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2005 FEB 18 P 3: 21

OFFICE OF INTERNATIONAL
CORPORATE FINANCE
Ihre Zeichen
Your Ref.

Deutsche Lufthansa Aktiengesellschaft
D-50664 Köln

Unsere Zeichen / Datum
Our Ref. / Date

Telefon / Telefax
Telephone / Telefax

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

CGN IR, nr
10 February 2005

U.S.A.



05005910

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
Investor Relations

Norbert Hein

Enclosures

PROCESSED

FEB 23 2005

THOMSON
FINANCIAL

Gesellschaftsrechtliche Angaben,
Anschrift und weitere Informationen
auf der Rückseite.
For corporate details, address
and further information please turn over.

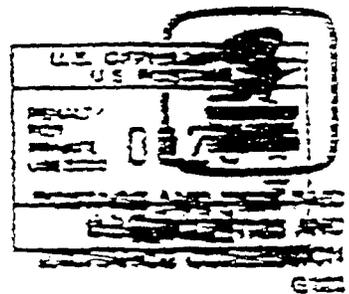
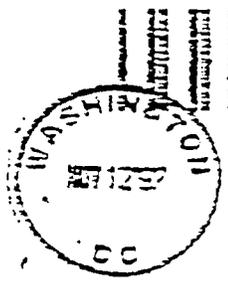
This will advise that the issuer has been added to the list of those foreign private issuers that claim exemption pursuant to Rule 12g3-2(b) under the Securities Exchange Act of 1934.

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

Office of
Public Information
Room 3120
Washington, D.C. 20540



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OFFICE OF INTERNATIONAL
CORPORATE FINANCE



Investor Infos

**Next Issue
9 March 2005**

Reports

**Annual Report
23 March 2005**

Annual General Meeting

**Next AGM
25 May 2005**

□ Here you will

▷ Future Finance

▷ Annual Report

□ Additional in

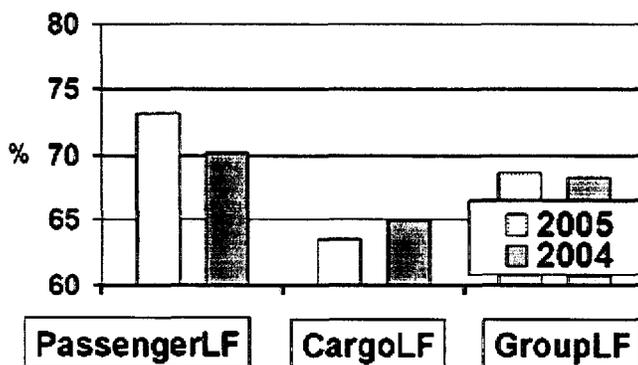
▷ Quotes

▷ Share Development

▷ Dividend

Investor Info

Change in capacity utilisation in January 2005 compared with previous year



Rise in passenger numbers and cargo tonnage

In January the Lufthansa Group airlines carried more than 3.5 million passengers - 1.2 per cent more than in the same period last year. Sales grew by 6.8 per cent, far outstripping the 2.4 per cent increase in available capacity. As a result, the passenger load factor rose by 3.0 percentage points to 73.2 per cent. Whereas capacities in Europe and the Americas were reduced, as planned, by 5.4 and 1.2 per cent respectively, additional routes from Munich to Asia and an extra daily flight to South Africa led to growth rates of almost 13 per cent in the respective traffic regions.

Lufthansa Cargo transported 127,000 tonnes of freight and mail in January, representing a year-on-year increase of 6.5 per cent. Although sales rose by 11.6 per cent, they failed to keep pace with the 14 per cent increase in available capacity resulting from the additional marketing of belly capacity on US Airways flights and other European partner airlines. The cargo load factor therefore slipped by 1.4 percentage points to 63.6 per cent. Lufthansa Cargo has now optimised its network in order to adjust capacities even better to global traffic flows.

The Lufthansa Group improved its overall load factor by 0.3 percentage points to 68.6 per cent.

Lufthansa and TAP launch cooperation

Lufthansa and TAP Air Portugal entered a strategic partnership on 1 February, and are now offering a range of codeshare services. Procedures for baggage handling, airport services and lounges have also been coordinated. In addition, members of the respective frequent flyer programmes can collect miles on the partner airline. Passengers will be able to redeem miles once TAP has officially joined the Star Alliance, scheduled for Spring 2005. At Frankfurt and Munich, TAP has already shifted its operations into the Star Alliance/Lufthansa terminals in order to speed up transfers.

Lufthansa Cargo improves key product td.Pro

Since 1 February Lufthansa Cargo has been offering a substantially enhanced td.Pro service. Airfreight transports can now be booked direct on flight numbers through all reservation channels. New electronic tracking options have also been introduced to provide faster transit times and deliver information and service improvements.

Amadeus negotiations with BC Partners and Cinven

Amadeus shareholders Lufthansa, Air France and Iberia have entered into exclusive



negotiations with BC Partner and Cinven with a view to launching a public tender offer for 100 per cent of Amadeus Global Class A shares at the agreed price of Euro 7.35 per share. After the acquisition, Amadeus would be de-listed from the Madrid stock exchange. The airlines intend to retain their shareholdings in Amadeus.

Please note:

The Lufthansa Group's annual results for 2004 will be published on 23 March 2005. On that date the Annual Report will also be available for downloading from the Internet.

The next Investor Info with the traffic figures for February 2005 will be published on 9 March 2005.

For more information about our news items please visit our website at www.lufthansa-financials.com.

Deutsche Lufthansa AG - Investor Relations

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9 February 2005

Traffic Figures

Lufthansa Passenger Business Group*	January		cumulative	
	2005	yoy %	2005	yoy %
Passengers in 1,000	3,549	+ 1.2	3,549	+ 1.2
Available seat-kilometres (mio)	10,850	+ 2.4	10,850	+ 2.4
Revenue pax-kilometres (mio)	7,942	+ 6.8	7,942	+ 6.8
Passenger load factor (per cent)	73.2	+ 3.0P.	73.2	+ 3.0P.
Number of Flights	45,706	- 3.5	45,706	- 3.5

* Deutsche Lufthansa AG + Lufthansa Regional

Lufthansa Cargo AG	January		cumulative	
	2005	yoy %	2005	yoy %
Cargo/mail in 1,000 tonnes	127	+ 6.5	127	+ 6.5
Available Cargo tonne-km (mio)	916	+ 14.0	916	+ 14.0
Revenue Cargo tonne-km (mio)	582	+ 11.6	582	+ 11.6
Cargo load-factor (%)	63.6	- 1.4P.	63.6	- 1.4P.
Number of Flights	2,375	+ 38.2	2,375	+ 38.2

Lufthansa Group	January		cumulative	
	2005	yoy %	2005	yoy %
Available tonne-kilometres (mio)	2,017	+ 8.3	2,017	+ 8.3
Revenue tonne-kilometres (mio)	1,383	+ 8.8	1,383	+ 8.8
Overall load factor (per cent)	68.6	+ 0.3P.	68.6	+ 0.3P.
Number of Flights	48,081	- 2.1	48,081	- 2.1

Europe (incl. Germany)	January		cumulative	
	2005	yoy %	2005	yoy %
Passengers in 1,000	2,658	- 0.8	2,658	- 0.8
Available seat-kilometers (mio)	3,004	- 5.4	3,004	- 5.4
Revenue pax-kilometers (mio)	1,790	+ 0.5	1,790	+ 0.5
Passenger load-factor (%)	59.6	+ 3.5P.	59.6	+ 3.5P.
Cargo/mail in 1,000 tonnes	54	- 0.9	54	- 0.9
Available Cargo tonne-km (mio)	100	+ 9.8	100	+ 9.8
Revenue Cargo tonne-km (mio)	39	+ 2.5	39	+ 2.5
Cargo load-factor (%)	39.2	- 2.8P.	39.2	- 2.8P.

America (North & South)	January		cumulative	
	2005	yoy %	2005	yoy %
Passengers in 1,000	414	+ 1.6	414	+ 1.6
Available seat-kilometers (mio)	3,802	- 1.2	3,802	- 1.2
Revenue pax-kilometers (mio)	3,044	+ 3.1	3,044	+ 3.1
Passenger load-factor (%)	80.1	+ 3.4P.	80.1	+ 3.4P.

Cargo/mail in 1,000 tonnes	33	+ 17.0	33	+ 17.0
Available Cargo tonne-km (mio)	326	+ 22.0	326	+ 22.0
Revenue Cargo tonne-km (mio)	218	+ 18.5	218	+ 18.5
Cargo load-factor (%)	66.9	- 2.0P.	66.9	- 2.0P.

Asia/Pacific	January		cumulative	
	2005	yoy %	2005	yoy %
Passengers in 1,000	308	+ 17.0	308	+ 17.0
Available seat-kilometers (mio)	2,960	+ 12.7	2,960	+ 12.7
Revenue pax-kilometers (mio)	2,327	+ 16.0	2,327	+ 16.0
Passenger load-factor (%)	78.6	+ 2.2P.	78.6	+ 2.2P.
Cargo/mail in 1,000 tonnes	32	+ 7.5	32	+ 7.5
Available Cargo tonne-km (mio)	413	+ 9.8	413	+ 9.8
Revenue Cargo tonne-km (mio)	280	+ 7.9	280	+ 7.9
Cargo load-factor (%)	67.7	- 1.2P.	67.7	- 1.2P.

Middle East & Africa	January		cumulative	
	2005	yoy %	2005	yoy %
Passengers in 1,000	167	+ 7.9	167	+ 7.9
Available seat-kilometers (mio)	1,066	+ 12.8	1,066	+ 12.8
Revenue pax-kilometers (mio)	770	+ 10.5	770	+ 10.5
Passenger load-factor (%)	72.2	- 1.5P.	72.2	- 1.5P.
Cargo/mail in 1,000 tonnes	9	+ 16.7	9	+ 16.7
Available Cargo tonne-km (mio)	76	+ 11.4	76	+ 11.4
Revenue Cargo tonne-km (mio)	45	+ 12.9	45	+ 12.9
Cargo load-factor (%)	59.4	+ 0.8P.	59.4	+ 0.8P.

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25 May 2005

► **Lufthansa and TAP Air Portugal starting extensive cooperation**

Lufthansa and TAP Air Portugal have started an extensive strategic cooperation. As of 1st February 2005, the two airlines offer code-sharing flights, in other words, in each case with the flight numbers of both airlines. These flights can be booked via the reservation systems. Both airlines will offer their joint customers worldwide transfer connections which are coordinated with each other, thus making travel as convenient as possible for passengers. Also in other areas such as baggage handling, airport services and lounges, coordinated procedures will all contribute to an improvement in travel comfort for the passengers.

Members of the airlines' frequent flyer programmes, Miles and More and Navigator, can collect miles as of 1st February 2005 on flights of the respective other airline. The redemption of miles with the respective other airline will be made possible by the admission of TAP to the Star Alliance which is scheduled for spring 2005.

At the same time TAP will transfer its operations and passenger check-in facilities to the Star Alliance/Lufthansa terminals at Frankfurt Airport (Terminal 1) and at Munich Airport (Terminal 2), in order to provide its passengers with rapid and convenient transfers between TAP and Lufthansa as well as the other partner airlines.

The code-share services will initially include the following:

- . All TAP and Lufthansa flights between Portugal and Germany.
- . Lufthansa flight numbers on the TAP flights between Lisbon and Porto, Faro, Funchal as well as Dakar.
- . TAP flight numbers on the flight services operated by Lufthansa between Munich and Frankfurt as well as within Germany to Hamburg, Berlin, Bremen, Düsseldorf, Nuremberg, Hanover, Dresden, Cologne, Stuttgart, Leipzig and Münster.
- . TAP flight numbers on the Lufthansa flights from Frankfurt and Munich to major European cities like Helsinki, Riga, Prague, Athens, Budapest and Zagreb.
- . Lufthansa flights to selected destinations in Asia, such as Bangkok, Hong Kong and Singapore will also be provided with a TAP flight number after receiving the necessary official approval.

Both partners intend to extend the code-sharing to further destinations.

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1 February 2005



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► **Back to overview**




Lufthansa

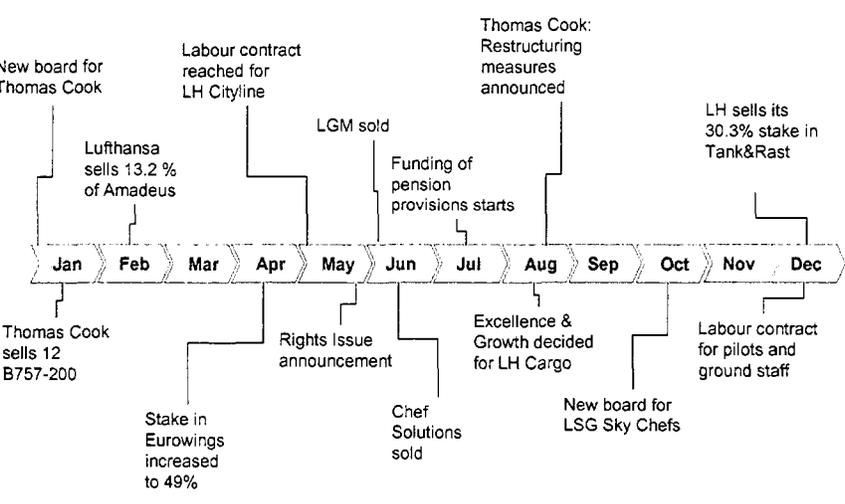
Second Investor Day

Dr Karl-Ludwig Kley
 Member of the Board and CFO
 Deutsche Lufthansa AG

Frankfurt, January 27th, 2005

1 [Lufthansa Aviation Group](#) [Passenger Business](#) [Cargo](#) [MRO](#) [Maintenance](#) [Lease & Travel](#) [Services](#)

2004 at a glance



A horizontal timeline for the year 2004, with months from Jan to Dec labeled in boxes. Key events are connected to the timeline by lines:

- Jan:** Thomas Cook sells 12 B757-200
- Feb:** Lufthansa sells 13.2% of Amadeus
- Mar:** Stake in Eurowings increased to 49%
- Apr:** Labour contract reached for LH Cityline
- May:** Rights Issue announcement
- Jun:** LGM sold
- Jul:** Funding of pension provisions starts
- Aug:** Excellence & Growth decided for LH Cargo
- Sep:** Thomas Cook: Restructuring measures announced
- Oct:** New board for LSG Sky Chefs
- Nov:** Labour contract for pilots and ground staff
- Dec:** LH sells its 30.3% stake in Tank&Rast

2 [Lufthansa Aviation Group](#) [Passenger Business](#) [Cargo](#) [MRO](#) [Maintenance](#) [Lease & Travel](#) [Services](#)

Our strategy

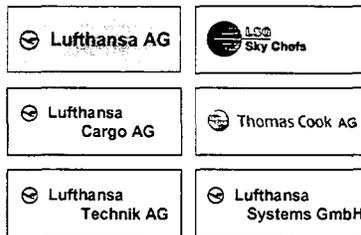
- Focus on core competencies
- The leading European network carrier
- Differentiation by quality and innovation
- Profitable growth
- Value creation

Focus on core competencies

Passenger Business drives the Group

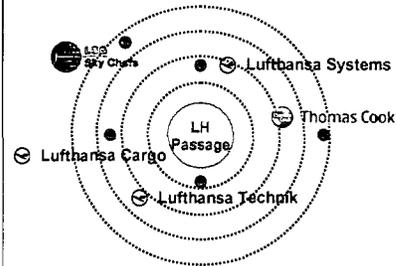
Individual business segment strategies

- **Competitive position**
- **Growth/Returns**
- **Capital requirement**
- **Risks**



System correlation in the Group

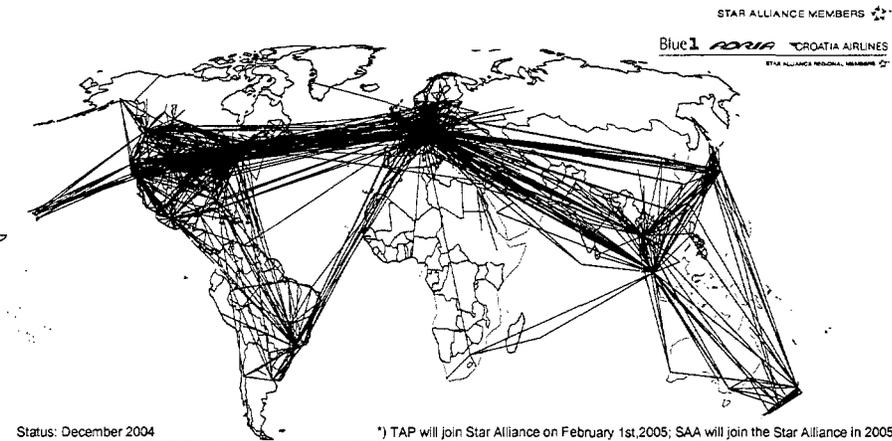
- **Competence match with passenger business**
- **Relevance to passenger business**
- **Dependence on passenger business**



The leading European network carrier

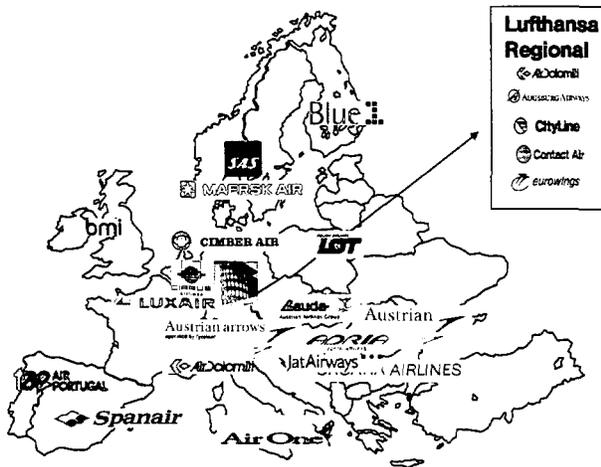
Lufthansa and its Star Alliance Partners offer the leading global network...

More than 14,500 daily flights to 784 destinations in 133 countries



The leading European network carrier

... supported by the best and broadest European feeder network



Role of regional partners

Hub feed

- connecting small catchments to Lufthansa's hubs Frankfurt and Munich
- flights into „banks“ with lower demand offering more frequencies for customers

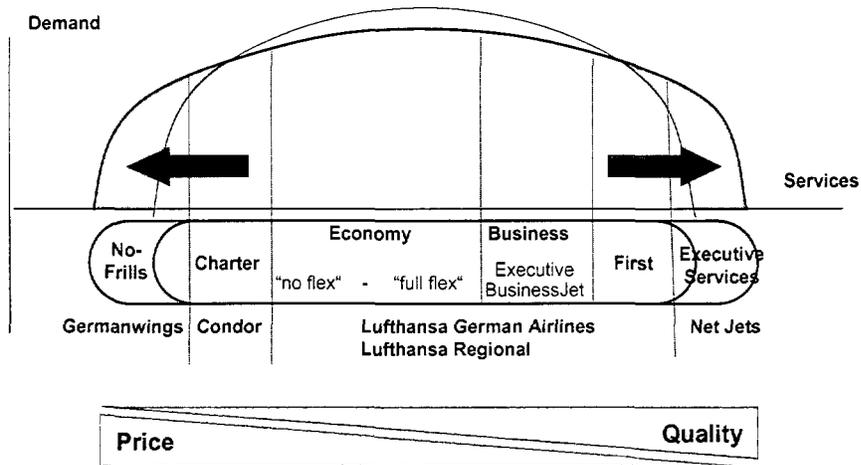
Point-to-point traffic

- connecting small regional markets with low unit cost

Status: December 2004

Differentiation by quality and innovation

Lufthansa improves the service portfolio to suit changing customer needs ...



7 Lufthansa Aviation Group Passenger Business Logistics MRO Catering Jetairline Travel Services

Differentiation by quality and innovation

... and continues to push product features



Top-Customer Terminals in Frankfurt and Munich



Star Alliance Terminal in Munich



Long-haul Innovation – New Business Class since 2003



Wireless LAN worldwide in our lounges and FlyNet on Board



Executive Business Jet from Dusseldorf and Munich to the US



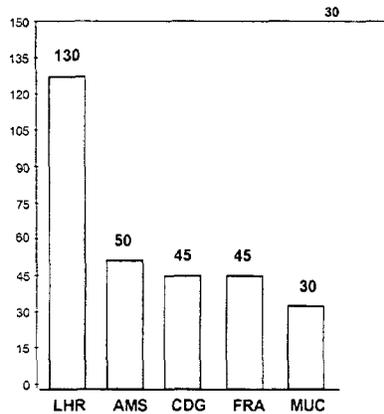
Executive Jet Services in cooperation with NetJets

8 Lufthansa Aviation Group Passenger Business Logistics MRO Catering Jetairline Travel Services

Differentiation by quality and innovation

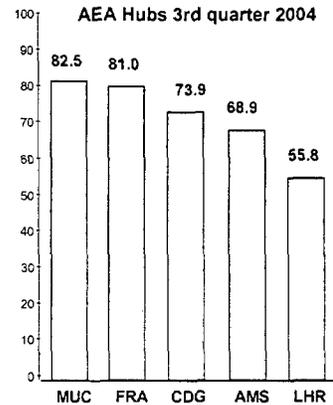
Lufthansa will further enhance hub quality

Minimum connecting time
in minutes



Source: MCT Amadeus

Punctuality
in per cent

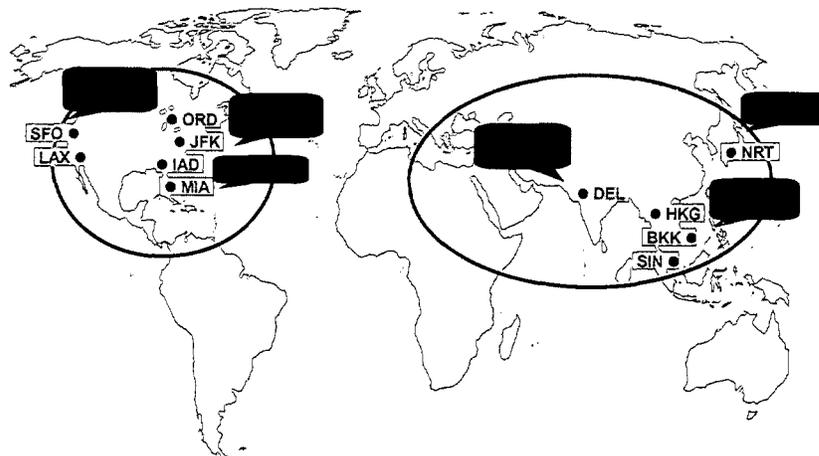


Source: AEA - Association of European Airlines

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Profitable growth

The A380 allows profitable growth on trunk routes

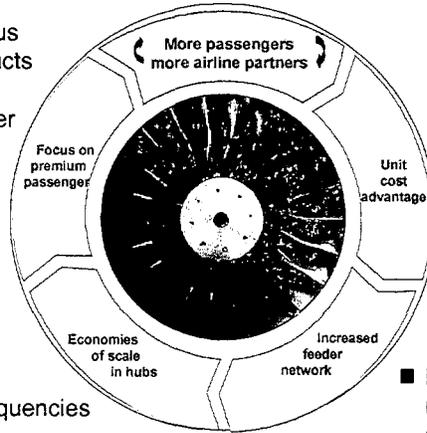


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Profitable growth

The turbo of transformation ...

- Customer focus
 - Quality products
 - Innovation
 - Frequent Flyer Programme



- B747-400
- A340-600
- A380

- Flight frequencies
- Multi-hubs

- Network management capabilities

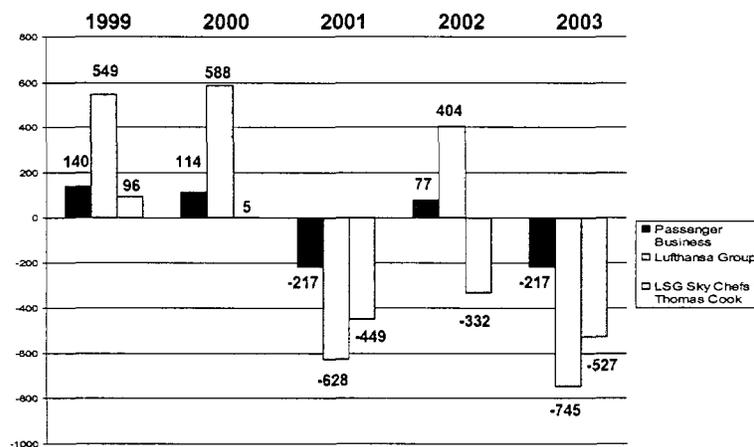
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Lufthansa Aviation Group Passenger Business Logistics IT/ITC Catering Lufthansa Travel Services

Value creation

... will lead to long term value creation

Cash Value Added (CVA) 1999 – 2003 in m€



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Lufthansa Aviation Group Passenger Business Logistics IT/ITC Catering Lufthansa Travel Services

Deliverables 2005

- Moderate capacity growth
- 350 m€ (+x) cost cutting - second phase of action plan
- Break even PBT of Thomas Cook
- Break even operating result of LSG Sky Chefs (before extraordinary restructuring charges)
- Control supply chain for passenger business
- Continue portfolio management

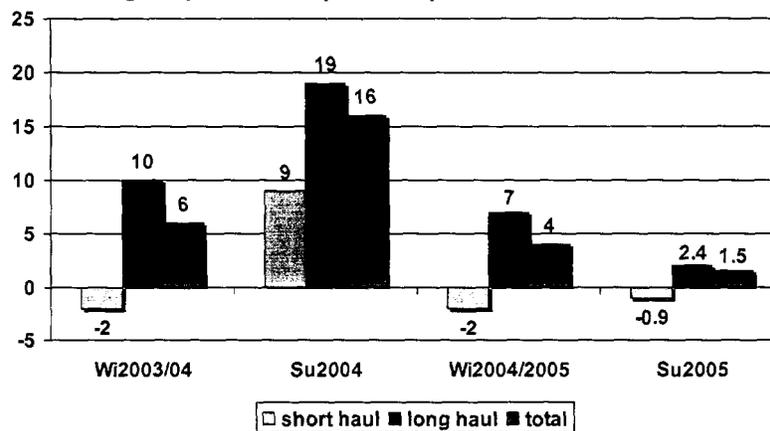
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Lufthansa Aviation Group Passenger Business Logistics M&A Catering Leisure Travel IT Services

Moderate capacity growth

Capacity measures 2003-2005

ASK-Change in per cent vs. previous period



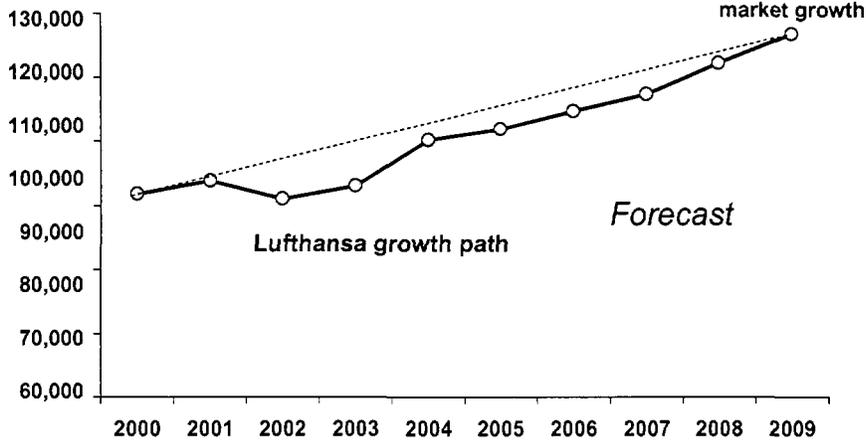
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Lufthansa Aviation Group Passenger Business Logistics M&A Catering Leisure Travel IT Services

Moderate capacity growth

Lufthansa will meet the long-term growth path only in 2009

Production and demand (Short- and Long-haul)
(in ASK million)



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Lufthansa Aviation Group Passenger Business Logistics WRC Catering Leisure Travel IT Services

350m€ (+x) cost cutting - second phase of action plan

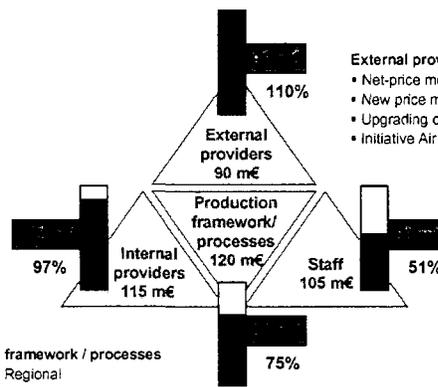
Lufthansa continues its successful cost management in 2005

Status: September 30th, 2004: 354 m€



Internal providers

- Lufthansa Technik: Optimisation of maintenance
- LSG Sky Chefs: Product optimisation for short haul, procurement optimisation
- Lufthansa Systems: New IT-working place model
- Insurance: price reduction on aircraft insurances



External providers

- Net-price model in Germany
- New price model in Europe
- Upgrading direct marketing
- Initiative Air Traffic for Germany

Staff

- Cockpit: productivity increase
- Cabin: Minimum crew complement
- Ground: process optimisation of check-in
- CityLine: New labour agreement

Production framework / processes

- Lufthansa Regional
- Higher aircraft utilisation (Ping-pong-traffic)
- Improved ground processes at Frankfurt airport

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Lufthansa Aviation Group Passenger Business Logistics WRC Catering Leisure Travel IT Services

Break even PBT of Thomas Cook

Restructuring efforts support 2004/05 result

- Restructuring and cost reduction programme for Airline Germany and sales market Germany is key focus
- Improvement of operating performance of 130 m€ expected
- Further portfolio measures and divestment programme ongoing
- Focus on Airline & Tour Operator
- 2003 (120 companies) => 2006 (60 companies)

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Lufthansa Aviation Group Passenger Business Logistics MBO Catering Corporate Services

Break even operating result of LSG Sky Chefs

(before extraordinary restructuring charges)

Expectations for 2005

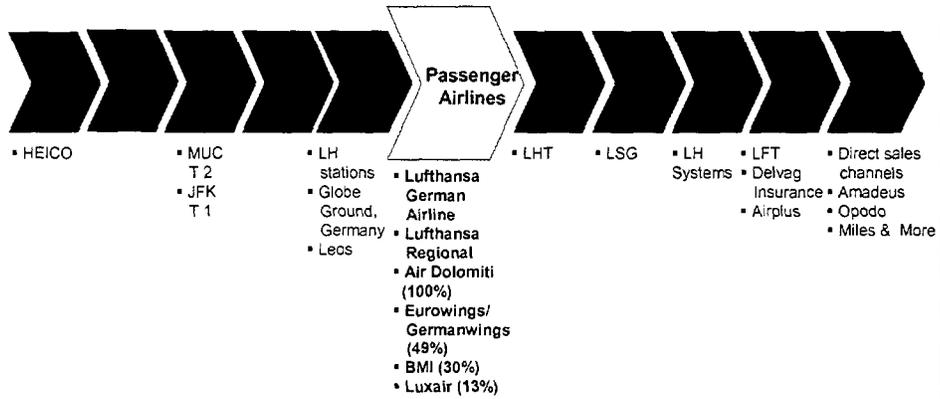
No scheduled goodwill amortization	95 m€
Improved operating performance	53 m€
No Chef Solutions	21 m€
Others	<u>12 m€</u>
Total relief (indicative)	181 m€

- Projects in place to achieve positive operating result before restructuring charges in 2005
- New management team and new management structure implemented

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Lufthansa Aviation Group Passenger Business Logistics MBO Catering Corporate Services

Control supply chain for passenger business



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Lufthansa Aviation Group Passenger Business Leos BMI Catering Leos Travel Services

Outlook 2005

- Fuel
- Capital expenditures
- Dividend policy

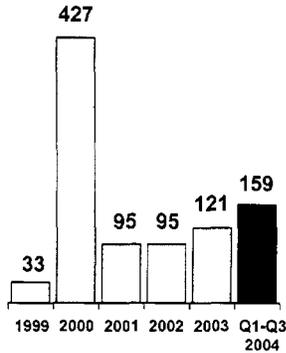
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Lufthansa Aviation Group Passenger Business Leos BMI Catering Leos Travel Services

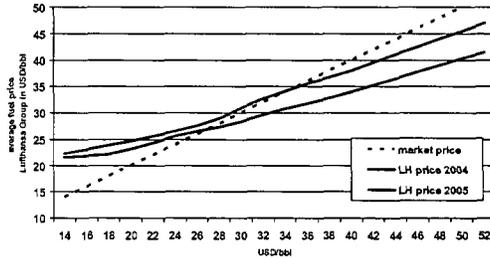
Fuel

Lufthansa's fuel hedging continues to be successful

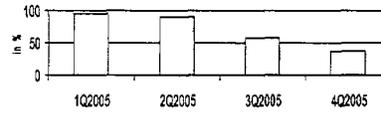
Fuel hedging profits in m€



Fuel hedge scenario Status: January 2005



Hedging levels in 2005

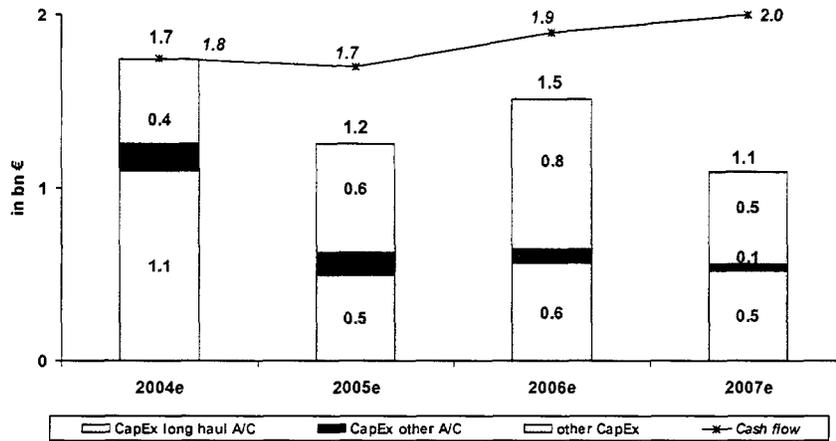


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Lufthansa Aviation Group Passenger Business Logistics MRO Catering Ground Support Equipment

Capital expenditure

CapEx and cash flow 2004 - 2006e

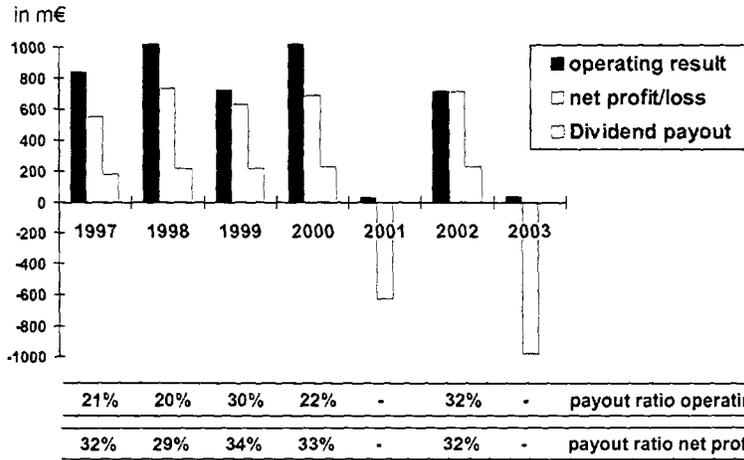


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Lufthansa Aviation Group Passenger Business Logistics MRO Catering Ground Support Equipment

Dividend policy

Lufthansa will continue its dividend policy



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Lufthansa Aviation Group Passenger Business Logistics MRO Catering Lufthansa Technik IT Services



Lufthansa

Thank you!

Dr Karl-Ludwig Kley
Member of the Board and CFO
Deutsche Lufthansa AG

Frankfurt, January 27th, 2005

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Lufthansa Aviation Group Passenger Business Logistics MRO Catering Lufthansa Technik IT Services