6	201908
Lufthansa ' Houston G Frankfurt I 0045	1625	3	3	255.0	201903
Lufthansa ' London St: Frankfurt I 0955	1215	4	1	85.0	201903
Lufthansa ' Los Angele Frankfurt I 2025	1620	6	1	85.0	201903
Lufthansa ' Mumbai Frankfurt I 0735	1235	1	5	425.0	201907
Lufthansa ' Mumbai Frankfurt I 0755	1255	45	10	850.0	201908
Lufthansa ' Nairobi Jor Frankfurt I 0130	0750	12 7	1	85.0	201902
Lufthansa ' Novosibirs Frankfurt I 0410	0530	7	3	255.0	201910
Lufthansa ' Novosibirs Frankfurt I 0410	0530	6	5	425.0	201906
Lufthansa ' Novosibirs Frankfurt I 0410	0530	2	4	340.0	201906
Lufthansa ' Novosibirs Frankfurt I 1915	2035	4 6	8	680.0	201904
Lufthansa ' Novosibirs Frankfurt I 2035	2155	4	4	340.0	201906
Lufthansa ' Novosibirs Frankfurt I 2035	2155	4	3	255.0	201909
Lufthansa ' Sao Paulo ' Frankfurt I 0035	1750	3	1	103.9	201904
Lufthansa ' Sao Paulo ' Frankfurt I 1955	1310	7	4	415.6	201904
Lufthansa ' Seoul Inch: Frankfurt I 0205	0620	1 4 6	13	1,350.7	201907
Lufthansa ' Seoul Inch: Frankfurt I 0215	0605	3 5 7	12	1,246.8	201902
Lufthansa ' Shanghai P Frankfurt I 0335	0835	2	1	103.9	201902
Lufthansa ' Shanghai P Frankfurt I 0820	1350	2 7	9	935.1	201904
Qatar Airw Doha Frankfurt I 0720	1240	1	5	519.5	201909
Qatar Airw Doha Frankfurt I 1255	1820	3	5	325.0	201907
Qatar Airw Doha Frankfurt I 1310	1830	5	4	415.6	201910
Qatar Airw Doha Frankfurt I 1355	1915	7	5	519.5	201909
Qatar Airw Frankfurt I Doha 1440	2130	1	4	415.6	201903
Qatar Airw Frankfurt I Doha 2020	0320	3	4	260.0	202002
Qatar Airw Frankfurt I Doha 2030	0320	5	4	415.6	201904
Saudi Arab Dammam Frankfurt I 1450	1925	3	5	500.0	201907
Saudi Arab Frankfurt I Jeddah 0705	1420	4	4	400.0	201903
Saudi Arab Frankfurt I Jeddah 2020	0250	3	4	440.0	201912
Saudi Arab Frankfurt I Riyadh Kin: 1935	0310	4	5	500.0	201905
Saudi Arab Frankfurt I Riyadh Kin: 2040	0315	5	4	440.0	201904
Saudi Arab Riyadh Kin: Frankfurt I 1045	1455	1	4	400.0	201903
Saudi Arab Riyadh Kin: Frankfurt I 1045	1455	1	4	400.0	201906
Saudi Arab Riyadh Kin: Frankfurt I 1105	1515	4	4	400.0	201906
Turkish Air Frankfurt I Istanbul At 0815	1215	23 5	13	521.3	201904
Turkish Air Frankfurt I Istanbul At 2000	0005	7	4	160.4	201908

Turkish Air Istanbul At Frankfurt I 1600	1800	6	4	260.0	201907
Turkish Air Istanbul At Frankfurt I 1600	1800	6	4	260.0	201910
Lufthansa ' Frankfurt I Dakar Blais 1955	0100	3	4	340.0	201902
Lufthansa ' Frankfurt I Dammam 1425	2110	1	4	340.0	201908
Lufthansa ' Frankfurt I Johannesb 0540	1625	6	5	425.0	201906
Lufthansa ' Frankfurt I Mexico Cit 1745	2330	1	5	519.5	201909
Lufthansa ' Frankfurt I Mexico Cit 1805	2359	5	4	415.6	201909
Lufthansa ' Frankfurt I Mumbai 2040	0915	2	4	340.0	201903
Lufthansa ' Frankfurt I New York J 2005	2240	4	4	340.0	201910
Lufthansa ' Frankfurt I New York J 2020	2300	56	9	765.0	201906
Lufthansa ' Frankfurt I New York J 2120	2355	3	4	340.0	201906
Lufthansa ' Frankfurt I Novosibirs 1405	0120	3 5	8	680.0	201906
Lufthansa ' Frankfurt I Sao Paulo ' 0445	1155	6	4	415.6	201904
Lufthansa ' Frankfurt I Sao Paulo ' 0445	1155	5	4	415.6	201904
Lufthansa ' Frankfurt I Seattle-Tac 1335	1500	7	3	255.0	201910
Lufthansa ' Frankfurt I Seoul Inch 0520	2335	3 5	2	207.8	201908
Lufthansa ' Frankfurt I Shanghai P 1305	0550	2345 7	22	2,285.8	201907
Lufthansa ' Frankfurt I Tokyo Nari 2230	1700	1 3 5 7	14	1,454.6	201910
Lufthansa ' Frankfurt I Toronto Le 1010	1250	5	1	85.0	201902
Lufthansa ' Houston G Frankfurt I 0040	1620	6	3	255.0	201903
Lufthansa ' Hyderabad Frankfurt I 1055	1645	2 6	8	680.0	201909
Lufthansa ' Istanbul At Frankfurt I 0330	0530	3 5 7	12	1,020.0	201904
Lufthansa ' London St Frankfurt I 1750	2010	7	1	103.9	201904
Lufthansa ' Los Angele Frankfurt I 1800	1350	3	5	425.0	201905
Lufthansa ' Los Angele Frankfurt I 2210	1800	7	5	425.0	201906
Lufthansa ' Los Angele Frankfurt I 2210	1800	7	5	425.0	201909
Lufthansa ' Nairobi Jor Frankfurt I 0130	0830	1 3 7	14	1,190.0	201909
Lufthansa ' New York J Frankfurt I 0130	1500	7	3	255.0	201910
Lufthansa ' New York J Frankfurt I 0130	1500	3	4	340.0	201910
Lufthansa ' Novosibirs Frankfurt I 0410	0530	7	4	340.0	201907
Lufthansa ' Novosibirs Frankfurt I 0410	0530	2	5	425.0	201907
Lufthansa ' Novosibirs Frankfurt I 1115	1235	1 6	4	340.0	201909
Lufthansa ' Novosibirs Frankfurt I 1115	1235	1 4 6	11	935.0	201910
Lufthansa ' Novosibirs Frankfurt I 1915	2035	4 6	9	765.0	201905
Lufthansa ' Novosibirs Frankfurt I 2010	2130	7	5	425.0	201906
Lufthansa ' Sao Paulo ' Frankfurt I 0005	1720	3	2	207.8	201910
Lufthansa ' Seoul Inch Frankfurt I 0155	0545	2	4	415.6	201903
Lufthansa ' Shanghai P Frankfurt I 0325	0855	2 4	8	831.2	201910
Qatar Airw Doha Frankfurt I 0720	1240	1	4	415.6	201903
Qatar Airw Doha Frankfurt I 0935	1455	4	4	415.6	201903
Qatar Airw Doha Frankfurt I 0935	1455	4	5	519.5	201910
Qatar Airw Doha Frankfurt I 1255	1820	3	4	260.0	201904
Qatar Airw Doha Frankfurt I 1310	1830	6	4	415.6	201907
Qatar Airw Doha Frankfurt I 1310	1830	5	5	519.5	201911
Qatar Airw Frankfurt I Doha 1440	2130	1	4	415.6	201902
Qatar Airw Frankfurt I Doha 1440	2130	1	4	415.6	201905
Qatar Airw Frankfurt I Doha 1440	2130	1	4	415.6	202002

Qatar Airw Frankfurt I Doha	1735	0025	4	5	519.5	201910
Saudi Arab Dammam Frankfurt I	1450	1925	3	4	400.0	201906
Saudi Arab Dammam Frankfurt I	1450	1925	3	4	400.0	202002
Saudi Arab Frankfurt I Jeddah	0705	1420	4	4	400.0	201902
Saudi Arab Frankfurt I Jeddah	0705	1420	4	4	400.0	202002
Saudi Arab Frankfurt I Jeddah	0820	1535	6	4	400.0	201909
Saudi Arab Frankfurt I Jeddah	0820	1535	6	5	500.0	202002
Saudi Arab Frankfurt I Riyadh Kin	1935	0310	4	4	400.0	201903
Saudi Arab Frankfurt I Riyadh Kin	2040	0315	5	4	440.0	201910
Saudi Arab Riyadh Kin Frankfurt I	0910	1420	5	4	440.0	201907
Lufthansa Frankfurt I Almaty	0730	1830	5 7	3	255.0	201908
Lufthansa Frankfurt I Almaty	0730	1830	3 5 7	13	1,105.0	201905
Lufthansa Frankfurt I Atlanta Ha	1105	1450	3	1	103.9	201903
Lufthansa Frankfurt I Atlanta Ha	1530	1915	2	4	340.0	201906
Lufthansa Frankfurt I Atlanta Ha	1930	0025	6	1	85.0	201903
Lufthansa Frankfurt I Beijing Cap	1200	0435	2	1	103.9	201902
Lufthansa Frankfurt I Bengaluru	1210	0135	6	1	85.0	201903
Lufthansa Frankfurt I Bengaluru	1300	0225	6	2	170.0	201902
Lufthansa Frankfurt I Cairo Inter	1910	0005	5	4	340.0	201902
Lufthansa Frankfurt I Cairo Inter	1950	0045	2	4	340.0	201902
Lufthansa Frankfurt I Cairo Inter	2050	0045	2	3	255.0	201905
Lufthansa Frankfurt I Chicago O'	0840	1125	5	1	85.0	201902
Lufthansa Frankfurt I Chicago O'	1000	1245	7	4	340.0	201902
Lufthansa Frankfurt I Chicago O'	2030	0015	1	3	255.0	201903
Lufthansa Frankfurt I Curitiba Af	1145	1910	2	4	415.6	201905
Lufthansa Frankfurt I Dallas Dall	1155	1600	3	1	85.0	201903
Lufthansa Frankfurt I Dammam	1425	2110	1	5	425.0	201904
Lufthansa Frankfurt I Istanbul At	2115	0115	6	1	85.0	201905
Lufthansa Frankfurt I Johannesb	0555	1640	2	4	340.0	201906
Lufthansa Frankfurt I Johannesb	0555	1640	2	4	340.0	201909
Lufthansa Frankfurt I Mexico Cit	1425	1920	6	1	103.9	201904
Lufthansa Frankfurt I Mexico Cit	1735	2330	4	4	415.6	201907
Lufthansa Frankfurt I Mexico Cit	1735	2330	4	3	311.7	201910
Lufthansa Frankfurt I Mumbai	1730	0505	7	4	340.0	201908
Lufthansa Frankfurt I New York J	2020	2300	56	8	680.0	201909
Lufthansa Frankfurt I Novosibirs	0450	1605	3 5 7	1	85.0	201903
Lufthansa Frankfurt I Novosibirs	0450	1605	3 5 7	13	1,105.0	201906
Lufthansa Frankfurt I Sao Paulo '	0445	1155	6	4	415.6	201905
Lufthansa Frankfurt I Sao Paulo '	0445	1155	6	5	519.5	201908
Lufthansa Frankfurt I Sao Paulo '	0445	1155	5	5	519.5	201908
Lufthansa Frankfurt I Sao Paulo '	0735	1700	5	3	311.7	201902
Lufthansa Frankfurt I Sao Paulo '	0845	1555	3	4	415.6	201906
Lufthansa Frankfurt I Seattle-Tac	1335	1500	7	4	340.0	201905
Lufthansa Frankfurt I Tokyo Nari	2230	1700	1 3 5 7	15	1,558.5	201905
Lufthansa Frankfurt I Toronto Le	1110	1335	2	4	340.0	201906
Lufthansa Guadalajara Frankfurt I	0410	2230	45	10	1,039.0	201908
Lufthansa Hyderabad Frankfurt I	1055	1645	2 6	9	765.0	201907

Lufthansa ' Istanbul At Frankfurt I 0330	0530	5	1	85.0	201910
Lufthansa ' Istanbul At Frankfurt I 0330	0530	3 5 7	13	1,105.0	201905
Lufthansa ' Istanbul At Frankfurt I 0445	0540	3 5	2	170.0	201902
Lufthansa ' Los Angele Frankfurt I 2050	1700	6	3	255.0	201910
Lufthansa ' Los Angele Frankfurt I 2210	1800	7	4	340.0	201905
Lufthansa ' New York J Frankfurt I 0130	1500	7	4	340.0	201908
Lufthansa ' New York J Frankfurt I 0130	1500	3	4	340.0	201906
Lufthansa ' New York J Frankfurt I 0305	1635	4	5	425.0	201905
Lufthansa ' Novosibirs Frankfurt I 1140	1210	6	5	425.0	201903
Lufthansa ' Novosibirs Frankfurt I 1150	1210	1 6	7	595.0	201903
Lufthansa ' Novosibirs Frankfurt I 2010	2130	7	4	340.0	201905
Lufthansa ' Sao Paulo ' Frankfurt I 0005	1720	3	2	207.8	201908
Lufthansa ' Sao Paulo ' Frankfurt I 0035	1750	3	4	415.6	201907
Lufthansa ' Shanghai P Frankfurt I 0325	0855	2 4	8	831.2	201906
Lufthansa ' Shanghai P Frankfurt I 0430	1000	5 7	9	935.1	201908
Turkish Air Frankfurt I Istanbul At 1315	1815	5	4	260.0	201906
Turkish Air Frankfurt I Istanbul At 2000	0005	6	4	260.0	201905
Turkish Air Istanbul At Frankfurt I 0430	0630	23 5	12	481.2	201906
Turkish Air Istanbul At Frankfurt I 1615	1815	7	4	260.0	201908
Saudi Arab Frankfurt I Jeddah 0705	1420	4	4	400.0	201911
Saudi Arab Frankfurt I Jeddah 0820	1535	6	4	400.0	201902
Saudi Arab Frankfurt I Jeddah 2020	0250	3	5	550.0	201907
Saudi Arab Riyadh Kin, Frankfurt I 1045	1455	1	4	400.0	201905
Saudi Arab Riyadh Kin, Frankfurt I 1045	1455	1	4	400.0	202001
Turkish Air Frankfurt I Istanbul At 0815	1215	23 5	12	481.2	201906
Turkish Air Frankfurt I Istanbul At 0815	1215	23 5	12	481.2	201909
Turkish Air Frankfurt I Istanbul At 1315	1815	5	4	260.0	201910
Turkish Air Istanbul At Frankfurt I 1600	1800	6	5	325.0	201908
Turkish Air Istanbul At Frankfurt I 1615	1815	7	4	260.0	201907
Turkish Air Lagos Frankfurt I 0240	1120	5	5	325.0	201908
Saudi Arab Riyadh Kin, Frankfurt I 1105	1515	4	4	400.0	201902
Turkish Air Frankfurt I Istanbul At 0815	1215	4	4	260.0	201903
Turkish Air Frankfurt I Istanbul At 0815	1215	23 5	13	521.3	201903
Turkish Air Frankfurt I Istanbul At 1315	1815	5	5	325.0	201903
Turkish Air Frankfurt I Istanbul At 1315	1815	5	4	260.0	201909
Turkish Air Frankfurt I Istanbul At 2000	0005	7	4	160.4	201904
Turkish Air Istanbul At Frankfurt I 0430	0630	23 5	13	521.3	201903
Saudi Arab Riyadh Kin, Frankfurt I 1105	1515	4	4	400.0	201907
Turkish Air Frankfurt I Istanbul At 1315	1815	5	4	260.0	201904
Turkish Air Istanbul At Frankfurt I 0430	0630	23 5	14	561.4	201907
Turkish Air Istanbul At Frankfurt I 1600	1800	6	4	260.0	201902
Qatar Airw Doha Frankfurt I 1310	1830	5	4	415.6	201907
Qatar Airw Frankfurt I Doha 1440	2130	1	4	415.6	201906
Qatar Airw Frankfurt I Doha 1440	2130	1	5	519.5	201909
Qatar Airw Frankfurt I Doha 1945	0235	2	4	415.6	201906
Qatar Airw Frankfurt I Doha 2030	0320	6	4	415.6	201904
Qatar Airw Frankfurt I Doha 2115	0405	7	4	415.6	201904

Qatar Airw Frankfurt I Doha	2115	0405	7	4	415.6	201907
Qatar Airw Frankfurt I Doha	2115	0405	7	4	415.6	201910
Saudi Arab Dammam Frankfurt I	1450	1925	3	5	500.0	201910
Saudi Arab Frankfurt I Jeddah	0820	1535	6	4	400.0	201907
Saudi Arab Frankfurt I Riyadh Kin	1940	0315	1	4	400.0	201908
Saudi Arab Frankfurt I Riyadh Kin	1940	0315	1	4	400.0	202001
Saudi Arab Riyadh Kin, Frankfurt I	1105	1515	4	4	400.0	201912
Saudi Arab Riyadh Kin, Frankfurt I	1105	1515	4	4	400.0	202002
Turkish Air Frankfurt I Istanbul At	0815	1215	4	4	260.0	201904
Turkish Air Frankfurt I Istanbul At	0815	1215	23 5	14	561.4	201907
Turkish Air Frankfurt I Istanbul At	1315	1815	5	5	325.0	201905
Turkish Air Istanbul At Frankfurt I	0430	0630	4	4	260.0	201904
Turkish Air Istanbul At Frankfurt I	0430	0630	23 5	13	521.3	201908
Turkish Air Istanbul At Frankfurt I	1615	1815	7	5	325.0	201909
Saudi Arab Frankfurt I Riyadh Kin	2040	0315	5	5	550.0	201908
Saudi Arab Riyadh Kin, Frankfurt I	0910	1420	5	4	440.0	201902
Saudi Arab Riyadh Kin, Frankfurt I	1105	1515	4	5	500.0	201905
Turkish Air Istanbul At Frankfurt I	0430	0630	4	4	260.0	201902
Turkish Air Istanbul At Frankfurt I	0430	0630	4	5	325.0	201908
Turkish Air Istanbul At Frankfurt I	1615	1815	7	4	260.0	201905
Turkish Air Lagos Frankfurt I	0240	1120	5	4	260.0	201902
Saudi Arab Riyadh Kin, Frankfurt I	1045	1455	1	5	500.0	201909
Saudi Arab Riyadh Kin, Frankfurt I	1105	1515	4	4	400.0	201903
Turkish Air Frankfurt I Istanbul At	0815	1215	23 5	13	521.3	201908
Turkish Air Lagos Frankfurt I	0240	1120	5	5	325.0	201905
Turkish Air Istanbul At Frankfurt I	1615	1815	7	5	325.0	201903
Turkish Air Lagos Frankfurt I	0240	1120	5	4	260.0	201907
Turkish Air Lagos Frankfurt I	0240	1120	5	4	260.0	201910
Turkish Air Frankfurt I Istanbul At	0815	1215	4	4	260.0	201902
Turkish Air Frankfurt I Istanbul At	2000	0005	7	4	160.4	201907
Turkish Air Frankfurt I Istanbul At	2000	0005	7	3	120.3	201910
Turkish Air Istanbul At Frankfurt I	0430	0630	4	4	260.0	201906
Turkish Air Istanbul At Frankfurt I	1600	1800	6	4	260.0	201905
Turkish Air Istanbul At Frankfurt I	1615	1815	7	3	195.0	201910
Turkish Air Frankfurt I Istanbul At	2000	0005	7	5	200.5	201906
Turkish Air Frankfurt I Istanbul At	2000	0005	7	5	200.5	201909
Turkish Air Frankfurt I Istanbul At	2000	0005	6	4	260.0	201910
Lufthansa I Shanghai P Frankfurt I	0820	1350	1 3456	21	2,181.9	201909
Qatar Airw Doha Frankfurt I	0720	1240	1	5	519.5	201912
Qatar Airw Doha Frankfurt I	1225	1745	2	4	415.6	201902
Qatar Airw Doha Frankfurt I	1225	1745	2	4	415.6	201909
Qatar Airw Frankfurt I Doha	1735	0025	4	4	415.6	201911
Qatar Airw Frankfurt I Doha	1945	0235	2	4	415.6	201903
Qatar Airw Frankfurt I Doha	2030	0320	6	4	415.6	201907
Qatar Airw Frankfurt I Doha	2030	0320	6	4	415.6	201910
Saudi Arab Dammam Frankfurt I	0135	0610	6	5	500.0	201903
Saudi Arab Dammam Frankfurt I	0135	0610	6	5	500.0	201906

Saudi Arab Frankfurt I Jeddah	0820	1535	6	4	400.0	201910
Saudi Arab Frankfurt I Jeddah	2020	0250	3	4	440.0	201909
Saudi Arab Frankfurt I Riyadh Kin,	2040	0315	5	4	440.0	201907
Saudi Arab Riyadh Kin, Frankfurt I	0910	1420	5	5	550.0	201911
Saudi Arab Riyadh Kin, Frankfurt I	1105	1515	4	4	400.0	201909
Turkish Air Lagos Frankfurt I	0240	1120	5	4	260.0	201906

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 USAGE: 3367 RECORDS.

United Parcel Service (UPS) flights from London Stansted

AIRPORT

London Stansted Airport

STN / EGSS

AIRLINE

United Parcel Service (UPS).
United States (US).

5X / UPS

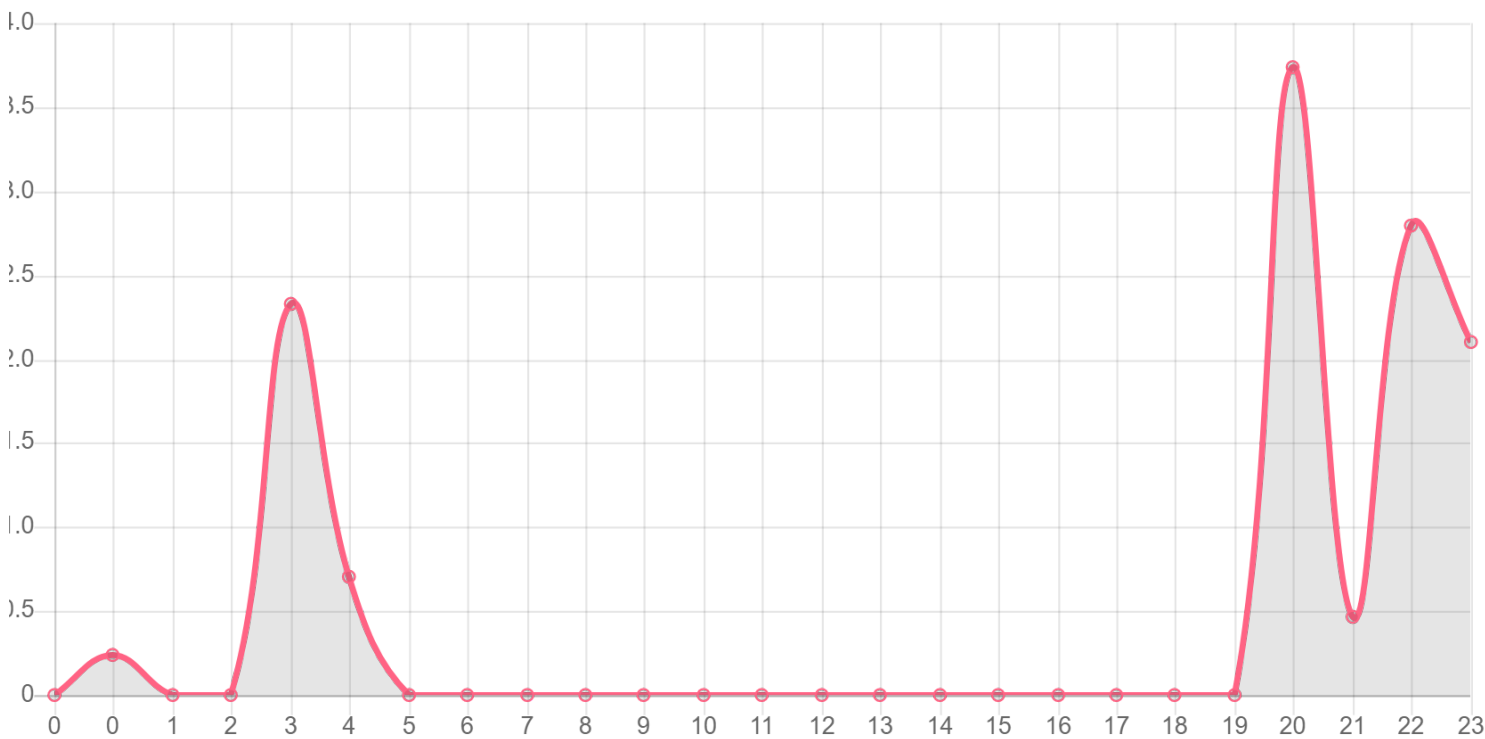
DESTINATIONS

3 airports

SEAT CAPACITY

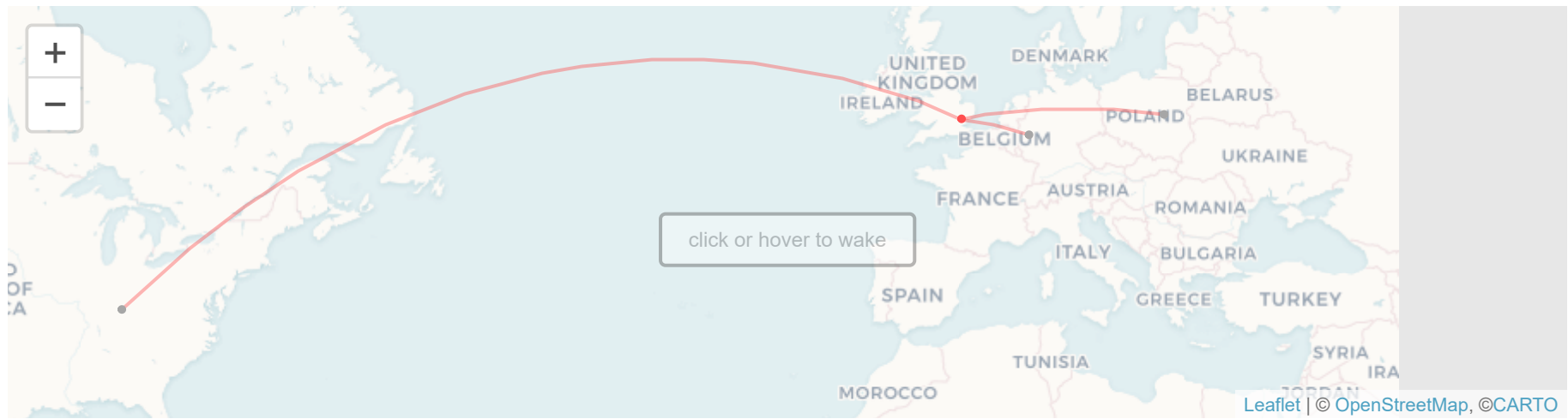
474 seats per day
0% of total capacity.

Departures per Hour



Weekly values, based on flights in the last 30 days

Departure Map



Destinations

Top Routes

Show 10 entries

Airport	Flights per Week	Seats per Flight
Louisville International Airport (SDF)	5	237
Cologne Bonn Airport (CGN)	5	237
Warsaw Chopin Airport (WAW)	3	0



Showing 1 to 3 of 3 entries


Based on flights in the last 30 days

Recent Flights


Thu, 28. Feb (lands Thu, 01. Jan): Landed

5X244 UPS244
United Parcel Service (UPS) 5X / UPS
N427UP Boeing B757-200
London (STN) 
to Warsaw (WAW) 
1,415km (879mi.)

Scheduled:
 03:47 (03:47 UTC)
 01:00 (00:00 UTC)
Duration: -430923h -47m
Turnaround: 28 hours

Actual:
 03:42 (03:42 UTC)

Departed 4 min early



 06:32 (05:32 UTC)



Landed 25855532 min delayed

Duration: 1h 45m

Wed, 27. Feb (lands Thu, 28. Feb): Landed



5X235 UPS235
United Parcel Service (UPS) 5X / UPS
N319UP Boeing B767-300
London (STN) 
to Cologne (CGN) 
493km (306mi.)



Scheduled:
 23:03 (23:03 UTC)
 00:56 (23:56 UTC)
Duration: 0h 53m
Turnaround: 2 hours


Actual (estimated values):
 23:03 (23:03 UTC)
 00:56 (23:56 UTC)

Duration: 0h 53m


Wed, 27. Feb : Landed

5X244 UPS244
United Parcel Service (UPS) 5X / UPS
N429UP Boeing B757-200
London (STN) 
to Warsaw (WAW) 
1,415km (879mi.)

Scheduled:
 03:47 (03:47 UTC)
 06:37 (05:37 UTC)
Duration: 1h 50m
Turnaround: 68 minutes

Actual (estimated values):
 03:48 (03:48 UTC)



Departed 1 min delayed



 06:37 (05:37 UTC)

Duration: 1h 50m

Tue, 26. Feb (lands Wed, 27. Feb): Landed

5X235 UPS235
United Parcel Service (UPS) 5X / UPS
N319UP Boeing B767-300
London (STN) 
to Cologne (CGN) 
493km (306mi.)



Scheduled:
 23:04 (23:04 UTC)
 00:49 (23:49 UTC)
Duration: 0h 45m


Actual (estimated values):
 23:04 (23:04 UTC)
 00:50 (23:50 UTC)

Duration: 0h 45m


Tue, 26. Feb (lands Wed, 31. Dec): Live

[5X238](#) UPS238
[United Parcel Service \(UPS\)](#) 5X / UPS
[N332UP](#) Boeing B767-300
[London \(STN\)](#) 
to [Louisville \(SDF\)](#) 
6,528km (4,054mi.)

Scheduled:
 20:45 (20:45 UTC)
 19:00 (00:00 UTC)
Duration: -430892h -45m

Estimated:
 20:51 (20:51 UTC)


Departed 1446 min delayed



 01:02 (06:02 UTC)


Expected 25855562 min delayed

Duration: 33h 17m


Tue, 26. Feb : Landed

[5X244](#) UPS244
[United Parcel Service \(UPS\)](#) 5X / UPS
[N429UP](#) Boeing B757-200
[London \(STN\)](#) 
to [Warsaw \(WAW\)](#) 
1,415km (879mi.)

Scheduled:
 03:47 (03:47 UTC)
 06:35 (05:35 UTC)
Duration: 1h 48m

Actual (estimated values):
 03:45 (03:45 UTC)



Departed 1 min early



 06:34 (05:34 UTC)

Duration: 1h 47m

Mon, 25. Feb (lands Tue, 26. Feb): Landed



[5X205](#) UPS205
[United Parcel Service \(UPS\)](#) 5X / UPS
[N304UP](#) Boeing B767-300
[London \(STN\)](#) 
to [Cologne \(CGN\)](#) 
493km (306mi.)



Scheduled:
 22:57 (22:57 UTC)
 00:45 (23:45 UTC)
Duration: 0h 48m


Actual (estimated values):
 22:57 (22:57 UTC)
 00:45 (23:45 UTC)

Duration: 0h 48m


Mon, 25. Feb (lands Wed, 27. Feb): Landed

[5X238](#) UPS238
[United Parcel Service \(UPS\)](#) 5X / UPS
[N304UP](#) Boeing B767-300
[London \(STN\)](#) 
to [Louisville \(SDF\)](#) 
6,528km (4,054mi.)

Scheduled:
 20:45 (20:45 UTC)
 00:15 (05:15 UTC)
Duration: 32h 30m

Actual (estimated values):
 21:00 (21:00 UTC)

Departed 1455 min delayed

 00:16 (05:16 UTC)

Duration: 32h 31m

Fri, 22. Feb (lands Tue, 26. Feb): Landed

[5X238](#) UPS238

Scheduled:

Actual (estimated values):

[United Parcel Service \(UPS\)](#)_{5X / UPS}
[N340UP](#) Boeing B767-300
[London \(STN\)](#)_{🇬🇧}
to [Louisville \(SDF\)](#)_{🇺🇸}
6,528km (4,054mi.)

✈️23:15 (23:15 UTC)
🛬00:23 (05:23 UTC)
Duration: 78h 8m

✈️21:05 (21:05 UTC)

Departed 4190 min delayed

🛬00:23 (05:23 UTC)

Duration: 78h 8m



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[Fri, 22. Feb \(lands Sat, 23. Feb\):](#)

Landed

[5X235](#) UPS235
[United Parcel Service \(UPS\)](#)_{5X / UPS}
[N340UP](#) Boeing B767-300
[London \(STN\)](#)_{🇬🇧}
to [Cologne \(CGN\)](#)_{🇩🇪}
493km (306mi.)

Scheduled:
✈️23:12 (23:12 UTC)
🛬00:59 (23:59 UTC)
Duration: 0h 47m

Actual (estimated values):
✈️23:12 (23:12 UTC)
🛬01:00 (00:00 UTC)

Duration: 0h 48m

[Thu, 21. Feb \(lands Fri, 22. Feb\):](#)

Landed

[5X235](#) UPS235
[United Parcel Service \(UPS\)](#)_{5X / UPS}
[N323UP](#) Boeing B767-300
[London \(STN\)](#)_{🇬🇧}
to [Cologne \(CGN\)](#)_{🇩🇪}
493km (306mi.)

Scheduled:
✈️23:10 (23:10 UTC)
🛬01:02 (00:02 UTC)
Duration: 0h 52m

Actual (estimated values):
✈️23:09 (23:09 UTC)
🛬01:02 (00:02 UTC)

Duration: 0h 51m

[Thu, 21. Feb \(lands Fri, 22. Feb\):](#)

Landed

[5X238](#) UPS238
[United Parcel Service \(UPS\)](#)_{5X / UPS}
[N315UP](#) Boeing B767-300
[London \(STN\)](#)_{🇬🇧}
to [Louisville \(SDF\)](#)_{🇺🇸}
6,528km (4,054mi.)

Scheduled:
✈️20:45 (20:45 UTC)
🛬01:22 (06:22 UTC)
Duration: 9h 37m

Actual (estimated values):
✈️21:54 (21:54 UTC)

Departed 69 min delayed

🛬01:22 (06:22 UTC)

Duration: 9h 37m

[Thu, 21. Feb :](#)

Landed

[5X244](#) UPS244
[United Parcel Service \(UPS\)](#)_{5X / UPS}
[N429UP](#) Boeing B757-200
[London \(STN\)](#)_{🇬🇧}
to [Warsaw \(WAW\)](#)_{🇵🇱}
1,415km (879mi.)

Scheduled:
✈️03:47 (03:47 UTC)
🛬06:38 (05:38 UTC)
Duration: 1h 51m

Actual (estimated values):
✈️03:42 (03:42 UTC)

Departed 4 min early

🛬06:38 (05:38 UTC)

Duration: 1h 51m

[Wed, 20. Feb \(lands Thu, 21. Feb\):](#)

Landed

[5X235](#) UPS235
[United Parcel Service \(UPS\)](#)_{5X / UPS}
[N323UP](#) Boeing B767-300
[London \(STN\)](#)_{🇬🇧}
to [Cologne \(CGN\)](#)_{🇩🇪}
493km (306mi.)



Scheduled:
✈️22:57 (22:57 UTC)
🛬00:43 (23:43 UTC)
Duration: 0h 45m


Actual (estimated values):
✈️22:57 (22:57 UTC)
🛬00:42 (23:42 UTC)

Duration: 0h 45m


Wed, 20. Feb (lands Thu, 21. Feb): Landed

5X238 UPS238
United Parcel Service (UPS) 5X / UPS
N339UP Boeing B767-300
London (STN) 
to Louisville (SDF) 
6,528km (4,054mi.)

Scheduled:
 20:45 (20:45 UTC)
 00:55 (05:55 UTC)
Duration: 9h 10m

Actual (estimated values):
 21:01 (21:01 UTC)



Departed 16 min delayed


 00:54 (05:54 UTC)

Duration: 9h 9m


Wed, 20. Feb : Landed

5X244 UPS244
United Parcel Service (UPS) 5X / UPS
N431UP Boeing B757-200
London (STN) 
to Warsaw (WAW) 
1,415km (879mi.)

Scheduled:
 03:47 (03:47 UTC)
 06:42 (05:42 UTC)
Duration: 1h 55m

Actual (estimated values):
 03:39 (03:39 UTC)



Departed 7 min early


 06:43 (05:43 UTC)

Duration: 1h 56m

Tue, 19. Feb (lands Wed, 20. Feb): Landed



5X235 UPS235
United Parcel Service (UPS) 5X / UPS
N323UP Boeing B767-300
London (STN) 
to Cologne (CGN) 
493km (306mi.)



Scheduled:
 23:13 (23:13 UTC)
 01:04 (00:04 UTC)
Duration: 0h 50m


Actual (estimated values):
 23:12 (23:12 UTC)
 01:04 (00:04 UTC)

Duration: 0h 50m


Tue, 19. Feb (lands Wed, 20. Feb): Landed

5X238 UPS238
United Parcel Service (UPS) 5X / UPS
N304UP Boeing B767-300
London (STN) 
to Louisville (SDF) 
6,528km (4,054mi.)

Scheduled:
 20:45 (20:45 UTC)
 00:57 (05:57 UTC)
Duration: 9h 12m

Actual (estimated values):
 21:08 (21:08 UTC)



Departed 23 min delayed


 00:57 (05:57 UTC)

Duration: 9h 12m


Tue, 19. Feb : Landed

5X244 UPS244
United Parcel Service (UPS) 5X / UPS
N429UP Boeing B757-200
London (STN) 
to Warsaw (WAW) 
1,415km (879mi.)

Scheduled:
 03:47 (03:47 UTC)
 06:33 (05:33 UTC)
Duration: 1h 46m

Actual (estimated values):
 03:42 (03:42 UTC)



Departed 4 min early


 06:33 (05:33 UTC)

Duration: 1h 46m

Mon, 18. Feb (lands Tue, 19. Feb): Landed

5X205 UPS205
United Parcel Service (UPS) 5X / UPS
N304UP Boeing B767-300
London (STN) 
to Cologne (CGN) 
493km (306mi.)

Scheduled:
 22:56 (22:56 UTC)
 00:47 (23:47 UTC)
Duration: 0h 50m

Actual (estimated values):
 22:56 (22:56 UTC)
 00:47 (23:47 UTC)

Duration: 0h 50m



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Federal Express (FedEx) flights from London Stansted

AIRPORT

London Stansted Airport

STN / EGSS

AIRLINE

Federal Express (FedEx).
United States (US).

FX / FDX

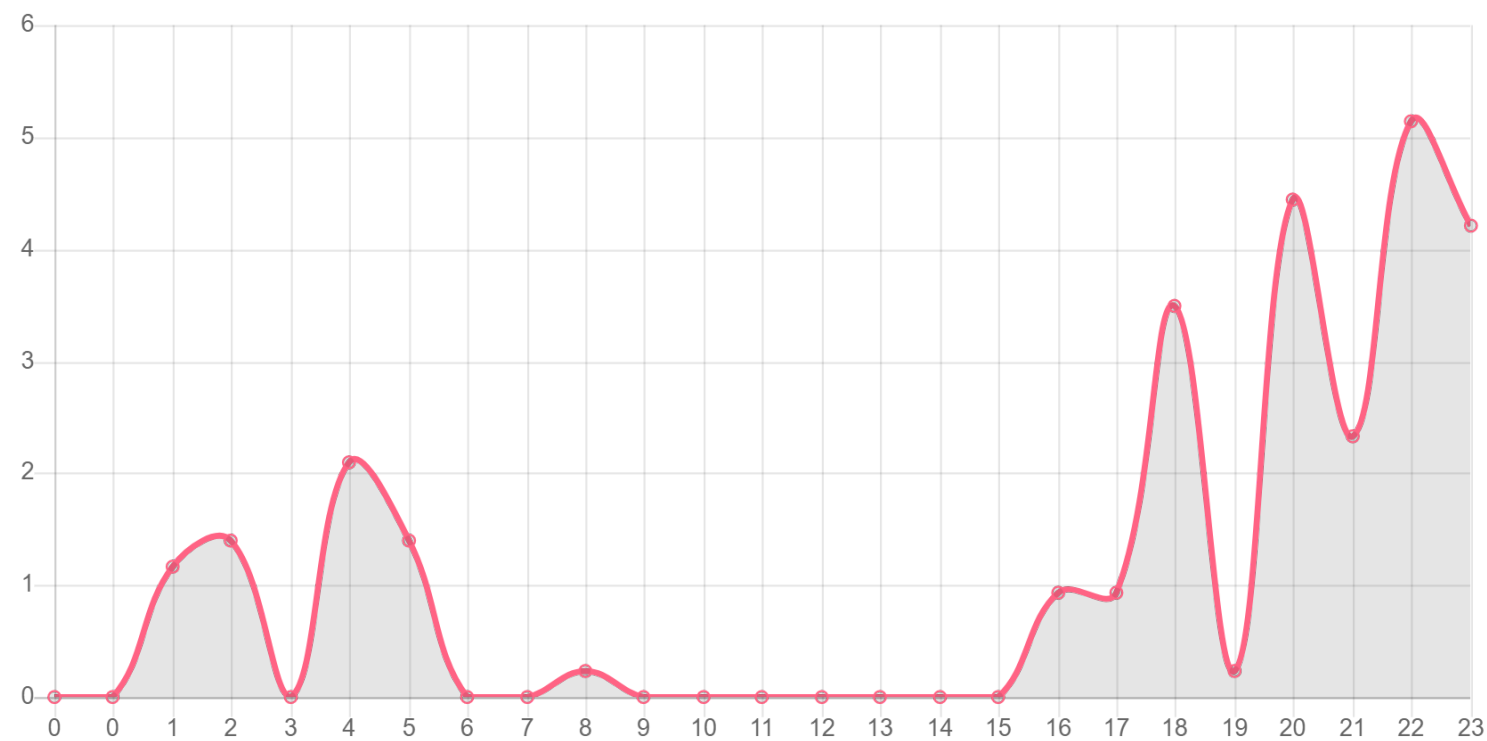
DESTINATIONS

7 airports

SEAT CAPACITY

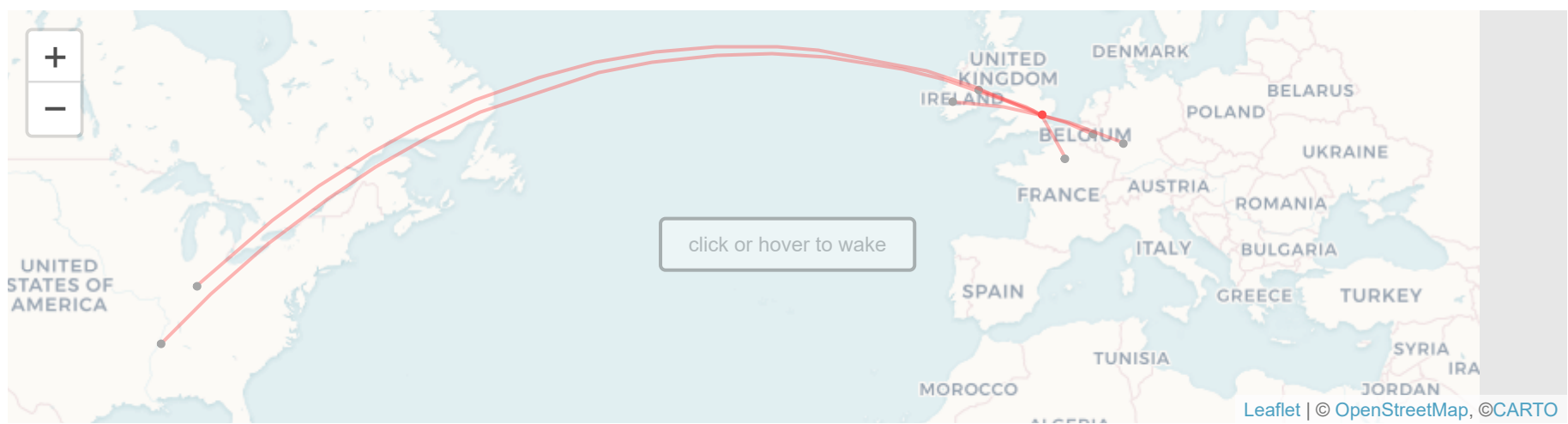
0 seats per day
0% of total capacity.

Departures per Hour



Weekly values, based on flights in the last 30 days

Departure Map



Destinations

Top Routes

Show 10 entries

Airport	Flights per Week	Seats per Flight
Paris Charles de Gaulle Airport (CDG).	7	0
Liege Airport (LGG).	6	0
Memphis International Airport (MEM).	6	0
Dublin Airport (DUB).	5	0

Airport	↑↓ Flights per Week	↑↓ Seats per Flight	↑↓
Indianapolis International Airport (IND)	2	0	
Frankfurt Airport (FRA)	2	0	
Shannon Airport (SNN)	1	0	

Showing 1 to 7 of 7 entries

Recent Flights

Based on flights in the last 30 days

[Previous](#) [1](#) [Next](#)

[Thu, 28. Feb.:](#)

Landed

[3V976](#) TAY976C
[Federal Express \(FedEx\)](#)_FX / FDX
[OE-IAQ](#) Boeing B737-400
[London \(STN\)](#)
to [Liege \(LGG\)](#)
388km (241mi.)

Scheduled:

02:00 (02:00 UTC)
 04:00 (03:00 UTC)
Duration: 1h 0m
Turnaround: 62 minutes

Actual:

02:09 (02:09 UTC)

Departed 9 min delayed

 03:53 (02:53 UTC)

Landed 6 min early

Duration: 0h 53m

[Tue, 26. Feb. \(lands Wed, 27. Feb.\):](#)

Landed

[FX5201](#) FDX5201
[Federal Express \(FedEx\)](#)_FX / FDX
[N676FE](#) Airbus A300-600
[London \(STN\)](#)
to [Paris \(CDG\)](#)
359km (223mi.)

Scheduled:

22:23 (22:23 UTC)
 00:08 (23:08 UTC)
Duration: 0h 44m

Actual (estimated values):

22:24 (22:24 UTC)
 00:08 (23:08 UTC)

Duration: 0h 44m

[Tue, 26. Feb. \(lands Wed, 31. Dec.\):](#)

Landed

[FX9](#) FDX9
[Federal Express \(FedEx\)](#)_FX / FDX
[N617FE](#) McDonnell-Douglas MD11
[London \(STN\)](#)
to [Indianapolis \(IND\)](#)
6,444km (4,002mi.)

Scheduled:

21:56 (21:56 UTC)
 19:00 (00:00 UTC)
Duration: -430893h -56m
Turnaround: 111 minutes

Actual:

22:31 (22:31 UTC)

Departed 35 min delayed

 01:20 (06:20 UTC)

Landed 25854140 min delayed

Duration: 8h 24m

[Tue, 26. Feb. \(lands Wed, 27. Feb.\):](#)

Landed

[FX1](#) FDX1
[Federal Express \(FedEx\)](#) _FX / FDX
[N890FD](#) Boeing B777-200LR
[London \(STN\)](#)
to [Memphis \(MEM\)](#)
7,042km (4,374mi.)

Scheduled:
 20:50 (20:50 UTC)
 00:14 (06:14 UTC)
Duration: 9h 24m
Turnaround: 2 hours

Actual (estimated values):
 21:25 (21:25 UTC)

Departed 35 min delayed

 00:15 (06:15 UTC)

Duration: 9h 25m

[Tue, 26. Feb :](#)

Landed

[FX36](#) FDX36
[Federal Express \(FedEx\)](#) _FX / FDX
[N528FE](#) McDonnell-Douglas MD11
[London \(STN\)](#)
to [Frankfurt \(FRA\)](#)
617km (383mi.)

Scheduled:
 18:40 (18:40 UTC)
 20:45 (19:45 UTC)
Duration: 1h 4m
Turnaround: 99 minutes

Actual (estimated values):
 18:41 (18:41 UTC)
 20:45 (19:45 UTC)

Duration: 1h 4m

[Tue, 26. Feb :](#)

Landed

[FX5202](#) FDX5202
[Federal Express \(FedEx\)](#) _FX / FDX
[N676FE](#) Airbus A300-600
[London \(STN\)](#)
to [Dublin \(DUB\)](#)
471km (292mi.)

Scheduled:
 05:02 (05:02 UTC)
 05:46 (05:46 UTC)
Duration: 0h 44m

Actual (estimated values):
 05:03 (05:03 UTC)
 05:47 (05:47 UTC)

Duration: 0h 45m

[Tue, 26. Feb :](#)

Landed

[3V976](#) TAY976C
[Federal Express \(FedEx\)](#) _FX / FDX
[OE-IAQ](#) Boeing B737-400
[London \(STN\)](#)
to [Liege \(LGG\)](#)
388km (241mi.)

Scheduled:
 02:00 (02:00 UTC)
 04:00 (03:00 UTC)
Duration: 1h 0m

Actual:
 02:00 (02:00 UTC)
 03:40 (02:40 UTC)

Landed 19 min early

Duration: 0h 40m



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[Mon, 25. Feb \(lands Tue, 26. Feb\):](#)

Landed

[FX6301](#) FDX6301
[Federal Express \(FedEx\)](#) _FX / FDX
[N972FD](#) Boeing B757-200
[London \(STN\)](#)
to [Liege \(LGG\)](#)
388km (241mi.)

Scheduled:
 23:06 (23:06 UTC)
 00:48 (23:48 UTC)
Duration: 0h 42m

Actual (estimated values):
 23:06 (23:06 UTC)
 00:49 (23:49 UTC)

Duration: 0h 42m

[Mon, 25. Feb \(lands Tue, 26. Feb\):](#)


Landed


[FX5201](#) FDX5201
[Federal Express \(FedEx\)](#) _FX / FDX

Scheduled:
 22:26 (22:26 UTC)

Actual (estimated values):
 22:26 (22:26 UTC)

[N658FE](#) Airbus A300-600
[London \(STN\)](#) 
to [Paris \(CDG\)](#) 
359km (223mi.)

 00:15 (23:15 UTC)
Duration: 0h 48m
Turnaround: 86 minutes

 00:16 (23:16 UTC)



Duration: 0h 49m





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[Mon, 25. Feb \(lands Tue, 26. Feb\):](#) **Landed**




[FX34](#) FDX34
[Federal Express \(FedEx\)](#)  / FDX
[N598FE](#) McDonnell-Douglas MD11
[London \(STN\)](#) 
to [Cologne \(CGN\)](#) 
493km (306mi.)



Scheduled:
 22:13 (22:13 UTC)
 00:06 (23:06 UTC)
Duration: 0h 53m


Actual (estimated values):
 22:13 (22:13 UTC)
 00:05 (23:05 UTC)

Duration: 0h 52m


[Mon, 25. Feb \(lands Tue, 26. Feb\):](#) **Landed**

[FX1](#) FDX1
[Federal Express \(FedEx\)](#)  / FDX
[N854FD](#) Boeing B777-200LR
[London \(STN\)](#) 
to [Memphis \(MEM\)](#) 
7,042km (4,374mi.)

Scheduled:
 20:50 (20:50 UTC)
 00:17 (06:17 UTC)
Duration: 9h 27m




Actual (estimated values):
 21:26 (21:26 UTC)



Departed 36 min delayed



 00:16 (06:16 UTC)

Duration: 9h 26m

[Mon, 25. Feb :](#) **Landed**

[FX9142](#) FDX9142
[Federal Express \(FedEx\)](#)  / FDX
[N573FE](#) McDonnell-Douglas MD11
[London \(STN\)](#) 
to [Paris \(CDG\)](#) 
359km (223mi.)



Scheduled:
 18:44 (18:44 UTC)
 20:29 (19:29 UTC)
Duration: 0h 45m



Actual (estimated values):
 18:45 (18:45 UTC)
 20:29 (19:29 UTC)

Duration: 0h 44m

[Sun, 24. Feb :](#) **Landed**

[FX5220](#) FDX5220
[Federal Express \(FedEx\)](#)  / FDX
[N658FE](#) Airbus A300-600
[London \(STN\)](#) 
to [Dublin \(DUB\)](#) 
471km (292mi.)



Scheduled:
 01:37 (01:37 UTC)
 02:20 (02:20 UTC)
Duration: 0h 43m


Actual (estimated values):
 01:37 (01:37 UTC)
 02:20 (02:20 UTC)

Duration: 0h 43m


[Sat, 23. Feb \(lands Sun, 24. Feb\):](#) **Landed**

[FX5391](#) FDX5391
[Federal Express \(FedEx\)](#)  / FDX
[N883FD](#) Boeing B777-200LR
[London \(STN\)](#) 
to [Memphis \(MEM\)](#) 
7,042km (4,374mi.)

Scheduled:
 23:38 (23:38 UTC)
 02:59 (08:59 UTC)
Duration: 9h 21m



Actual (estimated values):
 23:49 (23:49 UTC)



Departed 11 min delayed



 03:00 (09:00 UTC)

Duration: 9h 22m

[Sat, 23. Feb \(lands Sun, 24. Feb\):](#) **Landed**


[FX36](#) FDX36
[Federal Express \(FedEx\)](#) _FX / FDX
[N618FE](#) McDonnell-Douglas MD11
[London \(STN\)](#) 
to [Paris \(CDG\)](#) 
359km (223mi.)



Scheduled:
 23:36 (23:36 UTC)
 01:16 (00:16 UTC)
Duration: 0h 40m



Actual (estimated values):
 23:35 (23:35 UTC)
 01:16 (00:16 UTC)

Duration: 0h 40m

[Sat, 23. Feb :](#) Landed

[FX5210](#) FDX5210
[Federal Express \(FedEx\)](#) _FX / FDX
[N676FE](#) Airbus A300-600
[London \(STN\)](#) 
to [Paris \(CDG\)](#) 
359km (223mi.)



Scheduled:
 17:57 (17:57 UTC)
 19:41 (18:41 UTC)
Duration: 0h 44m



Actual (estimated values):
 17:57 (17:57 UTC)
 19:40 (18:40 UTC)

Duration: 0h 43m

[Fri, 22. Feb \(lands Sat, 23. Feb\):](#) Landed



[FX6301](#) FDX6301
[Federal Express \(FedEx\)](#) _FX / FDX
[N916FD](#) Boeing B757-200
[London \(STN\)](#) 
to [Liege \(LGG\)](#) 
388km (241mi.)



Scheduled:
 23:05 (23:05 UTC)
 00:50 (23:50 UTC)
Duration: 0h 45m


Actual (estimated values):
 23:05 (23:05 UTC)
 00:49 (23:49 UTC)

Duration: 0h 44m


[Fri, 22. Feb \(lands Sat, 23. Feb\):](#) Landed

[FX1](#) FDX1
[Federal Express \(FedEx\)](#) _FX / FDX
[N859FD](#) Boeing B777-200LR
[London \(STN\)](#) 
to [Memphis \(MEM\)](#) 
7,042km (4,374mi.)

Scheduled:
 20:50 (20:50 UTC)
 00:39 (06:39 UTC)
Duration: 9h 49m

Actual (estimated values):
 21:15 (21:15 UTC)



Departed 25 min delayed



 00:39 (06:39 UTC)

Duration: 9h 49m

[Fri, 22. Feb :](#) Landed

[FX5202](#) FDX5202
[Federal Express \(FedEx\)](#) _FX / FDX
[N676FE](#) Airbus A300-600
[London \(STN\)](#) 
to [Dublin \(DUB\)](#) 
471km (292mi.)



Scheduled:
 04:49 (04:49 UTC)
 05:37 (05:37 UTC)
Duration: 0h 47m



Actual (estimated values):
 04:49 (04:49 UTC)
 05:38 (05:38 UTC)

Duration: 0h 48m

[Thu, 21. Feb \(lands Fri, 22. Feb\):](#) Landed

[FX6301](#) FDX6301
[Federal Express \(FedEx\)](#) _FX / FDX
[N916FD](#) Boeing B757-200
[London \(STN\)](#) 
to [Liege \(LGG\)](#) 
388km (241mi.)

Scheduled:
 23:05 (23:05 UTC)
 00:51 (23:51 UTC)
Duration: 0h 45m

Actual (estimated values):
 23:05 (23:05 UTC)
 00:51 (23:51 UTC)

Duration: 0h 45m



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[illegible]

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Cargolux Airline	London Stansted Apt Luxembourg	0935	5	5	563	201905
Cargolux Airline	London Stansted Apt Luxembourg	0935	5	4	450.4	201906
Cargolux Airline	London Stansted Apt Luxembourg	0935	5	4	450.4	201907
Cargolux Airline	London Stansted Apt Luxembourg	0935	5	5	563	201908
Cargolux Airline	London Stansted Apt Luxembourg	0935	5	4	450.4	201909
Cargolux Airline	London Stansted Apt Luxembourg	0935	5	4	450.4	201910
Cargolux Airline	London Stansted Apt Luxembourg	0935	5	5	563	201911
Cargolux Airline	London Stansted Apt Luxembourg	0935	5	4	450.4	201912
Cargolux Airline	London Stansted Apt Luxembourg	0935	5	5	563	202001
Cargolux Airline	London Stansted Apt Luxembourg	0935	5	4	450.4	202002
Lufthansa Germ	London Stansted Apt Frankfurt Internatio	0955	4	1	85	201903
China Southern	London Stansted Apt Guangzhou	1005	1	4	400	201903
China Southern	London Stansted Apt Guangzhou	1005	1	5	500	201904
China Southern	London Stansted Apt Guangzhou	1005	1	4	400	201905
China Southern	London Stansted Apt Guangzhou	1005	1	4	400	201906
China Southern	London Stansted Apt Guangzhou	1005	1	5	500	201907
China Southern	London Stansted Apt Guangzhou	1005	1	4	400	201908
China Southern	London Stansted Apt Guangzhou	1005	1	5	500	201909
China Southern	London Stansted Apt Guangzhou	1005	1	4	400	201910
China Southern	London Stansted Apt Guangzhou	1005	1	4	400	201911
China Southern	London Stansted Apt Guangzhou	1005	1	5	500	201912
China Southern	London Stansted Apt Guangzhou	1005	1	4	400	202001
China Southern	London Stansted Apt Guangzhou	1005	1	4	400	202002
Cargologicair	London Stansted Apt Frankfurt Internatio	1250	3	4	440	201903
Cargologicair	London Stansted Apt Frankfurt Internatio	1250	3	4	440	201904
Cargologicair	London Stansted Apt Frankfurt Internatio	1250	3	5	550	201905
Cargologicair	London Stansted Apt Frankfurt Internatio	1250	3	4	440	201906
Cargologicair	London Stansted Apt Frankfurt Internatio	1250	3	5	550	201907
Cargologicair	London Stansted Apt Frankfurt Internatio	1250	3	4	440	201908
Cargologicair	London Stansted Apt Frankfurt Internatio	1250	3	4	440	201909
Cargologicair	London Stansted Apt Frankfurt Internatio	1250	3	5	550	201910
Cargologicair	London Stansted Apt Frankfurt Internatio	1250	3	4	440	201911
Cargologicair	London Stansted Apt Frankfurt Internatio	1250	3	4	440	201912
Cargologicair	London Stansted Apt Frankfurt Internatio	1250	3	5	550	202001
Cargologicair	London Stansted Apt Frankfurt Internatio	1250	3	4	440	202002
Qatar Airways	London Stansted Apt Basel	1600	3	4	260	201903
Qatar Airways	London Stansted Apt Basel	1600	3	4	260	201904
Qatar Airways	London Stansted Apt Basel	1600	3	5	325	201905
Qatar Airways	London Stansted Apt Basel	1600	3	4	260	201906
Qatar Airways	London Stansted Apt Basel	1600	3	5	325	201907
Qatar Airways	London Stansted Apt Basel	1600	3	4	260	201908
Qatar Airways	London Stansted Apt Basel	1600	3	4	260	201909
Qatar Airways	London Stansted Apt Basel	1600	3	5	325	201910
Qatar Airways	London Stansted Apt Basel	1600	3	4	260	201911
Qatar Airways	London Stansted Apt Basel	1600	3	4	260	201912
Qatar Airways	London Stansted Apt Basel	1600	3	5	325	202001
Qatar Airways	London Stansted Apt Basel	1600	3	4	260	202002
Asiana Airlines	London Stansted Apt Frankfurt Internatio	1610	2 4 7	13	1300	201903
Asiana Airlines	London Stansted Apt Frankfurt Internatio	1610	2 4 7	13	1300	201904
Asiana Airlines	London Stansted Apt Frankfurt Internatio	1610	2 4 7	13	1300	201905
Asiana Airlines	London Stansted Apt Frankfurt Internatio	1610	2 4 7	13	1300	201906
Asiana Airlines	London Stansted Apt Frankfurt Internatio	1610	2 4 7	13	1300	201907
Asiana Airlines	London Stansted Apt Frankfurt Internatio	1610	2 4 7	13	1300	201908
Asiana Airlines	London Stansted Apt Frankfurt Internatio	1610	2 4 7	13	1300	201909
Asiana Airlines	London Stansted Apt Frankfurt Internatio	1610	2 4 7	14	1400	201910
Asiana Airlines	London Stansted Apt Frankfurt Internatio	1610	2 4 7	12	1200	201911
Asiana Airlines	London Stansted Apt Frankfurt Internatio	1610	2 4 7	14	1400	201912
Asiana Airlines	London Stansted Apt Frankfurt Internatio	1610	2 4 7	13	1300	202001
Asiana Airlines	London Stansted Apt Frankfurt Internatio	1610	2 4 7	12	1200	202002
Qatar Airways	London Stansted Apt Basel	1615	3	4	260	201903
Qatar Airways	London Stansted Apt Basel	1615	3	4	260	201904

Qatar Airways	London Stansted Apt Basel	1615	3	5	325	201905
Qatar Airways	London Stansted Apt Basel	1615	3	4	260	201906
Qatar Airways	London Stansted Apt Basel	1615	3	5	325	201907
Qatar Airways	London Stansted Apt Basel	1615	3	4	260	201908
Qatar Airways	London Stansted Apt Basel	1615	3	4	260	201909
Qatar Airways	London Stansted Apt Basel	1615	3	5	325	201910
Qatar Airways	London Stansted Apt Basel	1615	3	4	260	201911
Qatar Airways	London Stansted Apt Basel	1615	3	4	260	201912
Qatar Airways	London Stansted Apt Basel	1615	3	5	325	202001
Qatar Airways	London Stansted Apt Basel	1615	3	4	260	202002
Qatar Airways	London Stansted Apt Basel	1740	6	5	325	201903
Qatar Airways	London Stansted Apt Basel	1740	6	4	260	201904
Qatar Airways	London Stansted Apt Basel	1740	6	4	260	201905
Qatar Airways	London Stansted Apt Basel	1740	6	5	325	201906
Qatar Airways	London Stansted Apt Basel	1740	6	4	260	201907
Qatar Airways	London Stansted Apt Basel	1740	6	5	325	201908
Qatar Airways	London Stansted Apt Basel	1740	6	4	260	201909
Qatar Airways	London Stansted Apt Basel	1740	6	4	260	201910
Qatar Airways	London Stansted Apt Basel	1740	6	5	325	201911
Qatar Airways	London Stansted Apt Basel	1740	6	4	260	201912
Qatar Airways	London Stansted Apt Basel	1740	6	4	260	202001
Qatar Airways	London Stansted Apt Basel	1740	6	5	325	202002
Lufthansa Germ	London Stansted Apt Frankfurt Internatio	1750	7	1	103.9	201904
Qatar Airways	London Stansted Apt Basel	1800	6	5	325	201903
Qatar Airways	London Stansted Apt Basel	1800	6	4	260	201904
Qatar Airways	London Stansted Apt Basel	1800	6	4	260	201905
Qatar Airways	London Stansted Apt Basel	1800	6	5	325	201906
Qatar Airways	London Stansted Apt Basel	1800	6	4	260	201907
Qatar Airways	London Stansted Apt Basel	1800	6	5	325	201908
Qatar Airways	London Stansted Apt Basel	1800	6	4	260	201909
Qatar Airways	London Stansted Apt Basel	1800	6	4	260	201910
Qatar Airways	London Stansted Apt Basel	1800	6	5	325	201911
Qatar Airways	London Stansted Apt Basel	1800	6	4	260	201912
Qatar Airways	London Stansted Apt Basel	1800	6	4	260	202001
Qatar Airways	London Stansted Apt Basel	1800	6	5	325	202002
Martinair Hollar	London Stansted Apt Amsterdam	1825	7	5	550	201903
Martinair Hollar	London Stansted Apt Amsterdam	1825	7	4	440	201904
Martinair Hollar	London Stansted Apt Amsterdam	1825	7	4	440	201905
Martinair Hollar	London Stansted Apt Amsterdam	1825	7	5	550	201906
Martinair Hollar	London Stansted Apt Amsterdam	1825	7	4	440	201907
Martinair Hollar	London Stansted Apt Amsterdam	1825	7	4	440	201908
Martinair Hollar	London Stansted Apt Amsterdam	1825	7	5	550	201909
Martinair Hollar	London Stansted Apt Amsterdam	1825	7	4	440	201910
Martinair Hollar	London Stansted Apt Amsterdam	1825	7	4	440	201911
Martinair Hollar	London Stansted Apt Amsterdam	1825	7	5	550	201912
Martinair Hollar	London Stansted Apt Amsterdam	1825	7	4	440	202001
Martinair Hollar	London Stansted Apt Amsterdam	1825	7	4	440	202002
Qatar Airways	London Stansted Apt Brussels Airport	1830	1	4	260	201903
Qatar Airways	London Stansted Apt Brussels Airport	1830	1	5	325	201904
Qatar Airways	London Stansted Apt Brussels Airport	1830	1	4	260	201905
Qatar Airways	London Stansted Apt Brussels Airport	1830	1	4	260	201906
Qatar Airways	London Stansted Apt Brussels Airport	1830	1	5	325	201907
Qatar Airways	London Stansted Apt Brussels Airport	1830	1	4	260	201908
Qatar Airways	London Stansted Apt Brussels Airport	1830	1	5	325	201909
Qatar Airways	London Stansted Apt Brussels Airport	1830	1	4	260	201910
Qatar Airways	London Stansted Apt Brussels Airport	1830	1	4	260	201911
Qatar Airways	London Stansted Apt Brussels Airport	1830	1	5	325	201912
Qatar Airways	London Stansted Apt Brussels Airport	1830	1	4	260	202001
Qatar Airways	London Stansted Apt Brussels Airport	1830	1	4	260	202002
Cargologicair	London Stansted Apt Atlanta Hartsfield-ja	1850	6	5	550	201903
Cargologicair	London Stansted Apt Atlanta Hartsfield-ja	1850	6	4	440	201904

Cargologicair	London Stansted Apt Atlanta Hartsfield-ja 1850	6	4	440 201905
Cargologicair	London Stansted Apt Atlanta Hartsfield-ja 1850	6	5	550 201906
Cargologicair	London Stansted Apt Atlanta Hartsfield-ja 1850	6	4	440 201907
Cargologicair	London Stansted Apt Atlanta Hartsfield-ja 1850	6	5	550 201908
Cargologicair	London Stansted Apt Atlanta Hartsfield-ja 1850	6	4	440 201909
Cargologicair	London Stansted Apt Atlanta Hartsfield-ja 1850	6	4	440 201910
Cargologicair	London Stansted Apt Atlanta Hartsfield-ja 1850	6	5	550 201911
Cargologicair	London Stansted Apt Atlanta Hartsfield-ja 1850	6	4	440 201912
Cargologicair	London Stansted Apt Atlanta Hartsfield-ja 1850	6	4	440 202001
Cargologicair	London Stansted Apt Atlanta Hartsfield-ja 1850	6	5	550 202002
Qatar Airways	London Stansted Apt Brussels Airport 1900	1	4	260 201903
Qatar Airways	London Stansted Apt Brussels Airport 1900	1	5	325 201904
Qatar Airways	London Stansted Apt Brussels Airport 1900	1	4	260 201905
Qatar Airways	London Stansted Apt Brussels Airport 1900	1	4	260 201906
Qatar Airways	London Stansted Apt Brussels Airport 1900	1	5	325 201907
Qatar Airways	London Stansted Apt Brussels Airport 1900	1	4	260 201908
Qatar Airways	London Stansted Apt Brussels Airport 1900	1	5	325 201909
Qatar Airways	London Stansted Apt Brussels Airport 1900	1	4	260 201910
Qatar Airways	London Stansted Apt Brussels Airport 1900	1	4	260 201911
Qatar Airways	London Stansted Apt Brussels Airport 1900	1	5	325 201912
Qatar Airways	London Stansted Apt Brussels Airport 1900	1	4	260 202001
Qatar Airways	London Stansted Apt Brussels Airport 1900	1	4	260 202002
AirBridgeCargo	London Stansted Apt Atlanta Hartsfield-ja 2035	6	5	700 201903
AirBridgeCargo	London Stansted Apt Atlanta Hartsfield-ja 2035	6	4	560 201904
AirBridgeCargo	London Stansted Apt Atlanta Hartsfield-ja 2035	6	4	560 201905
AirBridgeCargo	London Stansted Apt Atlanta Hartsfield-ja 2035	6	5	700 201906
AirBridgeCargo	London Stansted Apt Atlanta Hartsfield-ja 2035	6	4	560 201907
AirBridgeCargo	London Stansted Apt Atlanta Hartsfield-ja 2035	6	5	700 201908
AirBridgeCargo	London Stansted Apt Atlanta Hartsfield-ja 2035	6	4	560 201909
AirBridgeCargo	London Stansted Apt Atlanta Hartsfield-ja 2035	6	4	560 201910
AirBridgeCargo	London Stansted Apt Atlanta Hartsfield-ja 2035	6	5	700 201911
AirBridgeCargo	London Stansted Apt Atlanta Hartsfield-ja 2035	6	4	560 201912
AirBridgeCargo	London Stansted Apt Atlanta Hartsfield-ja 2035	6	4	560 202001
AirBridgeCargo	London Stansted Apt Atlanta Hartsfield-ja 2035	6	5	700 202002

Carrier Name	Dep Airport Name	Arr Airport Name	Local Arr Time	Local Days Of Op	Frequency	FreightTons (Total)	Time series	Column1
British Airways	Doha	London Stansted	Ap0310	6	10	1039	201903	
British Airways	Doha	London Stansted	Ap0310	6	8	831.2	201904	
British Airways	Doha	London Stansted	Ap0310	6	8	831.2	201905	
British Airways	Doha	London Stansted	Ap0310	6	10	1039	201906	
British Airways	Doha	London Stansted	Ap0310	6	8	831.2	201907	
British Airways	Doha	London Stansted	Ap0310	6	10	1039	201908	
British Airways	Doha	London Stansted	Ap0310	6	8	831.2	201909	
British Airways	Doha	London Stansted	Ap0310	6	8	831.2	201910	
British Airways	Doha	London Stansted	Ap0310	6	10	1039	201911	
British Airways	Doha	London Stansted	Ap0310	6	8	831.2	201912	
British Airways	Doha	London Stansted	Ap0310	6	8	831.2	202001	
British Airways	Doha	London Stansted	Ap0310	6	10	1039	202002	
Qatar Airways	Doha	London Stansted	Ap0330	6	5	519.5	201903	
Qatar Airways	Doha	London Stansted	Ap0330	6	4	415.6	201904	
Qatar Airways	Doha	London Stansted	Ap0330	6	4	415.6	201905	
Qatar Airways	Doha	London Stansted	Ap0330	6	5	519.5	201906	
Qatar Airways	Doha	London Stansted	Ap0330	6	4	415.6	201907	
Qatar Airways	Doha	London Stansted	Ap0330	6	5	519.5	201908	
Qatar Airways	Doha	London Stansted	Ap0330	6	4	415.6	201909	
Qatar Airways	Doha	London Stansted	Ap0330	6	4	415.6	201910	
Qatar Airways	Doha	London Stansted	Ap0330	6	5	519.5	201911	
Qatar Airways	Doha	London Stansted	Ap0330	6	4	415.6	201912	
Qatar Airways	Doha	London Stansted	Ap0330	6	4	415.6	202001	
Qatar Airways	Doha	London Stansted	Ap0330	6	5	519.5	202002	
Qatar Airways	Doha	London Stansted	Ap0415	4	4	415.6	201903	
Qatar Airways	Doha	London Stansted	Ap0415	4	4	415.6	201904	
Qatar Airways	Doha	London Stansted	Ap0415	4	5	519.5	201905	
Qatar Airways	Doha	London Stansted	Ap0415	4	4	415.6	201906	
Qatar Airways	Doha	London Stansted	Ap0415	4	4	415.6	201907	
Qatar Airways	Doha	London Stansted	Ap0415	4	5	519.5	201908	
Qatar Airways	Doha	London Stansted	Ap0415	4	4	415.6	201909	
Qatar Airways	Doha	London Stansted	Ap0415	4	5	519.5	201910	
Qatar Airways	Doha	London Stansted	Ap0415	4	4	415.6	201911	
Qatar Airways	Doha	London Stansted	Ap0415	4	4	415.6	201912	
Qatar Airways	Doha	London Stansted	Ap0415	4	5	519.5	202001	
Qatar Airways	Doha	London Stansted	Ap0415	4	4	415.6	202002	
China Southern	Guangzhou	London Stansted	Ap0535	2 4 6	13	1300	201903	
China Southern	Guangzhou	London Stansted	Ap0535	1	4	400	201903	
China Southern	Guangzhou	London Stansted	Ap0535	1	5	500	201904	
China Southern	Guangzhou	London Stansted	Ap0535	2 4 6	13	1300	201904	
China Southern	Guangzhou	London Stansted	Ap0535	1	4	400	201905	
China Southern	Guangzhou	London Stansted	Ap0535	2 4 6	13	1300	201905	
China Southern	Guangzhou	London Stansted	Ap0535	2 4 6	13	1300	201906	
China Southern	Guangzhou	London Stansted	Ap0535	1	4	400	201906	
China Southern	Guangzhou	London Stansted	Ap0535	1	5	500	201907	
China Southern	Guangzhou	London Stansted	Ap0535	2 4 6	13	1300	201907	
China Southern	Guangzhou	London Stansted	Ap0535	1	4	400	201908	
China Southern	Guangzhou	London Stansted	Ap0535	2 4 6	14	1400	201908	
China Southern	Guangzhou	London Stansted	Ap0535	1	5	500	201909	
China Southern	Guangzhou	London Stansted	Ap0535	2 4 6	12	1200	201909	
China Southern	Guangzhou	London Stansted	Ap0535	1	4	400	201910	
China Southern	Guangzhou	London Stansted	Ap0535	2 4 6	14	1400	201910	
China Southern	Guangzhou	London Stansted	Ap0535	1	4	400	201911	
China Southern	Guangzhou	London Stansted	Ap0535	2 4 6	13	1300	201911	
China Southern	Guangzhou	London Stansted	Ap0535	2 4 6	13	1300	201912	
China Southern	Guangzhou	London Stansted	Ap0535	1	5	500	201912	
China Southern	Guangzhou	London Stansted	Ap0535	1	4	400	202001	
China Southern	Guangzhou	London Stansted	Ap0535	2 4 6	13	1300	202001	
China Southern	Guangzhou	London Stansted	Ap0535	1	4	400	202002	
China Southern	Guangzhou	London Stansted	Ap0535	2 4 6	13	1300	202002	
Qatar Airways	Doha	London Stansted	Ap0555	4	4	415.6	201903	
Qatar Airways	Doha	London Stansted	Ap0555	4	4	415.6	201904	
Qatar Airways	Doha	London Stansted	Ap0555	4	5	519.5	201905	
Qatar Airways	Doha	London Stansted	Ap0555	4	4	415.6	201906	

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British Airways	Doha	London Stansted Ap0700	7	4	415.6 201907
British Airways	Doha	London Stansted Ap0700	1	4	415.6 201908
British Airways	Doha	London Stansted Ap0700	7	4	415.6 201908
British Airways	Doha	London Stansted Ap0700	7	5	519.5 201909
British Airways	Doha	London Stansted Ap0700	1	5	519.5 201909
British Airways	Doha	London Stansted Ap0700	7	4	415.6 201910
British Airways	Doha	London Stansted Ap0700	1	4	415.6 201910
British Airways	Doha	London Stansted Ap0700	7	4	415.6 201911
British Airways	Doha	London Stansted Ap0700	1	4	415.6 201911
British Airways	Doha	London Stansted Ap0700	1	5	519.5 201912
British Airways	Doha	London Stansted Ap0700	7	5	519.5 201912
British Airways	Doha	London Stansted Ap0700	7	4	415.6 202001
British Airways	Doha	London Stansted Ap0700	1	4	415.6 202001
British Airways	Doha	London Stansted Ap0700	7	4	415.6 202002
British Airways	Doha	London Stansted Ap0700	1	4	415.6 202002
Safari Express C. Nairobi Jomo Kenyat	London Stansted Ap0705		3	4	440 201903
Safari Express C. Nairobi Jomo Kenyat	London Stansted Ap0705		3	4	440 201904
Safari Express C. Nairobi Jomo Kenyat	London Stansted Ap0705		3	5	550 201905
Safari Express C. Nairobi Jomo Kenyat	London Stansted Ap0705		3	4	440 201906
Safari Express C. Nairobi Jomo Kenyat	London Stansted Ap0705		3	5	550 201907
Safari Express C. Nairobi Jomo Kenyat	London Stansted Ap0705		3	4	440 201908
Safari Express C. Nairobi Jomo Kenyat	London Stansted Ap0705		3	4	440 201909
Safari Express C. Nairobi Jomo Kenyat	London Stansted Ap0705		3	5	550 201910
Safari Express C. Nairobi Jomo Kenyat	London Stansted Ap0705		3	4	440 201911
Safari Express C. Nairobi Jomo Kenyat	London Stansted Ap0705		3	4	440 201912
Safari Express C. Nairobi Jomo Kenyat	London Stansted Ap0705		3	5	550 202001
Safari Express C. Nairobi Jomo Kenyat	London Stansted Ap0705		3	4	440 202002
British Airways	Doha	London Stansted Ap0725	5	10	1039 201903
British Airways	Doha	London Stansted Ap0725	5	8	831.2 201904
British Airways	Doha	London Stansted Ap0725	5	10	1039 201905
British Airways	Doha	London Stansted Ap0725	5	8	831.2 201906
British Airways	Doha	London Stansted Ap0725	5	8	831.2 201907
British Airways	Doha	London Stansted Ap0725	5	10	1039 201908
British Airways	Doha	London Stansted Ap0725	5	8	831.2 201909
British Airways	Doha	London Stansted Ap0725	5	8	831.2 201910
British Airways	Doha	London Stansted Ap0725	5	10	1039 201911
British Airways	Doha	London Stansted Ap0725	5	8	831.2 201912
British Airways	Doha	London Stansted Ap0725	5	10	1039 202001
British Airways	Doha	London Stansted Ap0725	5	8	831.2 202002
Qatar Airways	Doha	London Stansted Ap0735	1	4	415.6 201903
Qatar Airways	Doha	London Stansted Ap0735	1	5	519.5 201904
Qatar Airways	Doha	London Stansted Ap0735	1	4	415.6 201905
Qatar Airways	Doha	London Stansted Ap0735	1	4	415.6 201906
Qatar Airways	Doha	London Stansted Ap0735	1	5	519.5 201907
Qatar Airways	Doha	London Stansted Ap0735	1	4	415.6 201908
Qatar Airways	Doha	London Stansted Ap0735	1	5	519.5 201909
Qatar Airways	Doha	London Stansted Ap0735	1	4	415.6 201910
Qatar Airways	Doha	London Stansted Ap0735	1	4	415.6 201911
Qatar Airways	Doha	London Stansted Ap0735	1	5	519.5 201912
Qatar Airways	Doha	London Stansted Ap0735	1	4	415.6 202001
Qatar Airways	Doha	London Stansted Ap0735	1	4	415.6 202002
Cargolux Airline	Nairobi Jomo Kenyat	London Stansted Ap0805	5	5	563 201903
Cargolux Airline	Nairobi Jomo Kenyat	London Stansted Ap0805	5	4	450.4 201904
Cargolux Airline	Nairobi Jomo Kenyat	London Stansted Ap0805	5	5	563 201905
Cargolux Airline	Nairobi Jomo Kenyat	London Stansted Ap0805	5	4	450.4 201906
Cargolux Airline	Nairobi Jomo Kenyat	London Stansted Ap0805	5	4	450.4 201907
Cargolux Airline	Nairobi Jomo Kenyat	London Stansted Ap0805	5	5	563 201908
Cargolux Airline	Nairobi Jomo Kenyat	London Stansted Ap0805	5	4	450.4 201909
Cargolux Airline	Nairobi Jomo Kenyat	London Stansted Ap0805	5	4	450.4 201910
Cargolux Airline	Nairobi Jomo Kenyat	London Stansted Ap0805	5	5	563 201911
Cargolux Airline	Nairobi Jomo Kenyat	London Stansted Ap0805	5	4	450.4 201912
Cargolux Airline	Nairobi Jomo Kenyat	London Stansted Ap0805	5	5	563 202001
Cargolux Airline	Nairobi Jomo Kenyat	London Stansted Ap0805	5	4	450.4 202002
Lufthansa Germ	Dakar Blaise Diagne I	London Stansted Ap0825	4	1	85 201903
Cargolicalair	Atlanta Hartsfield-jac	London Stansted Ap1050	2	4	440 201903

Cargolocal	Atlanta Hartsfield-jar	London Stansted Ap 1050	2	5	550 201904
Cargolocal	Atlanta Hartsfield-jar	London Stansted Ap 1050	2	4	440 201905
Cargolocal	Atlanta Hartsfield-jar	London Stansted Ap 1050	2	4	440 201906
Cargolocal	Atlanta Hartsfield-jar	London Stansted Ap 1050	2	5	550 201907
Cargolocal	Atlanta Hartsfield-jar	London Stansted Ap 1050	2	4	440 201908
Cargolocal	Atlanta Hartsfield-jar	London Stansted Ap 1050	2	4	440 201909
Cargolocal	Atlanta Hartsfield-jar	London Stansted Ap 1050	2	5	550 201910
Cargolocal	Atlanta Hartsfield-jar	London Stansted Ap 1050	2	4	440 201911
Cargolocal	Atlanta Hartsfield-jar	London Stansted Ap 1050	2	5	550 201912
Cargolocal	Atlanta Hartsfield-jar	London Stansted Ap 1050	2	4	440 202001
Cargolocal	Atlanta Hartsfield-jar	London Stansted Ap 1050	2	4	440 202002
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	4 7	9	900 201903
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	2	4	400 201903
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	4 7	8	800 201904
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	2	5	500 201904
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	2	4	400 201905
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	4 7	9	900 201905
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	4 7	9	900 201906
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	2	4	400 201906
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	4 7	8	800 201907
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	2	5	500 201907
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	4 7	9	900 201908
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	2	4	400 201908
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	4 7	9	900 201909
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	2	4	400 201909
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	2	5	500 201910
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	4 7	9	900 201910
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	4 7	8	800 201911
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	2	4	400 201911
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	2	5	500 201912
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	4 7	9	900 201912
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	4 7	9	900 202001
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	2	4	400 202001
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	2	4	400 202002
Asiana Airlines	Moscow Domodedo	London Stansted Ap 1415	4 7	8	800 202002
Qatar Airways	Doha	London Stansted Ap 1445	3	4	260 201903
Qatar Airways	Doha	London Stansted Ap 1445	3	4	260 201904
Qatar Airways	Doha	London Stansted Ap 1445	3	5	325 201905
Qatar Airways	Doha	London Stansted Ap 1445	3	4	260 201906
Qatar Airways	Doha	London Stansted Ap 1445	3	5	325 201907
Qatar Airways	Doha	London Stansted Ap 1445	3	4	260 201908
Qatar Airways	Doha	London Stansted Ap 1445	3	4	260 201909
Qatar Airways	Doha	London Stansted Ap 1445	3	5	325 201910
Qatar Airways	Doha	London Stansted Ap 1445	3	4	260 201911
Qatar Airways	Doha	London Stansted Ap 1445	3	4	260 201912
Qatar Airways	Doha	London Stansted Ap 1445	3	5	325 202001
Qatar Airways	Doha	London Stansted Ap 1445	3	4	260 202002
Lufthansa Germ	Buenos Aires Ministr	London Stansted Ap 1510	6	1	103.9 201904
Cargolocal	Frankfurt Internatio	London Stansted Ap 1610	6	5	550 201903
Cargolocal	Frankfurt Internatio	London Stansted Ap 1610	6	4	440 201904
Cargolocal	Frankfurt Internatio	London Stansted Ap 1610	6	4	440 201905
Cargolocal	Frankfurt Internatio	London Stansted Ap 1610	6	5	550 201906
Cargolocal	Frankfurt Internatio	London Stansted Ap 1610	6	4	440 201907
Cargolocal	Frankfurt Internatio	London Stansted Ap 1610	6	5	550 201908
Cargolocal	Frankfurt Internatio	London Stansted Ap 1610	6	4	440 201909
Cargolocal	Frankfurt Internatio	London Stansted Ap 1610	6	4	440 201910
Cargolocal	Frankfurt Internatio	London Stansted Ap 1610	6	5	550 201911
Cargolocal	Frankfurt Internatio	London Stansted Ap 1610	6	4	440 201912
Cargolocal	Frankfurt Internatio	London Stansted Ap 1610	6	4	440 202001
Cargolocal	Frankfurt Internatio	London Stansted Ap 1610	6	5	550 202002
Qatar Airways	Doha	London Stansted Ap 1610	6	5	325 201903
Qatar Airways	Doha	London Stansted Ap 1610	6	4	260 201904
Qatar Airways	Doha	London Stansted Ap 1610	6	4	260 201905
Qatar Airways	Doha	London Stansted Ap 1610	6	5	325 201906
Qatar Airways	Doha	London Stansted Ap 1610	6	4	260 201907

Qatar Airways	Doha	London Stansted Ap 1610	6	5	325	201908	
Qatar Airways	Doha	London Stansted Ap 1610	6	4	260	201909	
Qatar Airways	Doha	London Stansted Ap 1610	6	4	260	201910	
Qatar Airways	Doha	London Stansted Ap 1610	6	5	325	201911	
Qatar Airways	Doha	London Stansted Ap 1610	6	4	260	201912	
Qatar Airways	Doha	London Stansted Ap 1610	6	4	260	202001	
Qatar Airways	Doha	London Stansted Ap 1610	6	5	325	202002	
Martinair Hollar	Miami International	London Stansted Ap 1655	7	5	550	201903	
Martinair Hollar	Miami International	London Stansted Ap 1655	7	4	440	201904	
Martinair Hollar	Miami International	London Stansted Ap 1655	7	4	440	201905	
Martinair Hollar	Miami International	London Stansted Ap 1655	7	5	550	201906	
Martinair Hollar	Miami International	London Stansted Ap 1655	7	4	440	201907	
Martinair Hollar	Miami International	London Stansted Ap 1655	7	4	440	201908	
Martinair Hollar	Miami International	London Stansted Ap 1655	7	5	550	201909	
Martinair Hollar	Miami International	London Stansted Ap 1655	7	4	440	201910	
Martinair Hollar	Miami International	London Stansted Ap 1655	7	4	440	201911	
Martinair Hollar	Miami International	London Stansted Ap 1655	7	5	550	201912	
Martinair Hollar	Miami International	London Stansted Ap 1655	7	4	440	202001	
Martinair Hollar	Miami International	London Stansted Ap 1655	7	4	440	202002	
Qatar Airways	Doha	London Stansted Ap 1730	1	4	260	201903	
Qatar Airways	Doha	London Stansted Ap 1730	1	5	325	201904	
Qatar Airways	Doha	London Stansted Ap 1730	1	4	260	201905	
Qatar Airways	Doha	London Stansted Ap 1730	1	4	260	201906	
Qatar Airways	Doha	London Stansted Ap 1730	1	5	325	201907	
Qatar Airways	Doha	London Stansted Ap 1730	1	4	260	201908	
Qatar Airways	Doha	London Stansted Ap 1730	1	5	325	201909	
Qatar Airways	Doha	London Stansted Ap 1730	1	4	260	201910	
Qatar Airways	Doha	London Stansted Ap 1730	1	4	260	201911	
Qatar Airways	Doha	London Stansted Ap 1730	1	5	325	201912	
Qatar Airways	Doha	London Stansted Ap 1730	1	4	260	202001	
Qatar Airways	Doha	London Stansted Ap 1730	1	4	260	202002	
AirBridgeCargo	Frankfurt Internatio	London Stansted Ap 1905	6	5	700	201903	
AirBridgeCargo	Frankfurt Internatio	London Stansted Ap 1905	6	4	560	201904	
AirBridgeCargo	Frankfurt Internatio	London Stansted Ap 1905	6	4	560	201905	
AirBridgeCargo	Frankfurt Internatio	London Stansted Ap 1905	6	5	700	201906	
AirBridgeCargo	Frankfurt Internatio	London Stansted Ap 1905	6	4	560	201907	
AirBridgeCargo	Frankfurt Internatio	London Stansted Ap 1905	6	5	700	201908	
AirBridgeCargo	Frankfurt Internatio	London Stansted Ap 1905	6	4	560	201909	
AirBridgeCargo	Frankfurt Internatio	London Stansted Ap 1905	6	4	560	201910	
AirBridgeCargo	Frankfurt Internatio	London Stansted Ap 1905	6	5	700	201911	
AirBridgeCargo	Frankfurt Internatio	London Stansted Ap 1905	6	4	560	201912	
AirBridgeCargo	Frankfurt Internatio	London Stansted Ap 1905	6	4	560	202001	
AirBridgeCargo	Frankfurt Internatio	London Stansted Ap 1905	6	5	700	202002	
British Airways	Doha	London Stansted Ap 2215	5	10	1039	201903	106
British Airways	Doha	London Stansted Ap 2215	5	8	831.2	201904	
British Airways	Doha	London Stansted Ap 2215	5	10	1039	201905	
British Airways	Doha	London Stansted Ap 2215	5	8	831.2	201906	
British Airways	Doha	London Stansted Ap 2215	5	8	831.2	201907	
British Airways	Doha	London Stansted Ap 2215	5	10	1039	201908	
British Airways	Doha	London Stansted Ap 2215	5	8	831.2	201909	
British Airways	Doha	London Stansted Ap 2215	5	8	831.2	201910	
British Airways	Doha	London Stansted Ap 2215	5	10	1039	201911	
British Airways	Doha	London Stansted Ap 2215	5	8	831.2	201912	
British Airways	Doha	London Stansted Ap 2215	5	10	1039	202001	
British Airways	Doha	London Stansted Ap 2215	5	8	831.2	202002	
Qatar Airways	Doha	London Stansted Ap 2330	5	5	519.5	201903	
Qatar Airways	Doha	London Stansted Ap 2330	5	4	415.6	201904	
Qatar Airways	Doha	London Stansted Ap 2330	5	5	519.5	201905	
Qatar Airways	Doha	London Stansted Ap 2330	5	4	415.6	201906	
Qatar Airways	Doha	London Stansted Ap 2330	5	4	415.6	201907	
Qatar Airways	Doha	London Stansted Ap 2330	5	5	519.5	201908	
Qatar Airways	Doha	London Stansted Ap 2330	5	4	415.6	201909	
Qatar Airways	Doha	London Stansted Ap 2330	5	4	415.6	201910	
Qatar Airways	Doha	London Stansted Ap 2330	5	5	519.5	201911	
Qatar Airways	Doha	London Stansted Ap 2330	5	4	415.6	201912	

Qatar Airways	Doha	London Stansted Ap 2330	5	5	519.5 202001
Qatar Airways	Doha	London Stansted Ap 2330	5	4	415.6 202002

Pakistan International Airlines

PIA - Pakistan International Airlines ★

Airline Name

Active

Status



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Aircraft Type	Active	Inactive	Total	On Order*	Ø Age	Capacity		
A320-200	10	1	11		13.1	1,914	Routes	Schedule
ATR42-500	4	1	5		12.2	240	Routes	Schedule
ATR72-500	3	2	5		6.8	350	Routes	Schedule
B777-200(ER)	6		6		14.1	1,921	Routes	Schedule
B777-200(LR)	2		2		13.9	620	Routes	Schedule
B777-300(ER)	3	1	4		11.3	1,621	Routes	Schedule
Total	28	5	33	0	12.0	6,666		

* Includes new or used aircraft not yet delivered for which a construction/manufacture serial number is already known.

Orders

Aircraft Type	Aircraft On Order	As of*
B777-300(ER)	5	31JAN2019
Total	5	

* The data in the table above displays unfilled order data provided by manufacturers as of the date displayed in the As of column. It does not take orders announced after this date into consideration.

Iran Air

Iran Air ★

Airline Name

Active

Status



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Aircraft Type	Active	Inactive	Total	On Order*	Ø Age	Capacity		
A300-600R	2	2	4		25.8	1,040	Routes	Schedule
A300B2	1		1		39.1	277	Routes	Schedule
A300B4	1	3	4		35.6	1,089	Routes	Schedule
A300B4(F)		2	2		37.6		Routes	Schedule
A310-300	1	1	2		29.0	385	Routes	Schedule
A319-100		3	3		17.0	414	Routes	Schedule
A320-200	2	4	6		23.4	870	Routes	Schedule
A321-200	1		1		2.3	194	Routes	Schedule
A330-200	2		2		4.5	476	Routes	Schedule
ATR72-600	12	1	13		1.3	910	Routes	Schedule
B747-200C(M)	1		1		30.5		Routes	Schedule
F100	1	8	9		27.2	936	Routes	Schedule
MD-82		1	1		30.5	142	Routes	Schedule
Total	24	25	49	0	19.3	6,733		

* Includes new or used aircraft not yet delivered for which a construction/manufacture serial number is already known.

Divisions**Cargo**

Aircraft Type	Active	Inactive	Total	On Order*	Ø Age	Capacity
A300B4(F)		2	2		37.6	
B747-200C(M)	1		1		30.5	
Total	1	2	3	0	35.2	

* Includes new or used aircraft not yet delivered for which a construction/manufacture serial number is already known.

Orders

Aircraft Type	Aircraft On Order	As of*
A320-200	6	31JAN2019
A320-200N	32	31JAN2019
A321-200	7	31JAN2019
A330-200	8	31JAN2019
A330-900N	28	31JAN2019
A350-1000	16	31JAN2019
Total	97	

* The data in the table above displays unfilled order data provided by manufacturers as of the date displayed in the As of column. It does not take orders announced after this date into consideration.

Qatar Airways

Qatar Airways ★
Airline Name

Active
Status



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Fleet
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Aircraft Type	Active	Inactive	Total	On Order*	Ø Age	Capacity		
A320-200	32	1	33		7.8	4,812	Routes	Schedule
A321-200	6		6		11.4	1,092	Routes	Schedule
A321-200N				2			Routes	Schedule
A330-200	7		7		13.1	1,832	Routes	Schedule
A330-200F	7		7		4.4		Routes	Schedule
A330-300	13		13		12.7	3,935	Routes	Schedule
A340-600	4		4		12.6	1,488	Routes	Schedule
A350-1000	6		6	17	0.6	1,962	Routes	Schedule
A350-900	32		32	4	2.1	9,168	Routes	Schedule
A380-800	10		10		3.6	5,170	Routes	Schedule
ACJ319-100	2		2		15.6	220	Routes	Schedule
B747-8(F)	2		2		4.0		Routes	Schedule
B777-200(F)	15		15	1	4.3		Routes	Schedule
B777-200(LR)	9		9		9.1	2,344	Routes	Schedule
B777-300(ER)	48		48		5.3	17,806	Routes	Schedule
B787-8	30		30		4.7	7,620	Routes	Schedule
Total	223	1	224	24	6.0	57,449		

* Includes new or used aircraft not yet delivered for which a construction/manufacture serial number is already known.

Divisions

Cargo

Aircraft Type	Active	Inactive	Total	On Order*	Ø Age	Capacity
A330-200F	7		7		4.4	
B747-8(F)	2		2		4.0	
B777-200(F)	15		15		4.3	
Total	24	0	24	0	4.3	

* Includes new or used aircraft not yet delivered for which a construction/manufacture serial number is already known.

Orders

Aircraft Type	Aircraft On Order	As of*
A321-200N	40	31JAN2019
A321-200NX(LR)	10	31JAN2019
A350-1000	36	31JAN2019
A350-900	4	31JAN2019
B777-200(F)	6	31JAN2019
B777-8	10	31JAN2019
B777-9	50	31JAN2019
B787-9	30	31JAN2019
Total	186	

* The data in the table above displays unfilled order data provided by manufacturers as of the date displayed in the As of column. It does not take orders announced after this date into consideration.

TAAG Angola

TAAG Angola Airlines ★
Airline Name

Active
Status



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Aircraft Type	Active	Inactive	Total	On Order*	Ø Age	Capacity		
B737-700	4		4		12.5	480	Routes	Schedule
B737-700(QC)	1		1		11.0	120	Routes	Schedule
B777-200(ER)	3		3		12.1	705	Routes	Schedule
B777-300(ER)	5		5		5.3	1,457	Routes	Schedule
Total	13	0	13	0	9.5	2,762		

* Includes new or used aircraft not yet delivered for which a construction/manufacture serial number is already known.