QUARTERLY REPORT

TRAFFIC DATA

I Quarter 2024

Edited by the Fare Supervision and Air Transport Statistics Departement

Summary

Quarterly Data
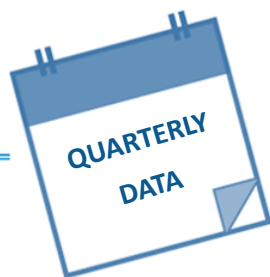
Other Information

Traffic Data Report

Quarterly Flows

QUARTERLY DATA

I Quarter 2024

Key data – I Quarter 2024

Passengers, cargo and flights

PASSENGERS

40.162.181 | ▲ 12% vs 2023 | ▲ 7% vs 2019

CARGO

282.035 | ▲ 17% vs 2023 | ▲ 15% vs 2019

FLIGHTS

331.653 | ▲ 8% vs 2023 | ▼ -2% vs 2019

Key data – I Quarter 2024

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

GEOGRAPHICAL SCOPE

NATIONAL	INT. UE	INT. EXTRA-UE
13.742.794	**16.450.136**	**9.969.251**
▲ **4%** vs 2023	▲ **15%** vs 2023	▲ **21%** vs 2023

CARRIER TYPE

LEGACY	LOW-COST
15.484.717	**24.677.464**
▲ **26%** vs 2023	▲ **5%** vs 2023

TOP 3 AIRPORTS

PASSENGERS	CARGO	FLIGHTS
Roma Fiumicino	Milano Malpensa	Roma Fiumicino
9.346.028	**178.945**	**63.684**
Milano Malpensa	Roma Fiumicino	Milano Malpensa
5.704.242	**54.422**	**45.427**
Bergamo Orio al Serio	Venezia Tessera	Milano Linate
3.741.134	**10.963**	**27.228**

Key data – I Quarter 2024

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

GEOGRAPHICAL SCOPE

NATIONAL	INT. UE	INT. EXTRA-UE
34%	**41%**	**25%**
▼ -3 pt. perc. vs 2023	≈ 1 pt. perc. vs 2023	▲ 2 pt. perc. vs 2023

CARRIER TYPE

LEGACY	LOW-COST
39%	**61%**
▲ 4 pt. perc. vs 2023	▼ -4 pt. perc. vs 2023

TOP 3 AIRPORTS

PASSENGERS	CARGO	FLIGHTS
Roma Fiumicino	Milano Malpensa	Roma Fiumicino
23% ▲ 3 pt. perc.	**63%** ▼ -2 pt. perc.	**19%** ▲ 2 pt. perc.
Milano Malpensa	Roma Fiumicino	Milano Malpensa
14% ≈ 0 pt. perc.	**19%** ▲ 6 pt. perc.	**14%** ≈ 0 pt. perc.
Bergamo Orio al Serio	Venezia Tessera	Milano Linate
9% ≈ 0 pt. perc.	**4%** ≈ -1 pt. perc.	**8%** ≈ 0 pt. perc.

Key data – I Quarter 2024
Comparison to same period 2023 and 2019

The nationwide air traffic data related to I Quarter 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)	37.453.058	35.779.710	40.162.181	▲ 12%	▲ 7%	
Cargo (tons)	245.115	240.891	282.035	▲ 17%	▲ 15%	
Flights (units)	337.878	306.821	331.653	▲ 8%	▼ -2%	

Traffic data related to **passengers** show as during **I Quarter 2024** about **40,2 M** of persons have been moved, recording an **increase** of **+12,2%** 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 **+7,2%** compared to I Quarter 2019.

As far as **cargo** sector concerns, during **I Quarter 2024** air traffic reached about **282,0 K tons** , recording an **increase** del **+17,1%** 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 **+15,1%** compared to I Quarter 2019.

Passengers – I Quarter 2024
National Scope - Top-5 Airports

During the I Quarter the **national passengers** air traffic recorded 13.742.794 units, corresponding to **34%** out of the total and an increase of +4,5% compared to the same period of the previous year. **Top five airports** reached a traffic of **6.925.169 units**, accounting for the **50%** out of total domestic passengers traffic, with an increase of **+11,2%** compared to I Quarter 2023. **Roma Fiumicino** is the first airport in terms of national air traffic, with a market share of 16%, which matches to 2.146.815 passengers. Connections Catania Fontanarossa - Roma Fiumicino represent the main route.
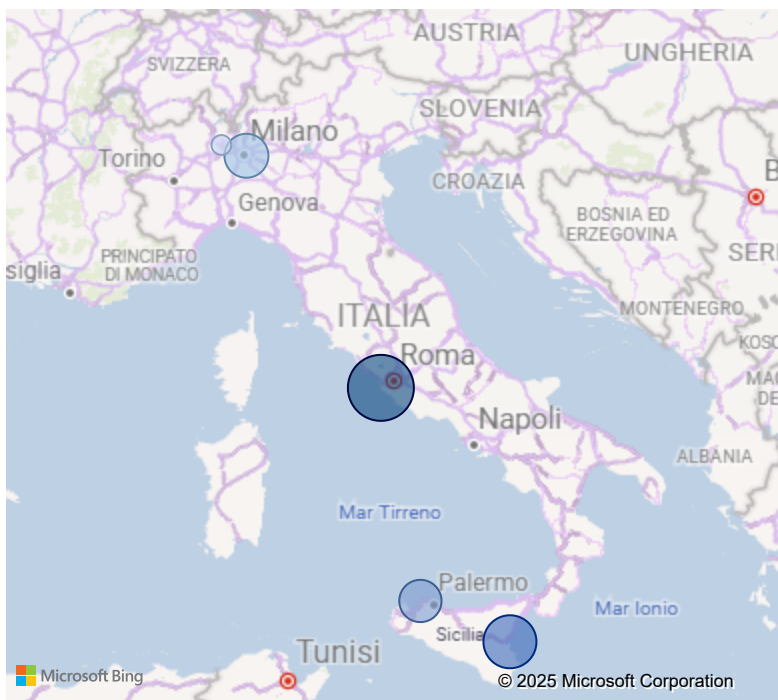
Airport	Share	Pax	Δ% vs 23
● Roma Fiumicino	15,6%	2.146.815	▲ 28%
● Catania Fontanarossa	11,1%	1.527.500	▲ 4%
● Milano Linate	8,9%	1.216.288	▲ 25%
● Palermo Punta Raisi	8,5%	1.168.811	▲ 11%
● Milano Malpensa	6,3%	865.755	▼ -18%

Passengers – I Quarter 2024

International Scope - Share by geographical area

During the I Quarter the **international passengers** traffic recorded **26.419.387 units**, corresponding to **66%** out of total. As compared to the same period of the previous year, there is an **increase** of **+16,8%** . Data have been processed excluding national traffic, therefore the traffic share with European Union does not include domestic one (13.742.794 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.
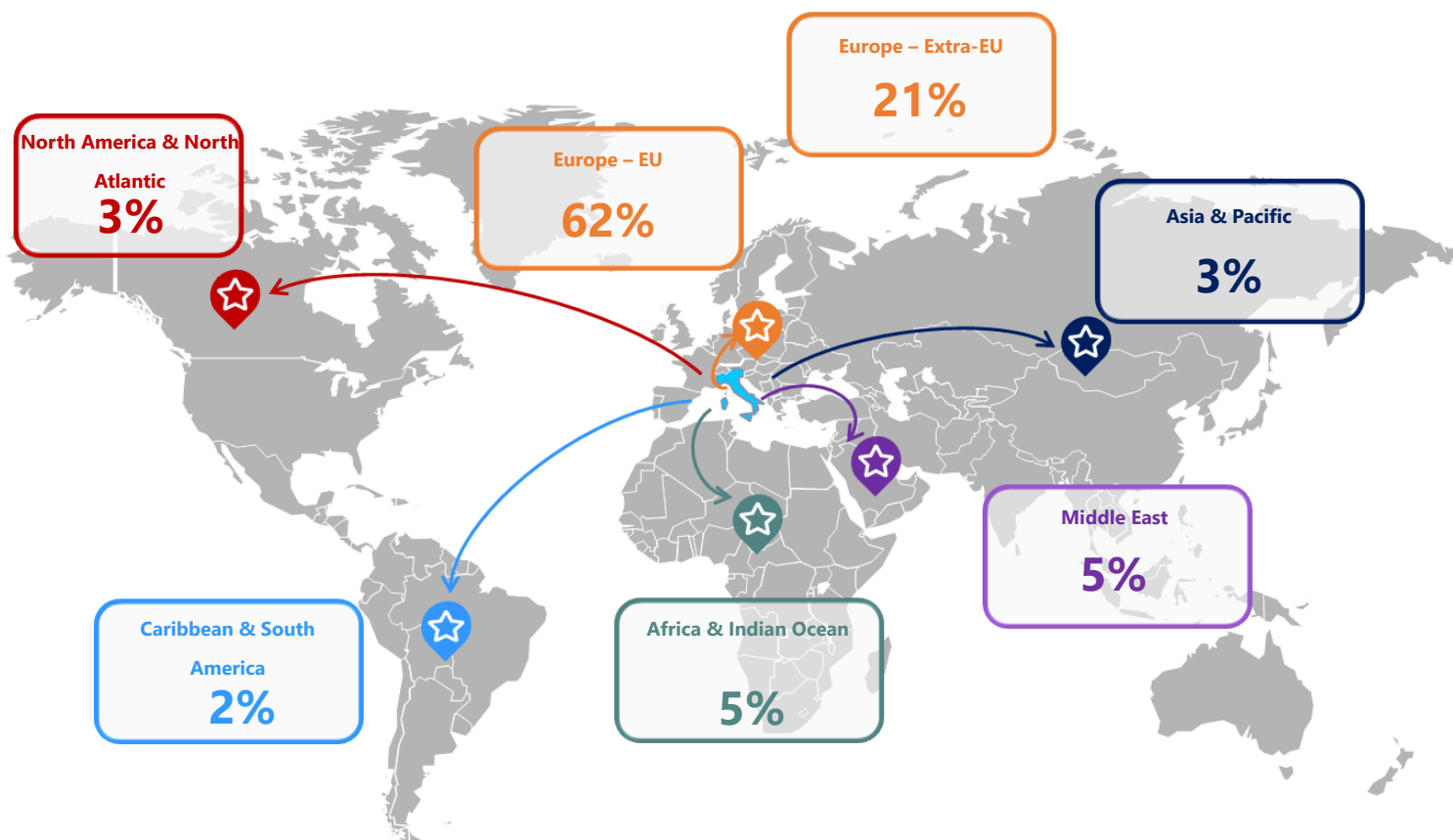
Europe – Extra-EU
21%

North America & North Atlantic
3%

Europe – EU
62%

Asia & Pacific
3%

Middle East
5%

Caribbean & South America
2%

Africa & Indian Ocean
5%

Passengers – I Quarter 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: **+142,8%** , corresponding to an increase of total international traffic by +1,8%, meaning **+416.048** passengers. In **relative** terms, instead, the **Europe - EU** has been the geographic area that had the greatest impact on total traffic: **+9,3%** , meaning **+2.094.016** passengers.

North America & North Atlantic
vs 2023 ▲ 28%
weight on total +0,7%
vs 2019 ▲ 24%

Europe – EU
vs 2023 ▲ 15%
weight on total +9,3%
vs 2019 ▼ -6%

Europe – Extra-EU
vs 2023 ▲ 21%
weight on total +4,4%
vs 2019 ▲ 129%

Asia & Pacific
vs 2023 ▲ 143%
weight on total +1,8%
vs 2019 ▼ -10%

Caribbean & South America
vs 2023 ▲ 52%
weight on total +0,6%
vs 2019 ▼ -12%

Africa & Indian Ocean
vs 2023 ▲ 11%
weight on total +0,5%
vs 2019 ▲ 26%

Middle East
vs 2023 ▼ -8%
weight on total -0,5%
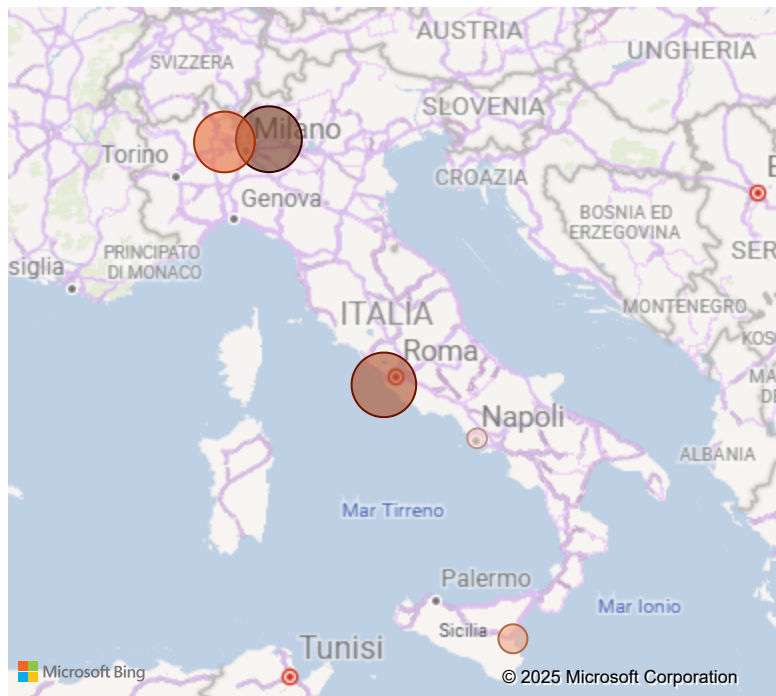vs 2019 ▲ 2%

Passengers – I Quarter 2024
Low-cost Carriers

During the I Quarter the **low-cost** passengers air traffic recorded 24.677.464 units, corresponding to **61%** out of the total and an increase of **+5,1%** 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 4 percentage points . **Top five airports** reached a traffic of **13.962.613 units**, accounting for the **57%** out of total low-cost passengers traffic, with an increase of +10,4% compared to I Quarter 2023. **Bergamo Orio al Serio** is the first airport in terms of low-cost air traffic, with a market share of 15%, which matches to 3.671.969 passengers. Connections Roma Fiumicino - Barcelona El Prat represent the main route.

Airport	Share	Pax	Δ% vs 23
● Bergamo Orio al Serio	14,9%	3.671.969	▲ 9%
● Roma Fiumicino	14,5%	3.568.502	▲ 22%
● Milano Malpensa	13,2%	3.257.678	▲ 8%
● Catania Fontanarossa	7,2%	1.771.707	▲ 8%
● Napoli Capodichino	6,9%	1.692.757	≈ 0%

Passengers – I Quarter 2024
Legacy Carriers

During I Quarter the **legacy** passengers air traffic recorded 15.484.717 units, corresponding to **39%** out of the total and an increase of **+26,0%** 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 increased by 4 percentage points . **Top five airports** reached a traffic of **11.805.277 units**, accounting for the **76%** out of total legacy passengers traffic, with an increase of +26,4% compared to I Quarter 2023. **Roma Fiumicino** is the first airport in terms of legacy air traffic, with a market share of 37%, which matches to 5.777.526 passengers. Connections Roma Fiumicino - Madrid Barajas represent the main route.
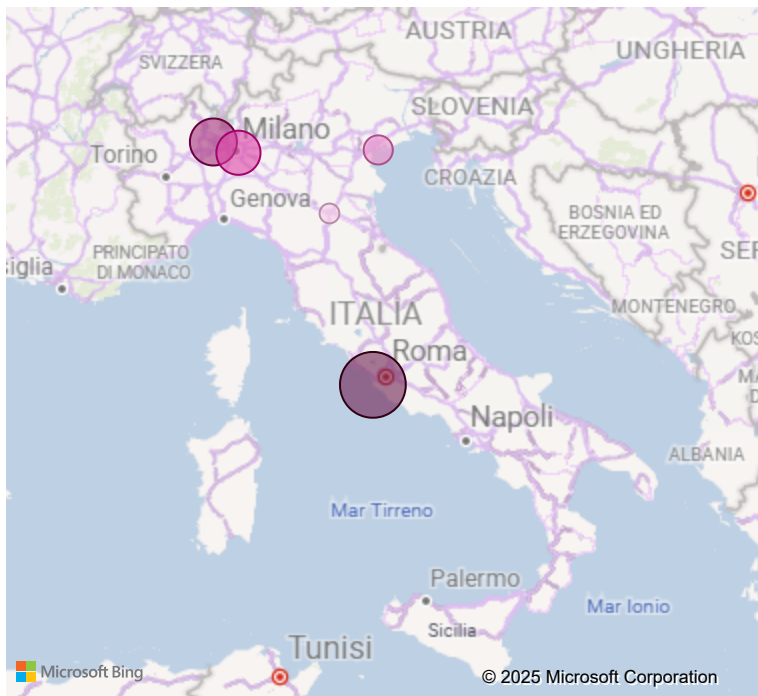

Airport	Share	Pax	Δ% vs 23
Roma Fiumicino	37,3%	5.777.526	▲ 36%
Milano Malpensa	15,8%	2.446.564	▲ 19%
Milano Linate	13,4%	2.082.586	▲ 22%
Venezia Tessera	5,5%	856.254	▲ 15%
Bologna Borgo Panigale	4,1%	642.347	▲ 11%

Cargo – I Quarter 2024
National Scope - Top-5 Airports

During I Quarter the **national cargo** air traffic recorded 18.792 tons, corresponding to **7%** out of total and a decrease of -22,6% compared to the same month of the previous year. **Top five airports** reached a traffic of **12.447 tons**, accounting for the **66%** out of total domestic cargo traffic, with a decrease of **-26,2%** compared to I Quarter 2023. **Milano Malpensa** is the first airport in terms of national cargo air traffic, with a market share of 30%, which matches to 5.664 tons. Connections Milano Malpensa - Napoli Capodichino represent the main route.
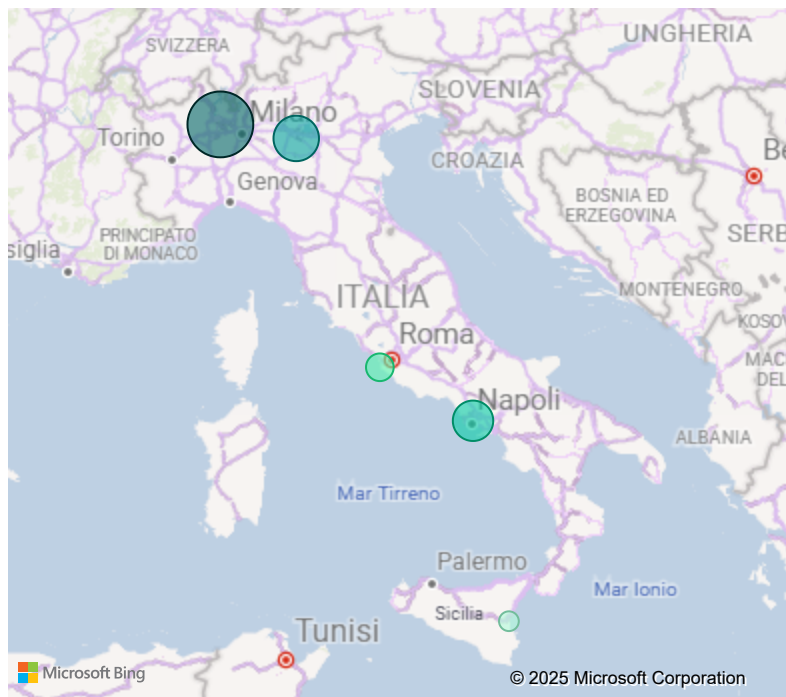
Airport	Share	Cargo	Δ% vs 23
Milano Malpensa	30,1%	5.664	▼ -28%
Brescia Montichiari	13,3%	2.505	▼ -11%
Napoli Capodichino	10,6%	1.997	▼ -21%
Roma Fiumicino	6,4%	1.208	▼ -11%
Catania Fontanarossa	5,7%	1.073	▼ -45%

Cargo – I Quarter 2024

International Scope - Share by geographical area

During I Quarter the **international cargo** air traffic recorded **263.243 tons**, corresponding to **93%** out of total. As compared to the same period of the previous year, there is an **increase** of **+21,5%** . Data are processed excluding national traffic, therefore the traffic share with European Union does not include domestic one (18.792 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.
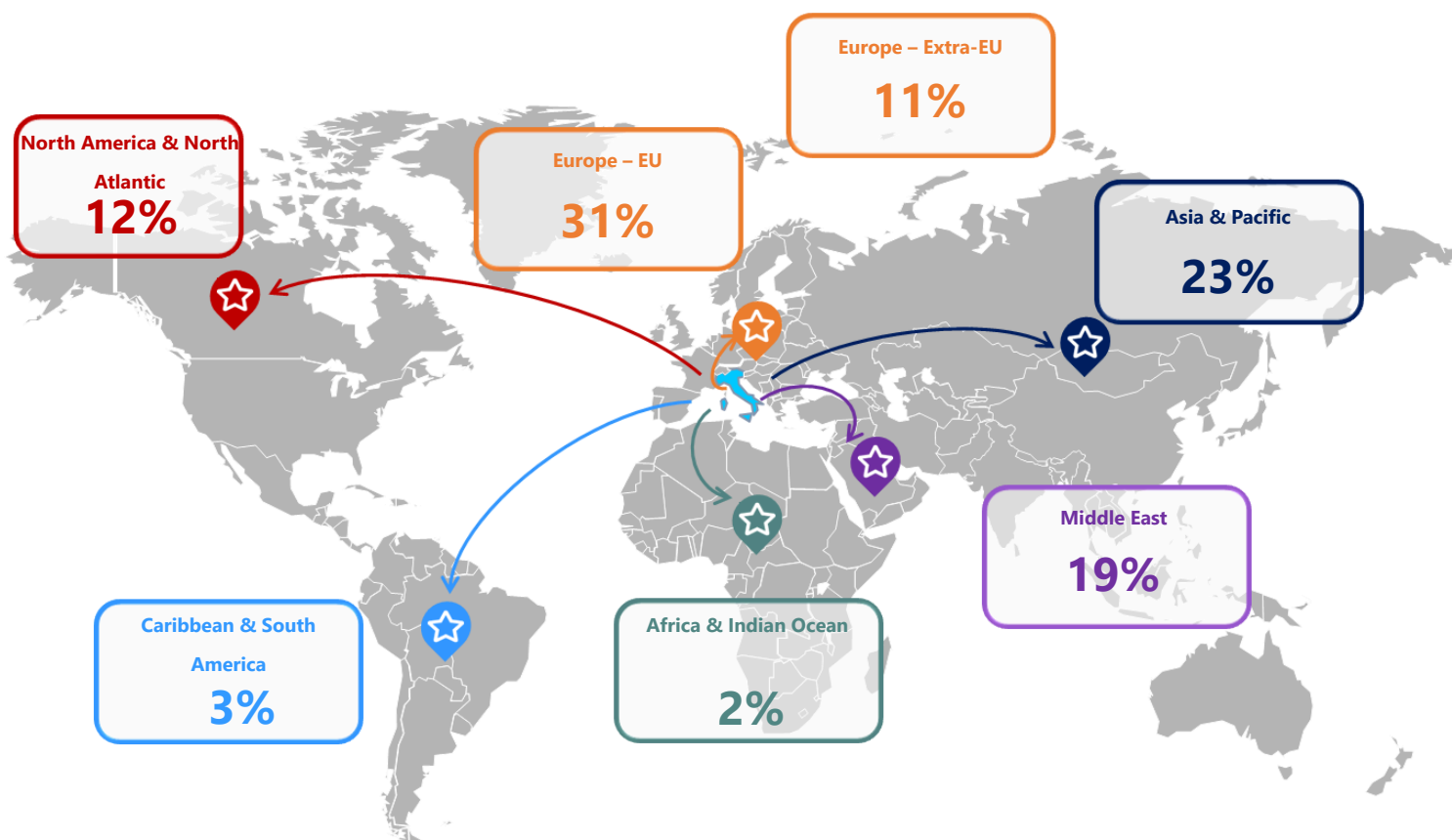
Europe – Extra-EU
11%

North America & North Atlantic
12%

Europe – EU
31%

Asia & Pacific
23%

Middle East
19%

Caribbean & South America
3%

Africa & Indian Ocean
2%

Cargo – I Quarter 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**: **+109,6%** area, corresponding to an increase of total international traffic by +14,6%, meaning **+31.650** tons. Also in **relative** terms the **Asia & Pacific** has been the geographic area that had the greates impact on total traffic: **+14,6%** .

North America & North Atlantic
vs 2023 ▲ **14%**
weight on total **+1,7%**
vs 2019 ▲ **35%**

Europe – EU
vs 2023 ▼ **-11%**
weight on total **-4,5%**
vs 2019 ▲ **6%**

Europe – Extra-EU
vs 2023 ▲ **18%**
weight on total **+2,0%**
vs 2019 ▲ **2%**

Asia & Pacific
vs 2023 ▲ **110%**
weight on total **+14,6%**
vs 2019 ▲ **45%**

Caribbean & South America
vs 2023 ▲ **80%**
weight on total **+1,4%**
vs 2019 ▲ **41%**

Africa & Indian Ocean
vs 2023 ▲ **57%**
weight on total **+0,8%**
vs 2019 ▲ **34%**

Middle East
vs 2023 ▲ **31%**
weight on total **+5,5%**
vs 2019 ▲ **6%**

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

Europe – Extra-EU
Albania
Armenia
Azerbaijan
Bosnia and Herzegovina
Georgia
Gibraltar
Iceland
Kosovo
Macedonia
Moldova
Monaco
Montenegro
Norway
Serbia
Switzerland
Turkey
United Kingdom

Caribbean & South America
Antigua and Barbuda
Argentina
Bahamas
Barbados
Brazil
Colombia
Cuba
Dominican Republic
Ecuador
Grenada
Guadeloupe
Jamaica
Martinique
Mexico
Puerto Rico
Saint Lucia
Saint Vincent and the Grenadines
Sint Maarten
Turks and Caicos Islands

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

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

North America & North Atlantic
Canada
United States of America

Africa & Indian Ocean
Algeria
Burkina Faso
Cabo Verde
Cameroon
Chad
Congo
Côte d'Ivoire
Egypt
Ethiopia
Gambia
Ghana
Guinea-Bissau
Kenya
Libya
Madagascar
Mali
Mauritania
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Morocco
Mozambique
Niger
Nigeria
Réunion
Senegal
Seychelles
Sierra Leone
South Africa
Tanzania
Togo
Tunisia
Uganda

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