

Connecting the World

STRENGTHENING EFFICIENT HUBS

For shorter routes in Europe, direct flights are often the preferred option. Intercontinental travelers, on the other hand, usually connect through a hub airport. The reason: the hub system offers a wide range of long-haul connections that direct flights alone cannot provide. The mix of transfer passengers and regional passengers ensures that the capacities of long-haul aircraft are used in an optimal way – which is ideal from both an economic and an ecological point of view.

The airlines of the Lufthansa Group offer their customers a broad network of coordinated long-haul flights via the hubs in Frankfurt, Munich, Zurich, Vienna and Brussels. By bundling passengers from many countries at major airports – who then travel together to their destination in one aircraft – we provide good connectivity at competitive prices. Flying through hub systems is very efficient. To connect twelve cities directly, it takes 66 individual routes. A hub system requires only twelve routes. In addition, this is advantageous regarding climate protection: a high seat load factor in the largest possible aircraft significantly reduces the fuel consumption per passenger.

Airline partnerships secure worldwide connectivity

By cooperating with other international airline partners, the Lufthansa Group can offer additional long-haul connections all over the world and can make good use of capacity. In the Star Alliance, for example, Lufthansa, United Airlines and Air Canada work together in a far-reaching joint venture: On routes between their home countries, the three partners – who always take off from their hubs for transatlantic routes – jointly evaluate capacities and decide who is best suited to operate them.

Strengthening the hub system

Through hubs and partnerships, airlines connect Europe to the world. However, more and more transfer traffic is shifting

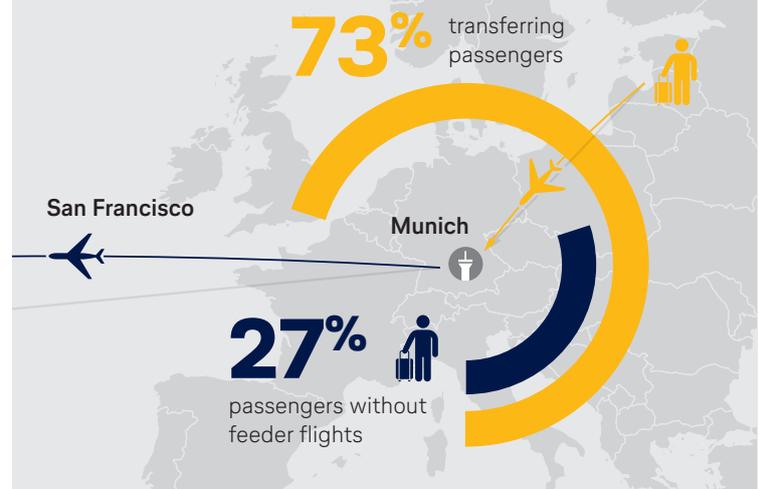
Connecting capitals: Lufthansa partner launches direct flights to U.S. hub

With transfers, the Lufthansa Group connects Brussels, the capital of Europe, with nearly 300 destinations worldwide. From Berlin, passengers can fly to more than 200 destinations with just one transfer. Starting in March, joint venture partner United Airlines will fly directly from the German capital to New York, and starting in May, to Washington for the first time. Both cities are among United's six U.S. hubs. All flights can also be booked via Lufthansa and feature a Lufthansa flight number.

Munich – San Francisco:

passengers from 50 destinations on long-haul aircraft

On October 11, 2019, the LH-458 flight took off from Munich to San Francisco. Of the 278 passengers, over 70 percent started their journey at another airport and transferred to Lufthansa in MUC.



to hubs outside Europe. More travelers are transferring in Dubai, Doha or Istanbul. The “success” of these hubs is made possible by industrial and corporate policies that come at the expense of social and environmental standards. The resulting loss of value creation for EU airlines must not be worsened by EU regulation. This means that climate regulations, such as those currently planned by the Fit for 55 initiative (see previous article), must not unilaterally make flights in and out of the EU more expensive. Otherwise, they will create incentives to fly via non-European hubs (carbon leakage). In Germany, the three parties making up the government have pledged to continue to develop an efficient aviation industry and to advocate for a fair regulatory framework in the context of international competition. Finding balanced solutions will require the engagement not only of the German government but of the entire European Council.