

Deutsche Lufthansa Aktiengesellschaft
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Ihre Zeichen
Your Ref.

Unsere Zeichen / Datum
Our Ref. / Date

Telefon / Telefax
Telephone / Telefax

Office of International Corporate Finance
Division of Corporation Finance
Securities and Exchange Commission
450 Fifth Street, N.W.
Washington, D.C. 20549

CGN IR dg
24 January 2002

U.S.A.



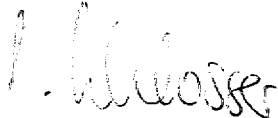
Deutsche Lufthansa AG
Rule 12g3-2(b) File No. 82-4691

SUPPL

The enclosed information is being furnished to the Securities and Exchange Commission (the "SEC") on behalf of Deutsche Lufthansa AG (the "Company") pursuant to the exemption from the Securities Exchange Act of 1934 (the "Act") afforded by Rule 12g3-2(b) thereunder.

This information is being furnished under paragraph (1) of Rule 12g3-2(b) with the understanding that such information and documents will not be deemed to be "filed" with the SEC or otherwise subject to the liabilities of Section 18 of the Act and that neither this letter nor the furnishing of such information and documents shall constitute an admission for any purpose that the Company is subject to the Act.

Very truly yours,
Deutsche Lufthansa Aktiengesellschaft
Vice President Investor Relations


Ulrike Schlosser

Enclosure

PROCESSED

FEB 25 2002

THOMSON
FINANCIAL



ISSUER

Deutsche Lufthansa AG

FILE NO.

82-4691

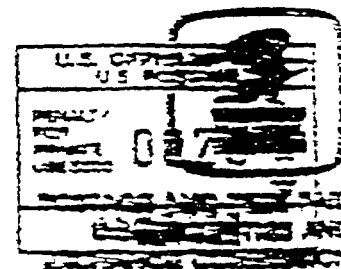
This will advise that the issuer has been added to the list of those foreign private issuers that claim exemption pursuant to Rule 12g3-2(b) under the Securities Exchange Act of 1934.

Please be further advised that in order to continue to claim this exemption, the issuer must furnish to the Commission, on a timely basis, all information required by Rule 12g3-2(b). This includes all relevant documents since the date of your initial submission. The burden of furnishing such information rests with the issuer, even if it delegates that responsibility to another, and the staff will look to the issuer for compliance. If the issuer is a member of an affiliated or control group which normally prepares reports, press releases, etc., in a single document, a separate report must be submitted for each issuer that claims an exemption under the rule because separate files are maintained for each issuer.

ALL FUTURE SUBMISSIONS MUST PROMINENTLY INDICATE THE EXEMPTION NUMBER IN THE UPPER RIGHT HAND CORNER OF EACH UNBOUND PAGE AND THE FIRST PAGE OF EACH BOUND DOCUMENT PURSUANT TO THE IDENTIFICATION PROVISIONS OF THE RULE. FAILURE TO SO INDICATE WILL RESULT IN THE SUBMISSION BEING RETURNED TO THE SENDER AND THE SUBMISSION NOT BEING RECORDED, RESULTING IN POSSIBLE LOSS OF THE EXEMPTION.

UNITED STATES
SECURITIES AND EXCHANGE COMMISSION
WASHINGTON, D.C. 20540

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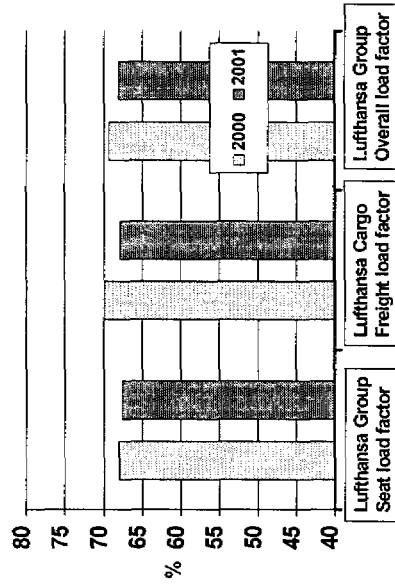
Stephan Eutter, Esq.
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599 Lexington Ave.
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Lufthansa Investor Info including traffic figures

December 2001

Change in capacity utilisation in December compared with previous year



Lufthansa Group: Utilisation slightly down on previous year's

December 2001, the airlines in the Lufthansa Group carried 2.9 million passengers. The number was down by 14.6 per cent on the year-earlier level also due to unusual weather conditions, which seriously disrupted air traffic for four days in Frankfurt during the month. Utilisation – thanks to targeted capacity cuts (- 11.1% ASK) – with 67.6 per cent nearly reached December 2000's level (- 0.5 pp). Over the full twelve months in 2001, the Group maintained a seat load factor of 71.5 per cent (- 2.9 pp). In the Asia/Pacific and Middle East/Africa traffic regions, the decline in passenger numbers slowed 2.4 per cent but remained at the two-digit level in the Americas and Europe. Sharply reduced capacity in the Americas raised utilisation there by 7 percentage points to 75.5 per cent.

Passenger transport at Lufthansa Cargo in December was down by 12.7 per cent to 11.2 per cent. Capacity utilisation at 67.9 per cent was only 2.1 percentage points lower than the year-earlier level. In Europe, utilisation rose by 2.3 percentage points. In the Americas and the Asia/Pacific, Lufthansa Cargo returned load factors of 70 per cent.

The Group's overall load factor in December equalled with November's at 68.1 per cent (-1.3 pp). Cumulatively, it was down on the previous year's record

Lufthansa scores peak rating in airline industry

With credit ratings of "BBB+" long-term and "A-2" short-term (Standard & Poor's), as well as "Baa1" and "P-2" (Moody's), Lufthansa remains in the vanguard of the airline industry. Standard & Poor's rates it as the only airline in the global business with a stable outlook, while Moody's maintains that the outlook for the entire industry is negative. The ratings manifest Lufthansa's strong position and its unchanged conservative financial profile despite higher debt levels. Both rating agencies place Lufthansa's financial position among the best in the global airline industry.

Thomas Cook results up by five per cent

In the 2000/01 fiscal year (ended October 31), Thomas Cook is anticipating profits before taxes and amortisation to surpass 150 million EUR (+ 5 %). According to provisional figures (German Commercial Code), turnover totalled more than 8 billion EUR, about a quarter of which came from Thomas Cook UK which was taken over in April 2001.

Catering business rehabilitation

Alongside personnel measures, LSG Sky Chefs has ordained a worldwide freeze on investment and expenditure in order to reinstate sustainable profitability. However, the impairment test required by IAS to assess the impact of the terrorist attacks in the USA will lead to unplanned impairment write-offs. In that context Lufthansa is foregoing repayment of a shareholder loan of 500 million EUR from its catering subsidiary. In face of anticipated annual losses of around 45 million EUR from catering contracts valid momentarily up to 2005 in Scandinavia, LSG Sky Chefs will establish corresponding provisions which will impact the Group's results. Negotiations to modify those contracts are already underway.

Investor Relations website among top two in Germany

The Lufthansa Investors Relations homepage (www.lufthansa-financials.com) is number two in the latest rankings from the "Wirtschaftwoche" business magazine. In the magazine survey, experts at Münster technical university rated 180 IR websites of German companies listed in the Dax, MDAX, Nemax 50 and SDax indices on the basis of their functionality, information content and interactive capability.

Earlier publication of traffic figures

The monthly performance of airlines in the Lufthansa Group is to be publicised earlier – beginning with the figures for January 2002 – on the 7th working day in the following month. Tests in recent months have shown that the provisional traffic figures available on that earlier date are to all intents and purposes just as informative.

Deutsche Lufthansa AG – Investor Relations (CGN/FRA IR) January, 18th 2002

level by 4.2 percentage points to 67.6 per cent.

E-Mail: investor.relations@dlh.de <http://www.lufthansa-financials.com>

Lufthansa Traffic Figures

Deutsche Lufthansa AG

Investor Relations (CGN/FRA IR)

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Email: investor.relations@dlh.de Date: January 18th, 2002

December 2001

	December		Cumulative	
	2001	yoy (%)	2001	yoy (%)
Lufthansa German Airlines				
Passengers in 1,000	2,477	-16.3	39,694	-3.8
Available seat-kilometers (mio)	8,219	-11.8	120,091	+1.9
Revenue pax-kilometers (mio)	5,602	-12.4	86,695	-2.2
Passenger load-factor (%)	68.2	-0.4P	72.2	-3.0P
Number of Flights	23,547	-15.6	349,004	-4.5

Lufthansa CityLine GmbH

Passengers in 1,000	392	-2.0	6,011	+4.6
Available seat-kilometers (mio)	428	+4.6	6,309	+6.2
Revenue pax-kilometers (mio)	242	+3.7	3,694	+4.0
Passenger load-factor (%)	56.6	-0.4P	58.5	-1.3P
Number of Flights	11,237	-2.6	165,548	+4.8

Lufthansa Cargo AG

Cargo/mail in 1,000 tonnes	130	-12.7	1,656	-8.1
Available Cargo tonne-km (mio)	845	-8.5	11,280	+0.3
Revenue Cargo tonne-km (mio)	574	-11.2	7,081	-7.6
Cargo load-factor (%)	67.9	-2.1P	62.8	-5.4P
Number of Flights	1,817	-18.2	26,122	-5.7

	December		Cumulative	
	2001	yoy (%)	2001	yoy (%)
Lufthansa Group				
Passengers in 1,000	2,869	-14.6	45,705	-2.7
Available seat-kilometers (mio)	8,648	-11.1	126,400	+2.1
Revenue pax-kilometers (mio)	5,844	-11.8	90,389	-1.9
Passenger load-factor (%)	67.6	-0.5P	71.5	-2.9P
Cargo/mail in 1,000 tonnes	130	-12.7	1,656	-8.1
Available tonne-km (mio)	1,707	-9.8	23,941	+1.6
Revenue tonne-km (mio)	1,163	-11.5	16,187	-4.3
Full load factor (%)	68.1	-1.3P	67.6	-4.2P
Number of Flights	36,601	-12.1	540,674	-1.9

	Europe (incl. Germany)			America (North & South)			Asia/Pacific			Middle East & Africa						
	December 2001	yoy (%)	cumulative 2001	December 2001	yoy (%)	cumulative 2001	December 2001	yoy (%)	cumulative 2001	December 2001	yoy (%)	cumulative 2001				
engers in 1,000	2,238	-16.1	36,292	-3.2	322	-14.3	5,218	-2.3	208	-2.4	2,810	+3.2	100	-2.4	1,333	-2.6
able seat-kilometers (mio)	2,655	-10.3	39,907	+2.1	3,059	-17.8	49,235	+2.4	2,174	-7.7	28,858	+3.0	758	+8.9	8,296	-2.5
nue pax-kilometers (mio)	1,478	-13.7	24,331	-1.3	2,309	-14.7	37,451	-3.5	1,585	-8.3	22,624	+1.2	472	-0.8	5,911	-5.2
enger load-factor (%)	55.7	-2.2P	61.0	-2.1P	75.5	+2.7P	76.1	-4.7P	72.9	-0.5P	78.4	-1.4P	62.2	-6.1P	71.2	-2.0P
o/mail in 1,000 tonnes	59	-11.9	756	-6.9	33	-21.0	434	-11.7	31	-6.1	366	-6.2	8	-4.0	99	-7.8
able Cargo tonne-km (mio)	89	-11.9	1,336	-2.9	305	-15.1	4,280	-1.1	377	-5.2	4,809	+2.9	73	+13.3	854	-1.1
nue Cargo tonne-km (mio)	41	-7.2	494	-7.2	220	-17.4	2,802	-10.8	269	-8.4	3,267	-5.3	44	+4.5	519	-4.7
y load-factor (%)	45.4	+2.3P	36.9	-1.7P	72.1	-2.0P	65.5	-7.1P	71.4	-2.5P	67.9	-5.9P	59.7	-5.1P	60.7	-2.3P