

SIX-MONTHLY REPORT

TRAFFIC DATA

I Semester 2024

Edited by the Fare Supervision and Air Transport Statistics
Departement



Summary

Half-Yearly Data

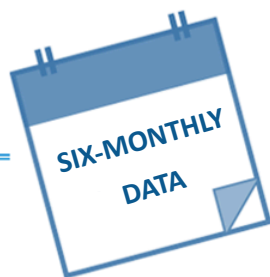
- Key Data 3 - 7
- Passengers 8 - 12
- Cargo 13 - 15

Other Information 16 - 17



Traffic Data Report

Six-monthly Flows



**I Semester
2024**



Key data - I Semester 2024

Passengers, cargo and flights

PASSENGERS



100.136.127

▲ 12%
vs 2023

▲ 12%
vs 2019

CARGO



600.557

▲ 18%
vs 2023

▲ 16%
vs 2019

FLIGHTS



807.367

▲ 9%
vs 2023

▲ 3%
vs 2019

Key data - I Semester 2024

Passenger traffic by geographic scope and carrier type. Rank top-3 apt.

GEOGRAPHICAL SCOPE



NATIONAL
33.549.662

▲ 5% vs 2023

INT. UE
42.487.365

▲ 15% vs 2023

INT. EXTRA-UE
24.099.100

▲ 18% vs 2023

CARRIER TYPE



LEGACY
37.261.267

▲ 12% vs 2023

LOW-COST
62.874.860

▲ 7% vs 2023

TOP 3 AIRPORTS



PASSENGERS

Roma Fiumicino
22.482.285

Milano Malpensa
13.044.255

Bergamo Orio al Serio
8.416.153

CARGO

Milano Malpensa
367.715

Roma Fiumicino
130.036

Venezia Tessera
25.810

FLIGHTS

Roma Fiumicino
148.461

Milano Malpensa
100.581

Milano Linate
58.189

Key data - I Semester 2024

Passenger share by geographic scope and carrier type. Rank top-3 apt.

GEOGRAPHICAL SCOPE



NATIONAL

34%

▼ -2 pt. perc.
vs 2023

INT. UE

42%

▲ 1 pt. perc.
vs 2023

INT. EXTRA-UE

24%

▲ 1 pt. perc.
vs 2023

CARRIER TYPE



LEGACY

37%

≈ 0 pt. perc.
vs 2023

LOW-COST

63%

▼ -3 pt. perc.
vs 2023

TOP 3 AIRPORTS



PASSENGERS

Roma Fiumicino

22% ▲ 3 pt. perc.

Milano Malpensa

13% ≈ 0 pt. perc.

Bergamo Orio al Serio

8% ≈ 0 pt. perc.

CARGO

Milano Malpensa

61% ▼ -3 pt. perc.

Roma Fiumicino

22% ▲ 6 pt. perc.

Venezia Tessera

4% ≈ 0 pt. perc.

FLIGHTS

Roma Fiumicino

18% ▲ 2 pt. perc.

Milano Malpensa

12% ≈ 0 pt. perc.




Milano Linate

7% ≈ 0 pt. perc.

Key data - I Semester 2024

Comparison to same period 2023 and 2019

The nationwide air traffic data related to I Semester 2024 have been compared to the same period of the previous year (2023) and to 2019, as pre-Pandemic benchmark. Here following the **scheduled** and **charter** traffic data related to passengers, cargo and flights.

| Traffic category | 2019 | 2023 | 2024 | Δ% 2023 | Δ% 2019 | |
|--------------------|------------|------------|-------------|---------|---------|---|
| Passengers (units) | 89.405.285 | 89.484.168 | 100.136.127 | ▲ 12% | ▲ 12% |  |
| Cargo (tons) | 515.810 | 508.995 | 600.557 | ▲ 18% | ▲ 16% |  |
| Flights (units) | 780.823 | 743.038 | 807.367 | ▲ 9% | ▲ 3% |  |

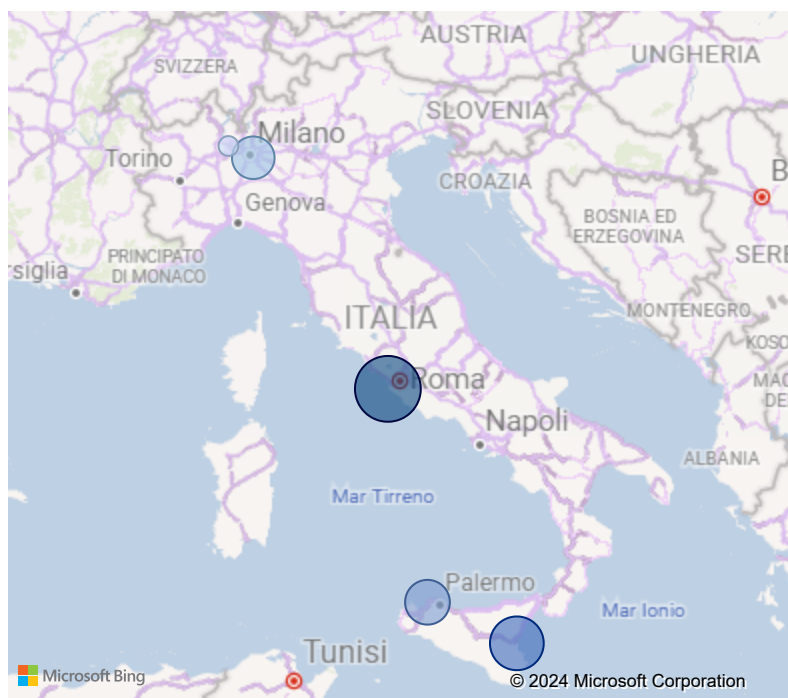
Traffic data related to **passengers** show as during **I Semester 2024** about **100,1 M** of persons have been moved, recording an **increase** of **+11,9%** compared to the same period of last year. Assuming 2019 as benchmark, it results that the passengers sector **has recovered pre-Pandemic values**, with a positive trend of **+12,0%** compared to II Semester 2019.

As far as **cargo** sector concerns, during **I Semester 2024** air traffic reached about **600,6 K tons** , recording an **increase** del **+18,0%** compared to the same period of the previous year. Assuming as benchmark 2019, cargo sector **has recovered pre-Pandemic values** , with a positive trend of **+16,4%** compared to I Semester 2019.

Passengers - I Semester 2024

National Scope - Top-5 Airports

During the I Semester the **national passengers** air traffic recorded 33.549.662 units, corresponding to **34%** out of the total and an increase of +4,9% compared to the same period of the previous year. **Top five airports** reached a traffic of **16.157.387 units**, accounting for the **48%** out of total domestic passengers traffic, with an increase of **+9,9%** compared to I Semester 2023. **Roma Fiumicino** is the first airport in terms of national air traffic, with a market share of 15%, which matches to 4.919.151 passengers. Connections Catania Fontanarossa - Roma Fiumicino represent the main route.

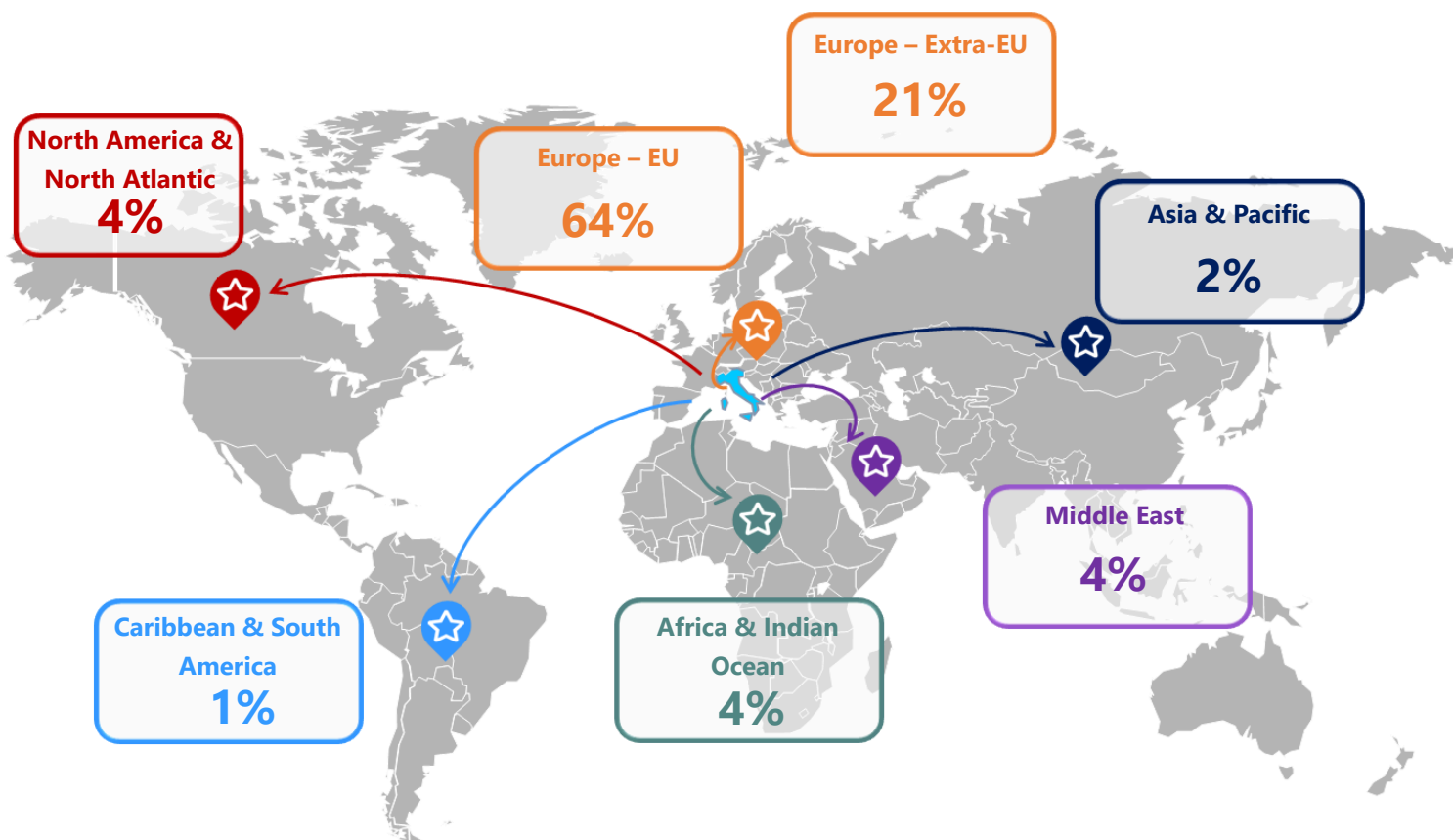


| Airport | Share | Pax | Δ% vs 23 |
|------------------------|-------|-----------|----------|
| ● Roma Fiumicino | 14,7% | 4.919.151 | ▲ 26% |
| ● Catania Fontanarossa | 10,7% | 3.601.080 | ▲ 5% |
| ● Palermo Punta Raisi | 8,6% | 2.876.044 | ▲ 9% |
| ● Milano Linate | 8,2% | 2.736.504 | ▲ 20% |
| ● Milano Malpensa | 6,0% | 2.024.608 | ▼ -18% |

Passengers - I Semester 2024

International Scope - Share by geographical area

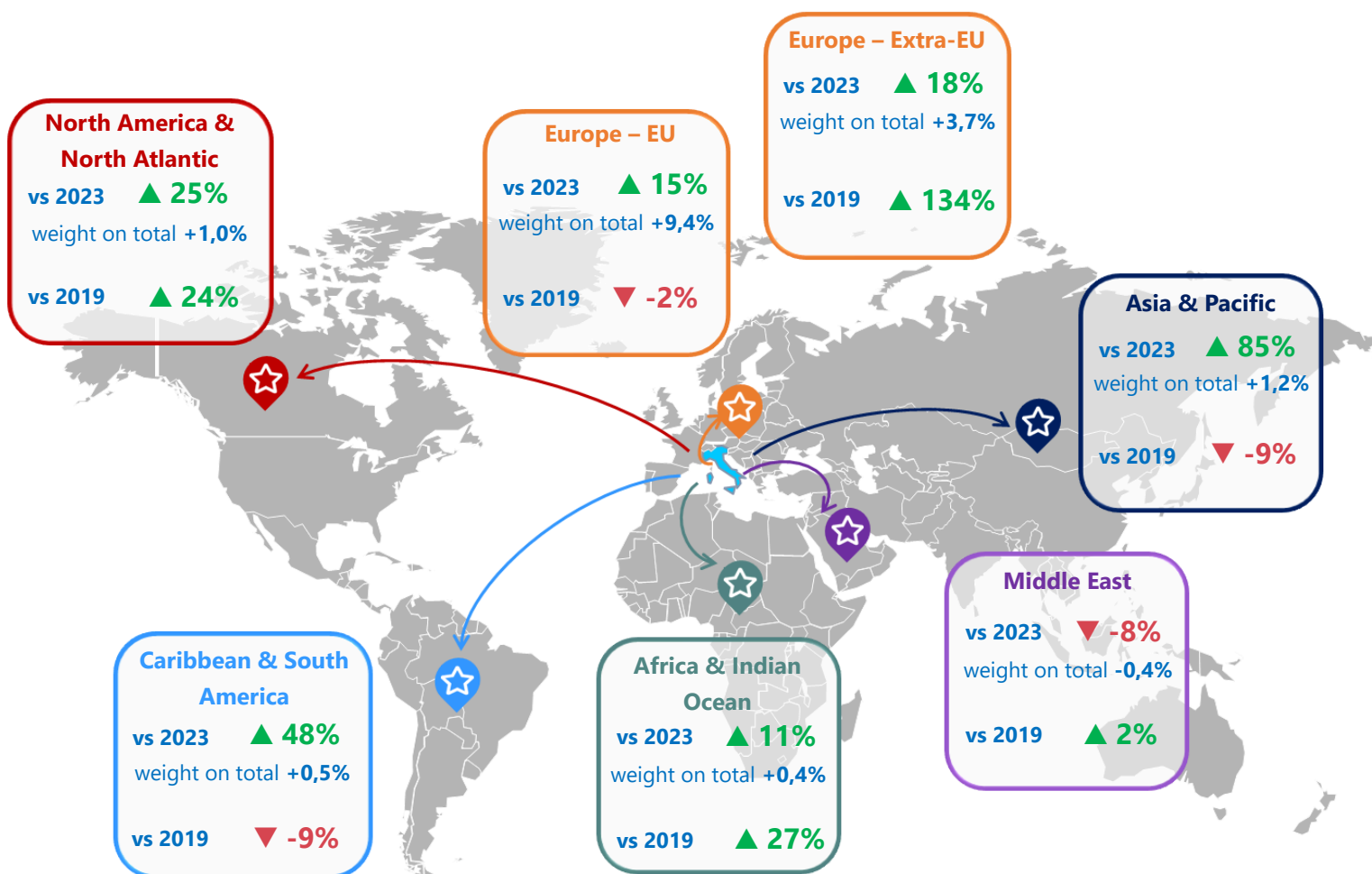
During the I Semester the **international passengers** traffic recorded **66.586.465 units**, corresponding to **66%** out of total. As compared to the same period of the previous year, there is an **increase** of **+15,8%**. Data have been processed excluding national traffic, therefore the traffic share with European Union does not include domestic one (33.549.662 passengers). The **Europe - EU**, is the geographical area to which the most traffic is observed with **Spain** being the first country and **Roma Fiumicino - Madrid Barajas** the main route.



Passengers - I Semester 2024

International Scope - Change in traffic by geographical area

Data elaborated by geographical area show how, in **absolute** terms, the highest growth rate has been recorded in **Asia & Pacific** area: **+84,9%**, corresponding to an increase of total international traffic by +1,2%, meaning **+685.630** passengers. In **relative** terms, instead, the **Europe - EU** has been the geographic area that had the greatest impact on total traffic: **+9,4%**, meaning **+5.422.498** passengers.

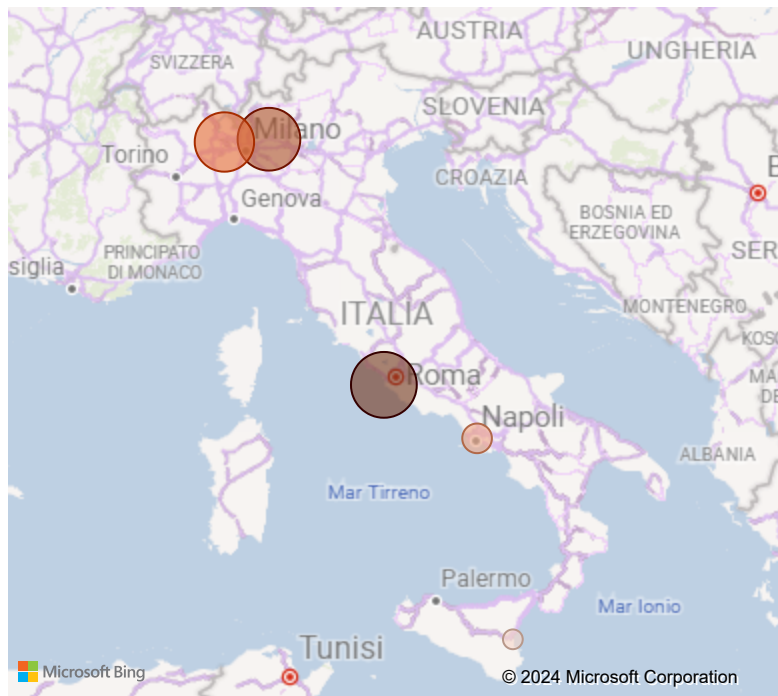


Passengers - I Semester 2024

Low-cost Carriers



During the I Semester the **low-cost** passengers air traffic recorded 62.874.860 units, corresponding to **63%** out of the total and an increase of **+6,7%** compared to the same period of the previous year. Furthermore, the comparison between low-cost and legacy segments shows that the **share** of low-cost has decreased by 3 percentage points . **Top five airports** reached a traffic of **33.640.059 units**, accounting for the **54%** out of total low-cost passengers traffic, with an increase of **+11,0%** compared to I Semester 2023. **Roma Fiumicino** is the first airport in terms of low-cost air traffic, with a market share of 14%, which matches to 8.774.244 passengers. Connections Roma Fiumicino - Barcelona El Prat represent the main route.



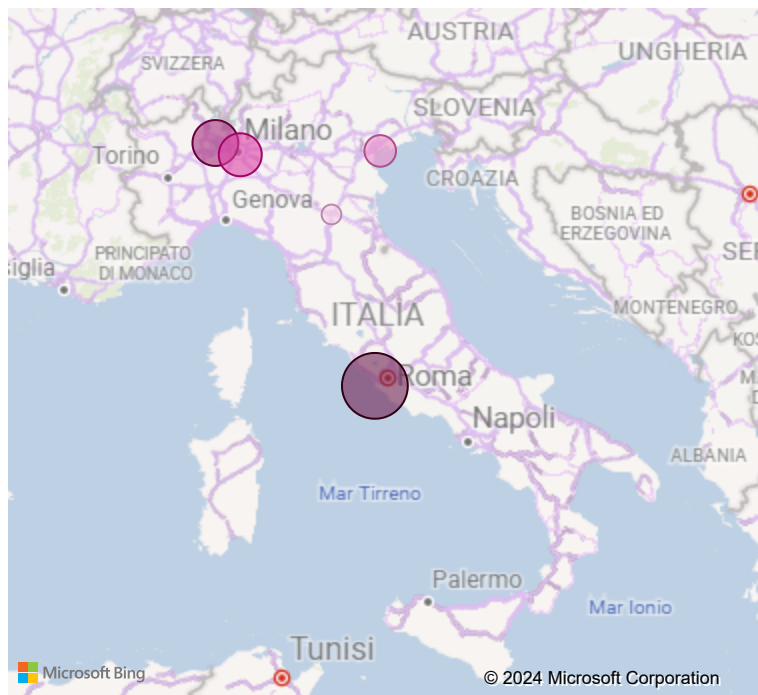
| Airport | Share | Pax | Δ% vs 23 |
|-------------------------|-------|-----------|----------|
| ● Roma Fiumicino | 14,0% | 8.774.244 | ▲ 21% |
| ● Bergamo Orio al Serio | 13,1% | 8.208.047 | ▲ 10% |
| ● Milano Malpensa | 12,2% | 7.641.241 | ▲ 9% |
| ● Napoli Capodichino | 7,3% | 4.608.763 | ▲ 1% |
| ● Catania Fontanarossa | 7,0% | 4.407.764 | ▲ 8% |

Passengers - I Semester 2024

Legacy Carriers



During I Semester the **legacy** passengers air traffic recorded 37.261.267 units, corresponding to **37%** out of the total and an increase of **+11,6%** compared to the same period of the previous year. Furthermore, the comparison between legacy and low-cost segments shows that the share of legacy has remained essentially unchanged. **Top five airports** reached a traffic of **27.413.120 units**, accounting for the **74%** out of total legacy passengers traffic, with an increase of +14,8% compared to I Semester 2023. **Roma Fiumicino** is the first airport in terms of legacy air traffic, with a market share of 37%, which matches to 13.708.041 passengers. Connections Roma Fiumicino - Madrid Barajas represent the main route.

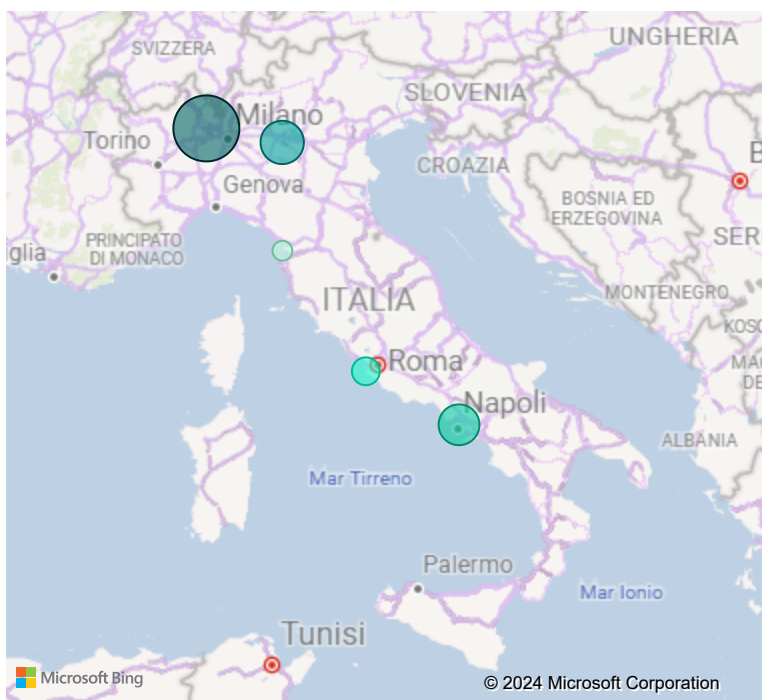


| Airport | Share | Pax | Δ% vs 23 |
|------------------------|-------|------------|----------|
| Roma Fiumicino | 36,8% | 13.708.041 | ▲ 29% |
| Milano Malpensa | 14,5% | 5.403.014 | ▲ 13% |
| Milano Linate | 12,3% | 4.576.953 | ▲ 20% |
| Venezia Tessera | 6,1% | 2.267.237 | ▲ 11% |
| Bologna Borgo Panigale | 3,9% | 1.457.875 | ▲ 10% |

Cargo - I Semester 2024

National Scope - Top-5 Airports

During I Semester the **national cargo** air traffic recorded 38.527 tons, corresponding to **6%** out of total and a decrease of -17,5% compared to the same month of the previous year. **Top five airports** reached a traffic of **25.321 tons**, accounting for the **66%** out of total domestic cargo traffic, with a decrease of **-21,7%** compared to I Semester 2023. **Milano Malpensa** is the first airport in terms of national cargo air traffic, with a market share of 30%, which matches to 11.645 tons. Connections Milano Malpensa - Napoli Capodichino represent the main route.

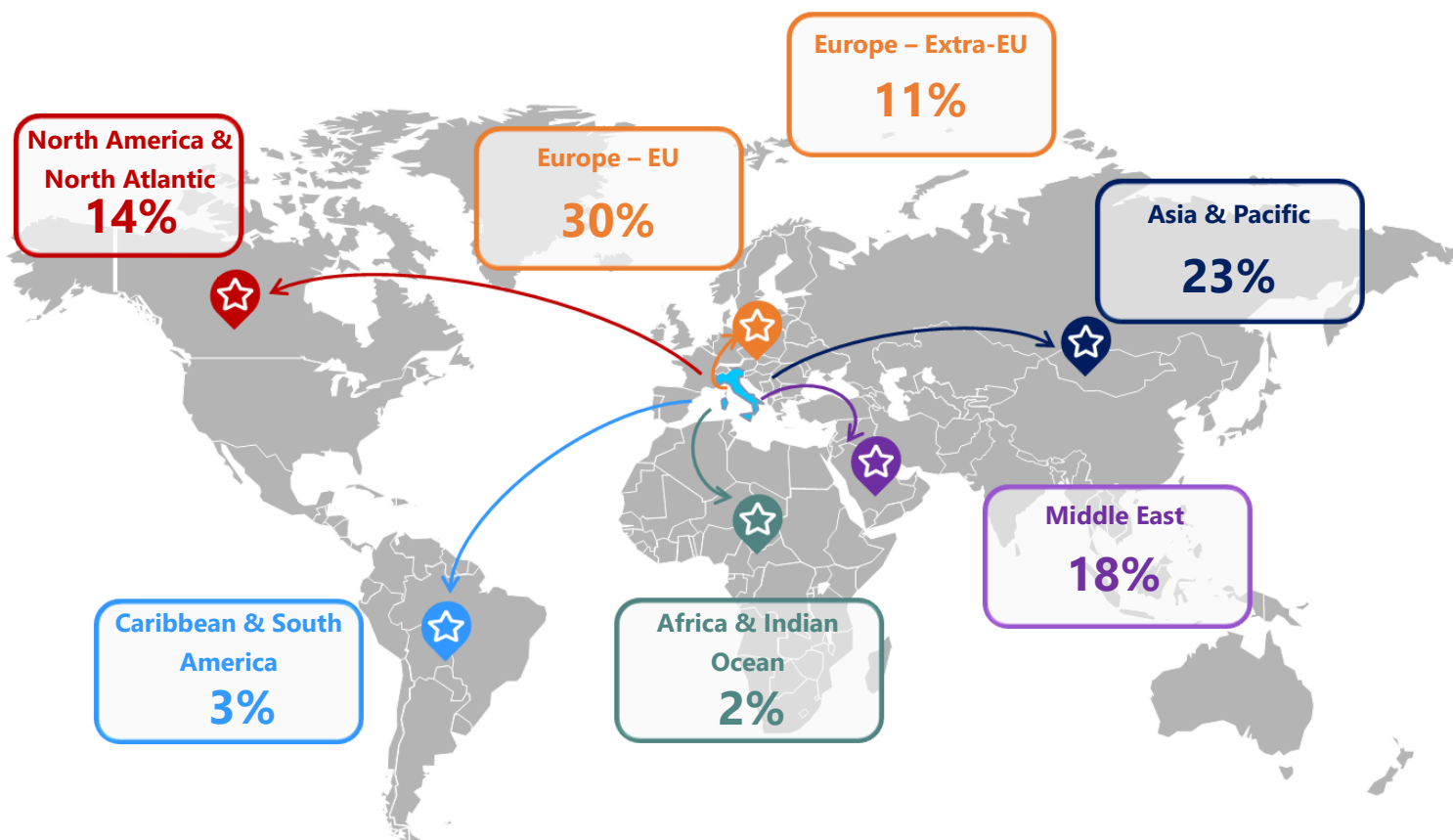


| Airport | Share | Cargo | Δ% vs 23 |
|-----------------------|-------|--------|----------|
| ● Milano Malpensa | 30,2% | 11.645 | ▼ -24% |
| ● Brescia Montichiari | 12,2% | 4.687 | ▼ -11% |
| ● Napoli Capodichino | 10,9% | 4.195 | ▼ -13% |
| ● Roma Fiumicino | 6,6% | 2.540 | ≈ -1% |
| ● Pisa S. Giusto | 5,9% | 2.254 | ▲ 13% |

Cargo - I Semester 2024

International Scope - Share by geographical area

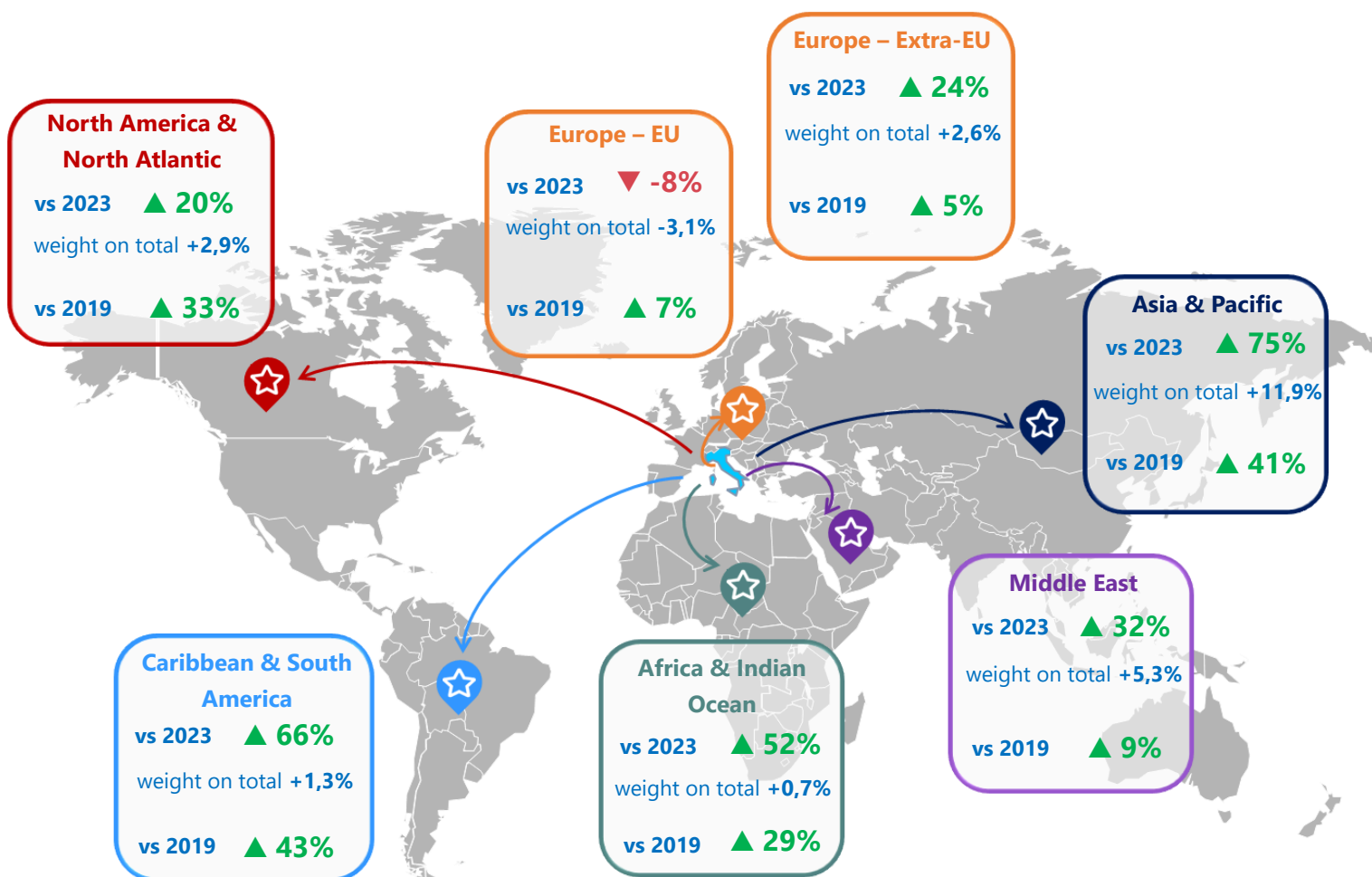
During I Semester the **international cargo** air traffic recorded **562.030 tons**, corresponding to **94%** out of total. As compared to the same period of the previous year, there is an **increase** of **+21,6%**. Data are processed excluding national traffic, therefore the traffic share with European Union does not include domestic one (38.527 tons). The **Europe - EU** is the geographical area to which the most traffic is observed, with **Germany** being the first country and **Milano Malpensa - Doha Hamad Intl** the main route.



Cargo - I Semester 2024

International Scope - Change in traffic by geographical area

Data elaborated by geographical area show how, in **absolute** terms, the highest growth rate has been recorded in **Asia & Pacific**: **+74,6%** area, corresponding to an increase of total international traffic by +11,9%, meaning **+54.988** tons. Also in **relative** terms the **Asia & Pacific** has been the geographic area that had the greatest impact on total traffic: **+11,9%**.



Geographical Area

Index of countries covered by the elaborations

Europe – EU

Austria
Belgium
Bulgaria
Croatia
Cyprus
Czech Republic
Denmark
Estonia
Finland
France
Germany
Greece
Hungary
Ireland
Italy
Latvia
Lithuania
Luxembourg
Malta
Netherlands
Poland
Portugal
Romania
Slovakia
Slovenia
Spain
Sweden

North America & North Atlantic

Canada
United States of America

Europe – Extra-EU

Albania
Armenia
Azerbaijan
Bosnia and Herzegovina
Faroe Islands
Georgia
Gibraltar
Iceland
Kosovo
Macedonia
Moldova
Monaco
Montenegro
Norway
San Marino
Serbia
Switzerland
Turkey
United Kingdom

Caribbean & South America

Antigua and Barbuda
Argentina
Bahamas
Barbados
Brazil
Colombia
Costa Rica
Cuba
Dominican Republic
Ecuador
Grenada
Guadeloupe
Guatemala
Jamaica
Martinique
Mexico
Puerto Rico
Saint Lucia
Saint Vincent and the Grenadines
Sint Maarten
Turks and Caicos Islands
Uruguay
Venezuela

Africa & Indian Ocean

Algeria
Angola
Benin
Burkina Faso
Cabo Verde
Cameroon
Central African Republic
Chad
Congo
Côte d'Ivoire
Egypt
Equatorial Guinea
Ethiopia
Gabon
Gambia
Ghana
Guinea-Bissau
Kenya
Libya
Madagascar
Mali
Mauritania
Mauritius
Morocco
Mozambique
Namibia
Niger
Nigeria
Réunion
Rwanda
Senegal
Seychelles
Sierra Leone
South Africa
Tanzania
Togo
Tunisia
Uganda

Asia & Pacific

Australia
Bangladesh
Brunei Darussalam
Cambodia
China
Hong Kong
India
Indonesia
Japan
Kazakhstan
Kyrgyzstan
Macao
Malaysia
Maldives
Myanmar
Pakistan
Papua New Guinea
Singapore
South Korea
Sri Lanka
Taiwan
Tajikistan
Thailand
Turkmenistan
Uzbekistan
Vietnam

Middle East

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

Edited by the Fare Supervision and Air Transport Statistics Departement

Dr. N. Rusciano

n.rusciano@enac.gov.it

Dr. R. Chichierchia

r.chichierchia@enac.gov.it

