

# QUARTERLY REPORT

## TRAFFIC DATA

### III Quarter 2024

**Edited by the Fare Supervision and Air Transport Statistics  
Departement**



# Summary



## Quarterly Data

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## Cumulated Data

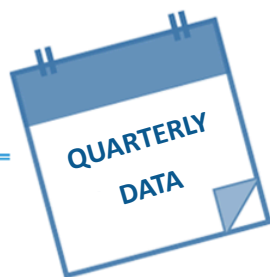
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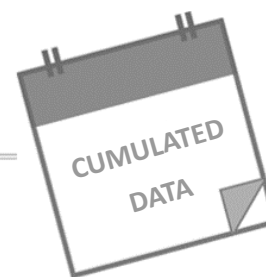


# Traffic Data Report

## Quarterly Flows



**III Quarter  
2024**



**I - III Quarter  
2024**

# Key data – III Quarter 2024

Passengers, cargo and flights

## PASSENGERS



68.896.838

▲ 10%  
vs 2023

▲ 15%  
vs 2019

## CARGO



303.038

▲ 14%  
vs 2023

▲ 16%  
vs 2019

## FLIGHTS



533.592

▲ 7%  
vs 2023

▲ 6%  
vs 2019

# Key data – III Quarter 2024

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

## GEOGRAPHICAL SCOPE



**NATIONAL**  
**22.307.345**

▲ 7% vs 2023

**INT. UE**  
**29.995.982**

▲ 13% vs 2023

**INT. EXTRA-UE**  
**16.593.511**

▲ 11% vs 2023

## CARRIER TYPE



**LEGACY**  
**25.493.990**

▲ 7% vs 2023

**LOW-COST**  
**43.402.848**

▲ 7% vs 2023

## TOP 3 AIRPORTS



### PASSENGERS

Roma Fiumicino  
**14.743.037**

Milano Malpensa  
**8.551.226**

Bergamo Orio al Serio  
**5.052.838**

### CARGO

Milano Malpensa  
**173.773**

Roma Fiumicino  
**74.700**

Venezia Tessera  
**15.808**

### FLIGHTS

Roma Fiumicino  
**91.490**

Milano Malpensa  
**60.539**

Bergamo Orio al Serio  
**31.285**

# Key data – III Quarter 2024

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

## GEOGRAPHICAL SCOPE



NATIONAL  
**32%**

▼ -1 pt. perc.  
vs 2023

INT. UE  
**44%**

≈ 1 pt. perc.  
vs 2023

INT. EXTRA-UE  
**24%**

≈ 0 pt. perc.  
vs 2023

## CARRIER TYPE



LEGACY  
**37%**

▼ -1 pt. perc.  
vs 2023

LOW-COST  
**63%**

▼ -2 pt. perc.  
vs 2023

## TOP 3 AIRPORTS



### PASSENGERS

Roma Fiumicino  
**21%** ▲ 2 pt. perc.

Milano Malpensa  
**12%** ≈ 0 pt. perc.

Bergamo Orio al Serio  
**7%** ≈ 0 pt. perc.

### CARGO

Milano Malpensa  
**57%** ▼ -4 pt. perc.

Roma Fiumicino  
**25%** ▲ 4 pt. perc.

Venezia Tessera  
**5%** ▲ 1 pt. perc.

### FLIGHTS

Roma Fiumicino  
**17%** ▲ 2 pt. perc.




Milano Malpensa  
**11%** ≈ 0 pt. perc.

Bergamo Orio al Serio  
**6%** ≈ -1 pt. perc.

# Key data – III Quarter 2024

## Comparison to same period 2023 and 2019

The nationwide air traffic data related to III 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)	59.827.378	62.392.482	68.896.838	▲ 10%	▲ 15%	
Cargo (tons)	260.192	265.615	303.038	▲ 14%	▲ 16%	
Flights (units)	503.253	499.419	533.592	▲ 7%	▲ 6%	

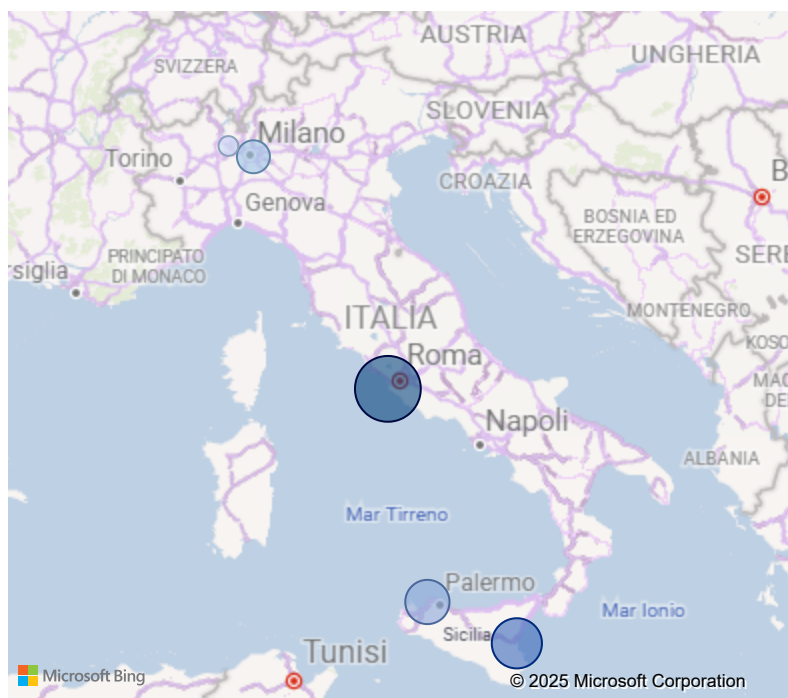
Traffic data related to **passengers** show as during **III Quarter 2024** about **68,9 M** of persons have been moved, recording an **increase** of **+10,4%** compared to the same period of last year. Assuming 2019 as benchmark, it results that the passengers sector **has recovered pre-Pandemic values**, with a positive trend of **+15,2%** compared to III Quarter 2019.

As far as **cargo** sector concerns, during **III Quarter 2024** air traffic reached about **303,0 K tons** , recording an **increase** del **+14,1%** 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 **+16,5%** compared to III Quarter 2019.

# Passengers – III Quarter 2024

## National Scope - Top-5 Airports

During the III Quarter the **national passengers** air traffic recorded 22.307.345 units, corresponding to **32%** out of the total and an increase of +6,8% compared to the same period of the previous year. **Top five airports** reached a traffic of **9.923.950 units**, accounting for the **44%** out of total domestic passengers traffic, with an increase of **+12,4%** compared to III Quarter 2023. **Roma Fiumicino** is the first airport in terms of national air traffic, with a market share of 14%, which matches to 3.104.956 passengers. Connections Catania Fontanarossa - Roma Fiumicino represent the main route.



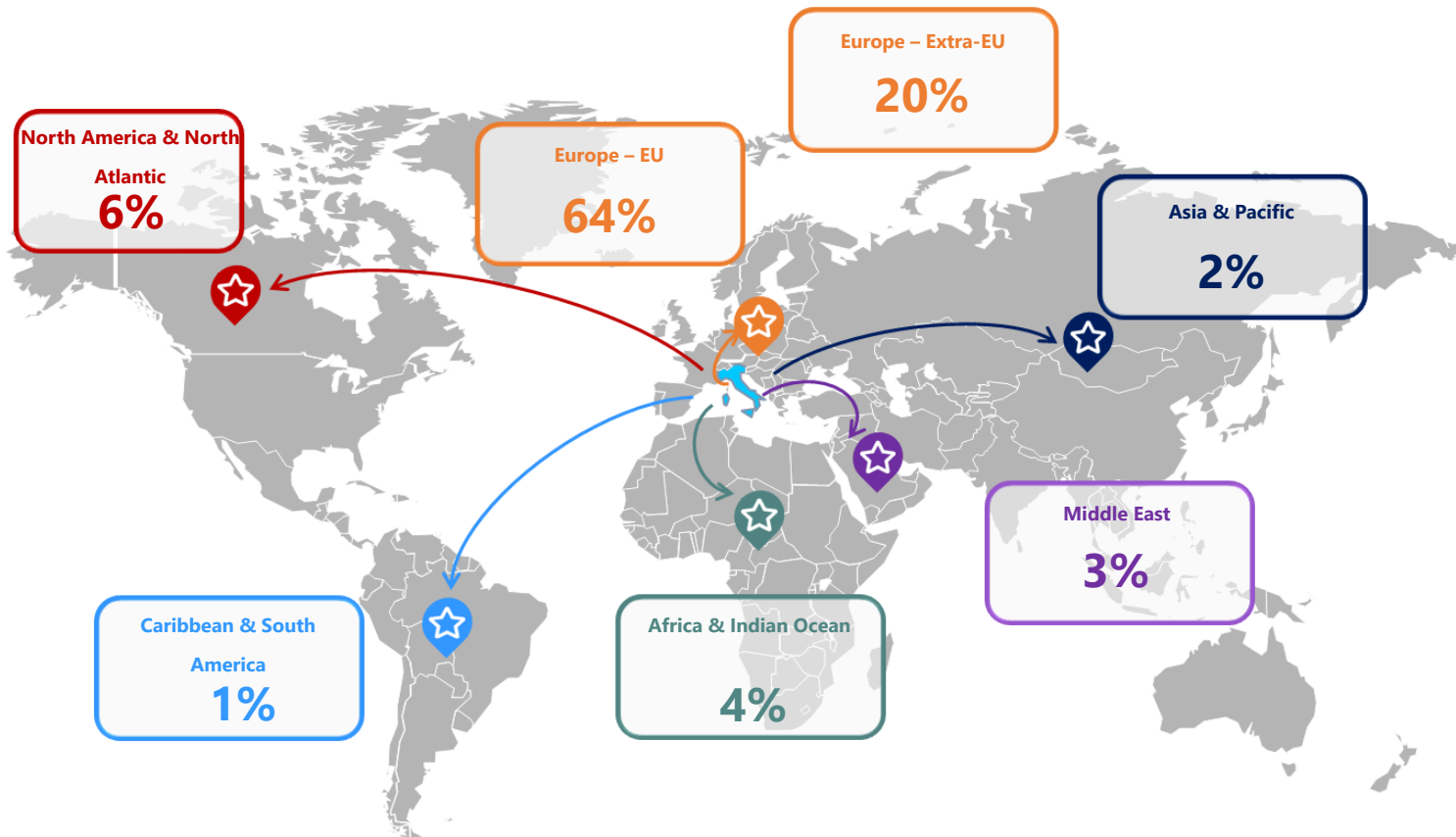
Airport	Share	Pax	Δ% vs 23
● Roma Fiumicino	13,9%	3.104.956	▲ 23%
● Catania Fontanarossa	9,5%	2.118.307	▲ 23%
● Palermo Punta Raisi	8,3%	1.849.353	▲ 6%
● Milano Linate	6,7%	1.497.837	▲ 19%
● Milano Malpensa	6,1%	1.353.497	▼ -15%



# Passengers – III Quarter 2024

## International Scope - Share by geographical area

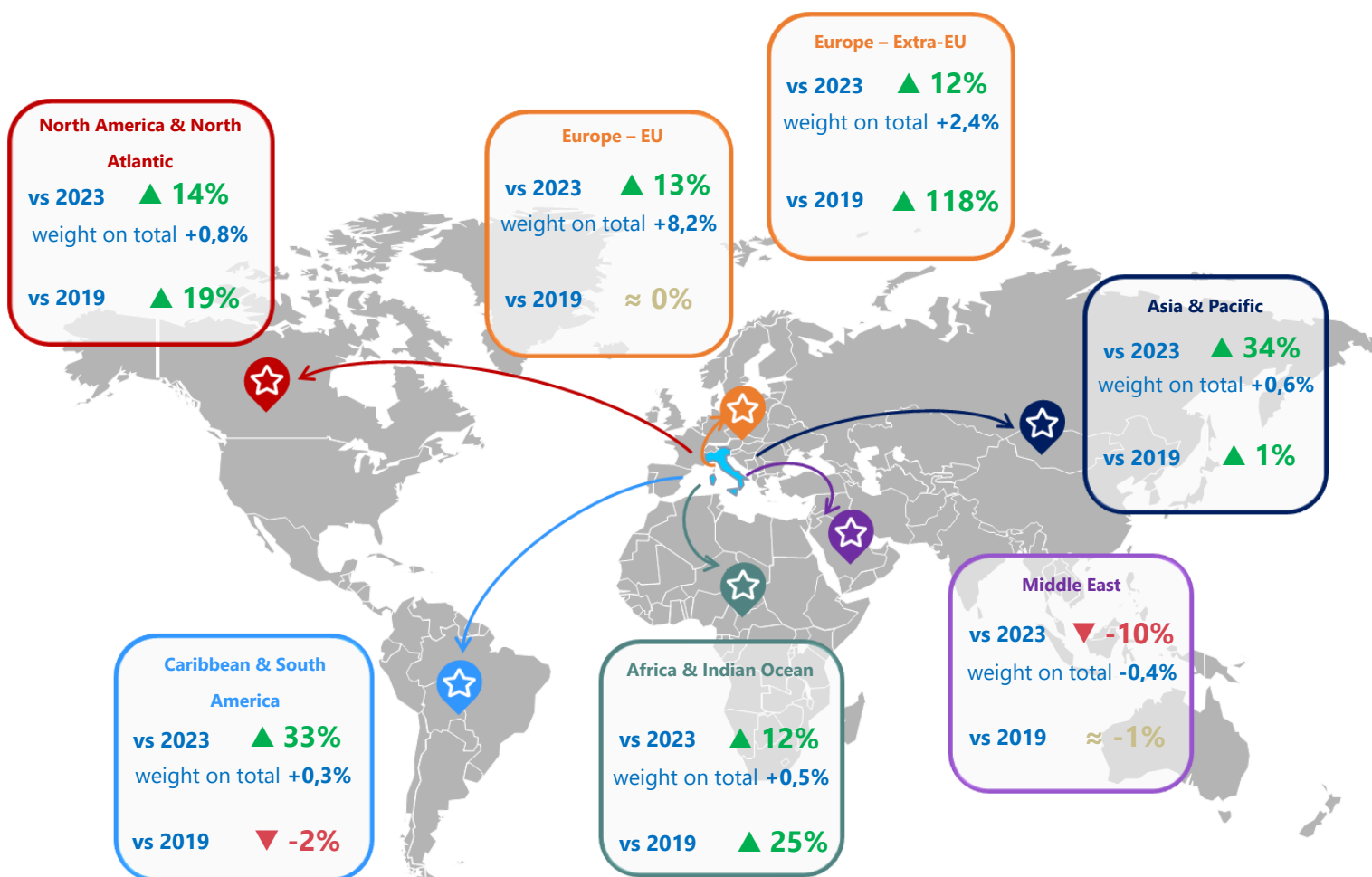
During the III Quarter the **international passengers** traffic recorded **46.589.493 units**, corresponding to **68%** out of total. As compared to the same period of the previous year, there is an **increase** of **+12,3%**. Data have been processed excluding national traffic, therefore the traffic share with European Union does not include domestic one (22.307.345 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 – III 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: **+377,8%**, corresponding to an increase of total international traffic by +0,0%, meaning **+34** passengers. In **relative** terms, instead, the **Europe - EU** has been the geographic area that had the greatest impact on total traffic: **+8,2%**, meaning **+3.392.791** passengers.

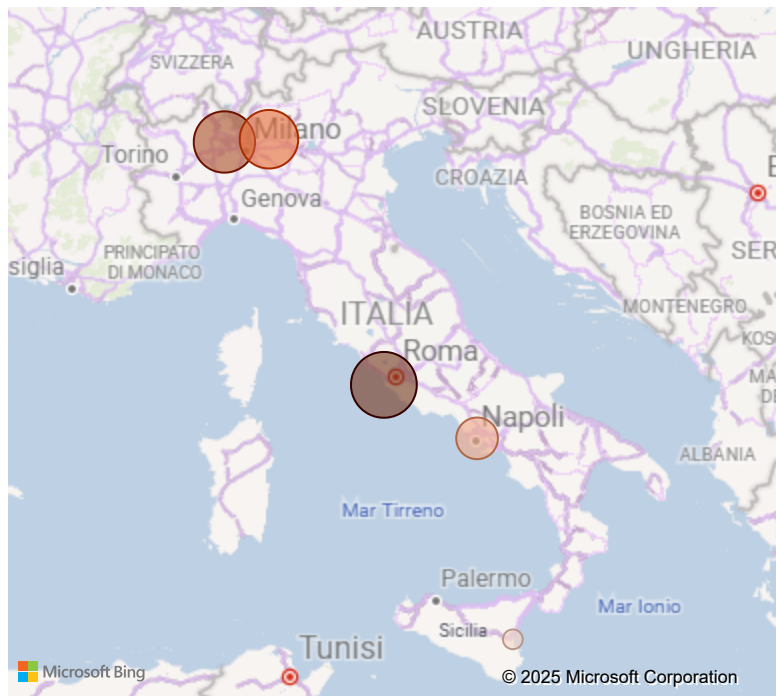


# Passengers – III Quarter 2024

## Low-cost Carriers



During the III Quarter the **low-cost** passengers air traffic recorded 43.402.848 units, corresponding to **63%** out of the total and an increase of **+7,5%** 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 2 percentage points . **Top five airports** reached a traffic of **21.778.257 units**, accounting for the **50%** out of total low-cost passengers traffic, with an increase of +12,3% compared to III Quarter 2023. **Roma Fiumicino** is the first airport in terms of low-cost air traffic, with a market share of 13%, which matches to 5.667.240 passengers. Connections Roma Fiumicino - Barcelona El Prat represent the main route.



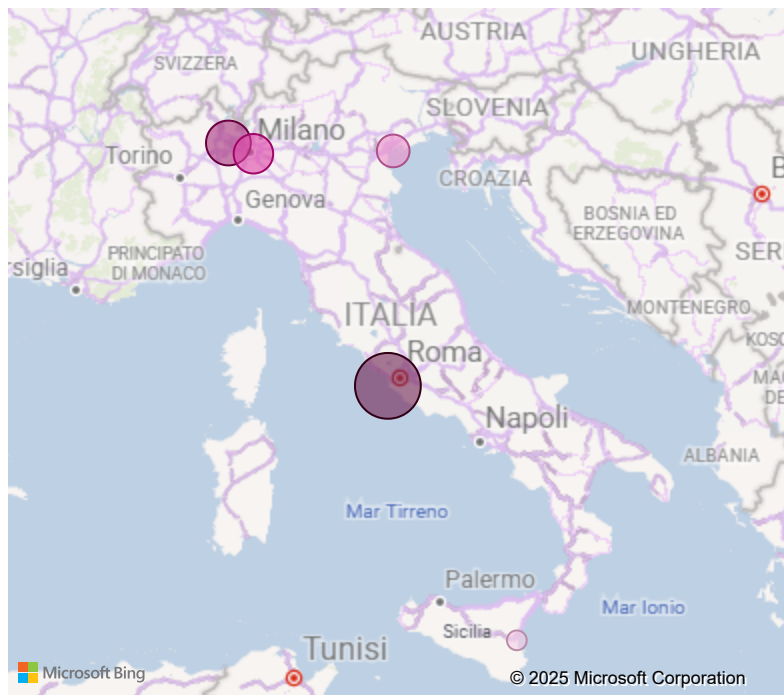
Airport	Share	Pax	Δ% vs 23
● Roma Fiumicino	13,1%	5.667.240	▲ 20%
● Milano Malpensa	11,8%	5.128.421	▲ 7%
● Bergamo Orio al Serio	11,1%	4.819.262	▲ 13%
● Napoli Capodichino	7,9%	3.411.645	▲ 4%
● Catania Fontanarossa	6,3%	2.751.689	▲ 21%

# Passengers – III Quarter 2024

## Legacy Carriers



During III Quarter the **legacy** passengers air traffic recorded 25.493.990 units, corresponding to **37%** out of the total and an increase of **+7,5%** 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 decreased by 1 percentage points . **Top five airports** reached a traffic of **17.750.183 units**, accounting for the **70%** out of total legacy passengers traffic, with an increase of +8,6% compared to III Quarter 2023. **Roma Fiumicino** is the first airport in terms of legacy air traffic, with a market share of 36%, which matches to 9.075.797 passengers. Connections Roma Fiumicino - New York John F Kennedy Intl represent the main route.



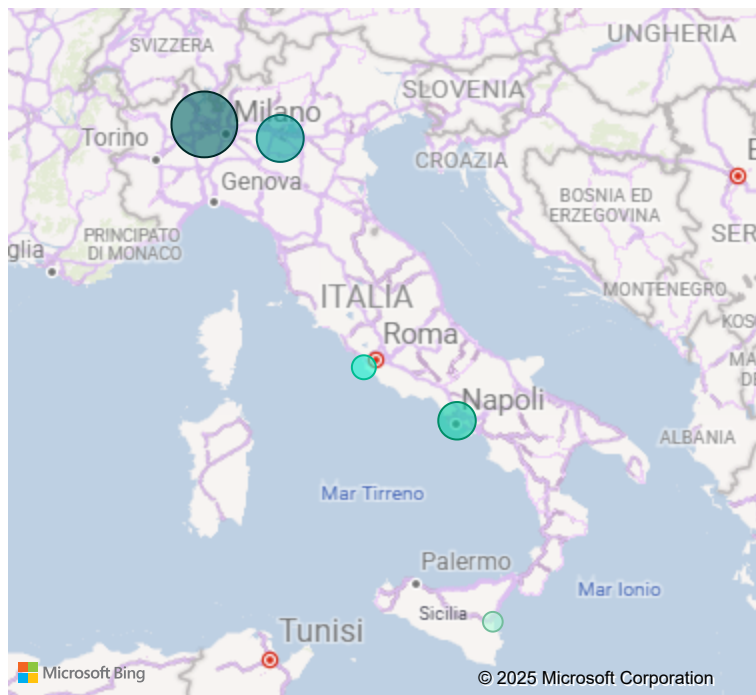
Airport	Share	Pax	Δ% vs 23
● Roma Fiumicino	35,6%	9.075.797	▲ 19%
● Milano Malpensa	13,4%	3.422.805	▲ 7%
● Milano Linate	9,9%	2.523.502	▲ 18%
● Venezia Tesser	6,6%	1.680.870	▲ 14%
● Catania Fontanarossa	4,1%	1.047.209	▲ 46%

# Cargo – III Quarter 2024

## National Scope - Top-5 Airports



During III Quarter the **national cargo** air traffic recorded 19.555 tons, corresponding to **6%** out of total and a decrease of -3,1% compared to the same month of the previous year. **Top five airports** reached a traffic of **12.729 tons**, accounting for the **65%** out of total domestic cargo traffic, with a decrease of **-6,3%** compared to III Quarter 2023. **Milano Malpensa** is the first airport in terms of national cargo air traffic, with a market share of 27%, which matches to 5.339 tons. Connections Milano Malpensa - Napoli Capodichino represent the main route.

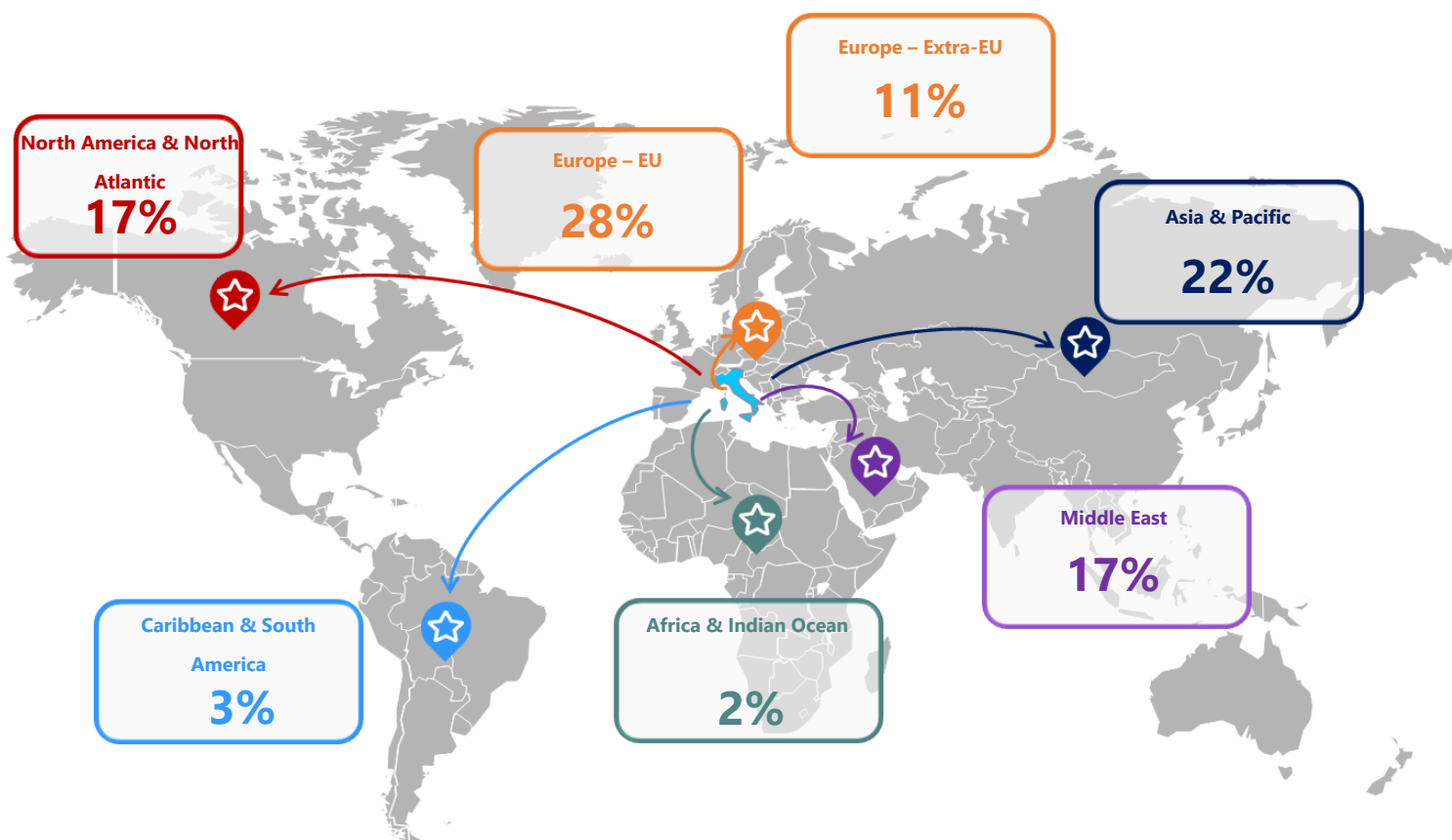


Airport	Share	Cargo	Δ% vs 23
Milano Malpensa	27,3%	5.339	▼ -13%
Brescia Montichiari	14,0%	2.738	▲ 3%
Napoli Capodichino	9,9%	1.936	▼ -6%
Roma Fiumicino	7,0%	1.375	▲ 6%
Catania Fontanarossa	6,9%	1.342	▼ -7%

# Cargo – III Quarter 2024

## International Scope - Share by geographical area

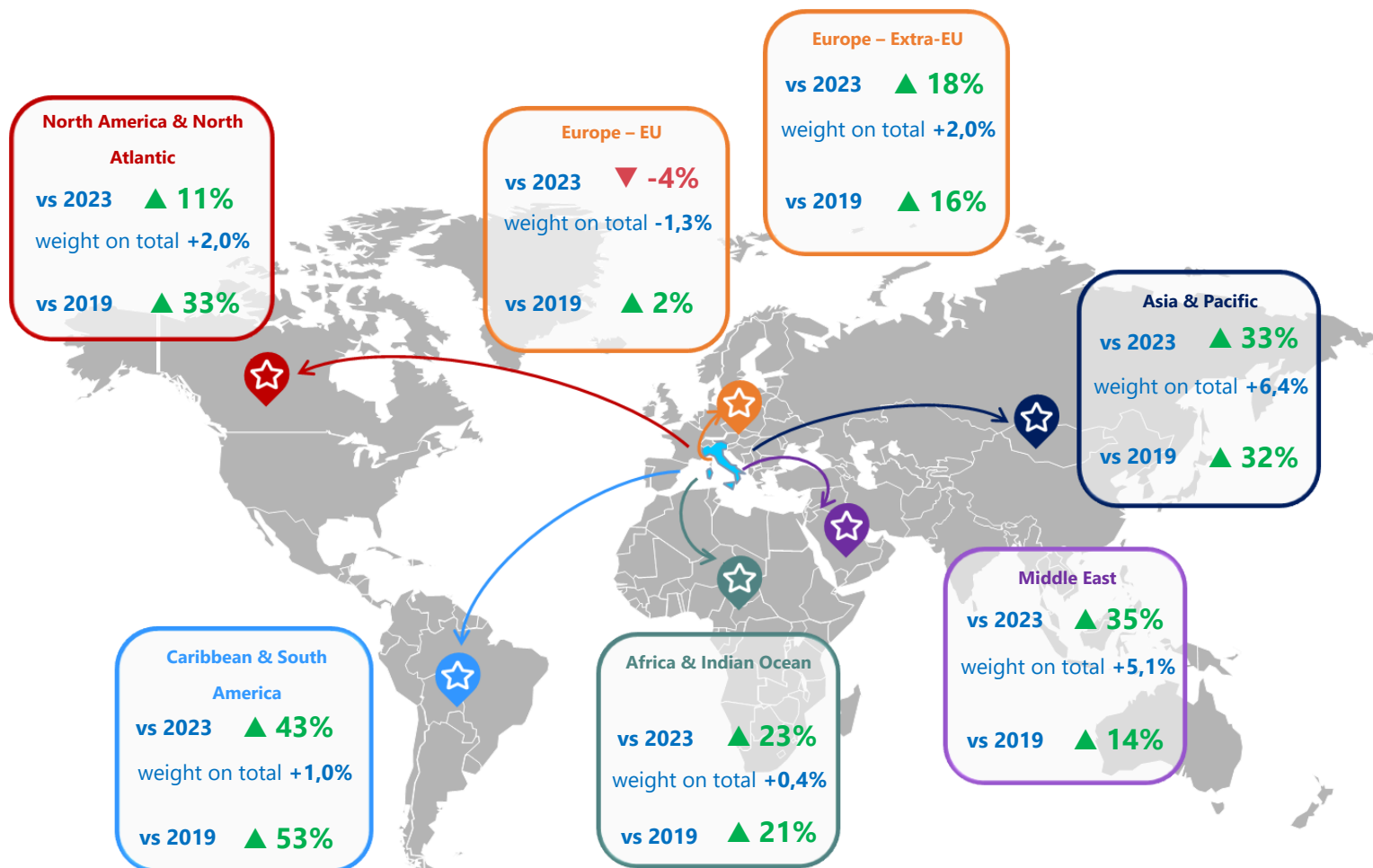
During III Quarter the **international cargo** air traffic recorded **283.483 tons**, corresponding to **94%** out of total. As compared to the same period of the previous year, there is an **increase** of **+15,5%**. Data are processed excluding national traffic, therefore the traffic share with European Union does not include domestic one (19.555 tons). The **Europe - EU** is the geographical area to which the most traffic is observed, with **United States of America** being the first country and **Milano Malpensa - Doha Hamad Intl** the main route.



# Cargo – III Quarter 2024

## International Scope - Change in traffic by geographical area

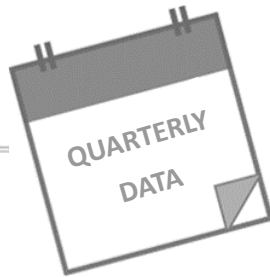
Data elaborated by geographical area show how, in **absolute** terms, the highest growth rate has been recorded in **Caribbean & South America**: **+42,6%** area, corresponding to an increase of total international traffic by +1,0%, meaning **+2.459 tons**. In **relative** terms, instead, the **Asia & Pacific** has been the geographic area that had the greatest impact on total traffic: **+6,4%**, meaning **+15.657 tons**.



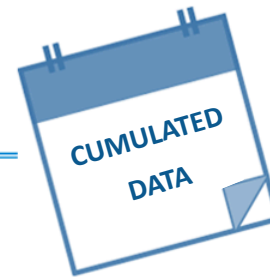


# Traffic Data Report

## Quarterly Flows



**III Quarter  
2024**



**I - III Quarter  
2024**



# Key data – I - III Quarter 2024

Passengers, cargo and flights

## PASSENGERS



169.101.759

▲ 11%  
vs 2023

▲ 13%  
vs 2019

## CARGO



903.596

▲ 17%  
vs 2023

▲ 16%  
vs 2019

## FLIGHTS



1.341.771

▲ 8%  
vs 2023

▲ 4%  
vs 2019

# Key data – I - III Quarter 2024

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

## GEOGRAPHICAL SCOPE



**NATIONAL**  
**55.901.856**

▲ **6%** vs 2023

**INT. UE**  
**72.494.172**

▲ **14%** vs 2023

**INT. EXTRA-UE**  
**40.705.731**

▲ **15%** vs 2023

## CARRIER TYPE



**LEGACY**  
**62.784.158**

▲ **19%** vs 2023

**LOW-COST**  
**106.317.601**

▲ **7%** vs 2023

## TOP 3 AIRPORTS



### PASSENGERS

Roma Fiumicino  
**37.225.322**

Milano Malpensa  
**21.595.481**

Bergamo Orio al Serio  
**13.468.991**

### CARGO

Milano Malpensa  
**541.488**

Roma Fiumicino  
**204.736**

Venezia Tessera  
**41.618**

### FLIGHTS

Roma Fiumicino  
**239.951**

Milano Malpensa  
**161.120**

Milano Linate  
**89.133**

# Key data – I - III Quarter 2024

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

## GEOGRAPHICAL SCOPE



NATIONAL

**33%**

▼ -2 pt. perc.  
vs 2023

INT. UE

**43%**

≈ 1 pt. perc.  
vs 2023

INT. EXTRA-UE

**24%**

≈ 1 pt. perc.  
vs 2023

## CARRIER TYPE



LEGACY

**37%**

▲ 3 pt. perc.  
vs 2023

LOW-COST

**63%**

▼ -3 pt. perc.  
vs 2023

## TOP 3 AIRPORTS



PASSENGERS

Roma Fiumicino

**22%** ▲ 2 pt. perc.

Milano Malpensa

**13%** ≈ 0 pt. perc.

Bergamo Orio al Serio

**8%** ≈ 0 pt. perc.

CARGO

Milano Malpensa

**60%** ▼ -4 pt. perc.

Roma Fiumicino

**23%** ▲ 5 pt. perc.

Venezia Tessera

**5%** ≈ 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 - III Quarter 2024

## Comparison to same period 2023 and 2019

The nationwide air traffic data related to the period I - III Quarter have been compared to the same month 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)	149.232.663	151.876.650	169.101.759	▲ 11%	▲ 13%	
Cargo (tons)	776.003	774.610	903.596	▲ 17%	▲ 16%	
Flights (units)	1.284.076	1.242.457	1.341.771	▲ 8%	▲ 4%	

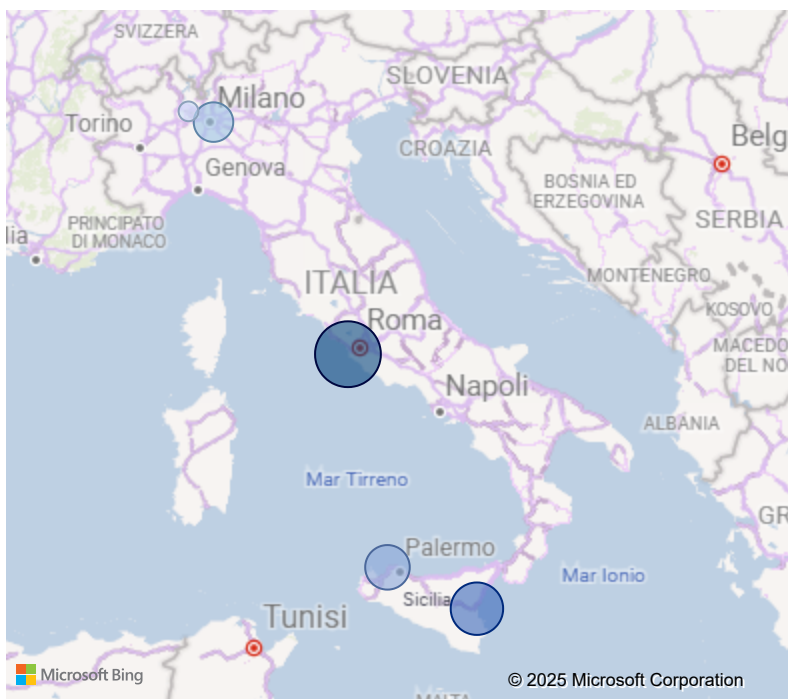
Traffic data related to **passengers** show as during the period **I - III Quarter** about **169,1 M** of persons have been moved, recording an **increase** of **+11,3%** compared to the same period of last year. Assuming 2019 as benchmark, it results that the passenger sector **has recovered pre-Pandemic values**, with a positive trend of **+13,3%** compared to the period I - III Quarter 2019.

As far as **cargo** sector concerns, during the period **I - III Quarter** air traffic reached about **903,6 K tons** , recording an **increase** of **+16,7%** compared to the previous period of last year. Assuming 2019 as benchmark, cargo sector **has recovered pre-Pandemic values**, with a positive trend of **+16,4%** compared to January - I - III Quarter 2019.

# Passengers – I - III Quarter 2024

## National Scope - Top-5 Airports

During the period I - III Quarter, **domestic passengers** air traffic recorded 55.901.856 units, corresponding to **33%** out of the total and an increase of +5,7% compared to the same period of last year. **Top five airports** reached a traffic of **26.081.337 units**, accounting for the **47%** out of total domestic passengers traffic, with an increase of **+10,9%** compared to I - III Quarter 2023. **Roma Fiumicino** is the first airport in terms of national air traffic, with a market share of 14%, with matches to 8.024.107 passengers. Connections Catania Fontanarossa - Roma Fiumicino represent the main route.

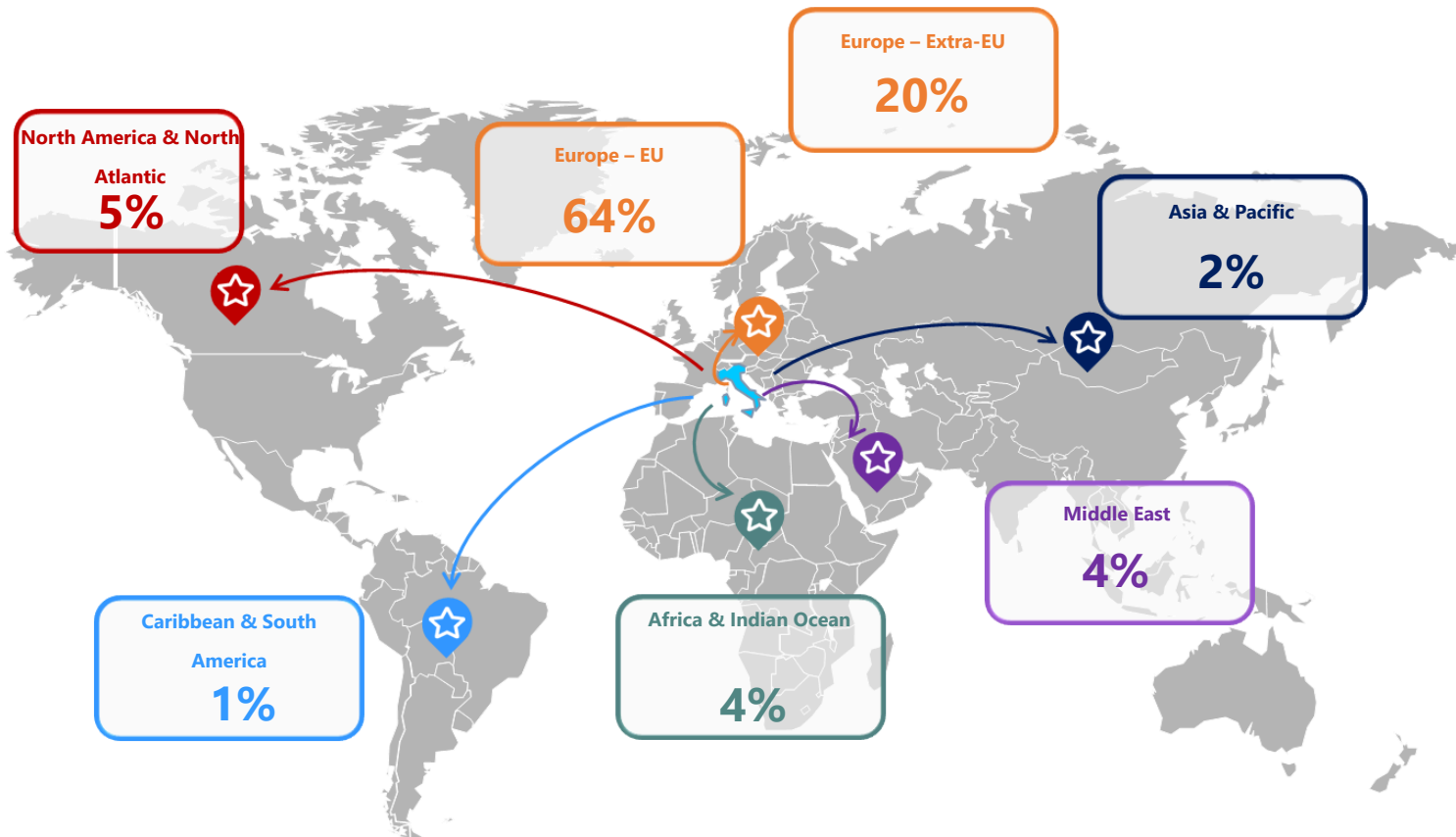


Airport	Share	Pax	Δ% vs 23
● Roma Fiumicino	14,4%	8.024.107	▲ 25%
● Catania Fontanarossa	10,2%	5.719.387	▲ 11%
● Palermo Punta Raisi	8,5%	4.725.397	▲ 8%
● Milano Linate	7,6%	4.234.341	▲ 20%
● Milano Malpensa	6,0%	3.378.105	▼ -17%

# Passengers – I - III Quarter 2024

## International Scope - Share by geographical area

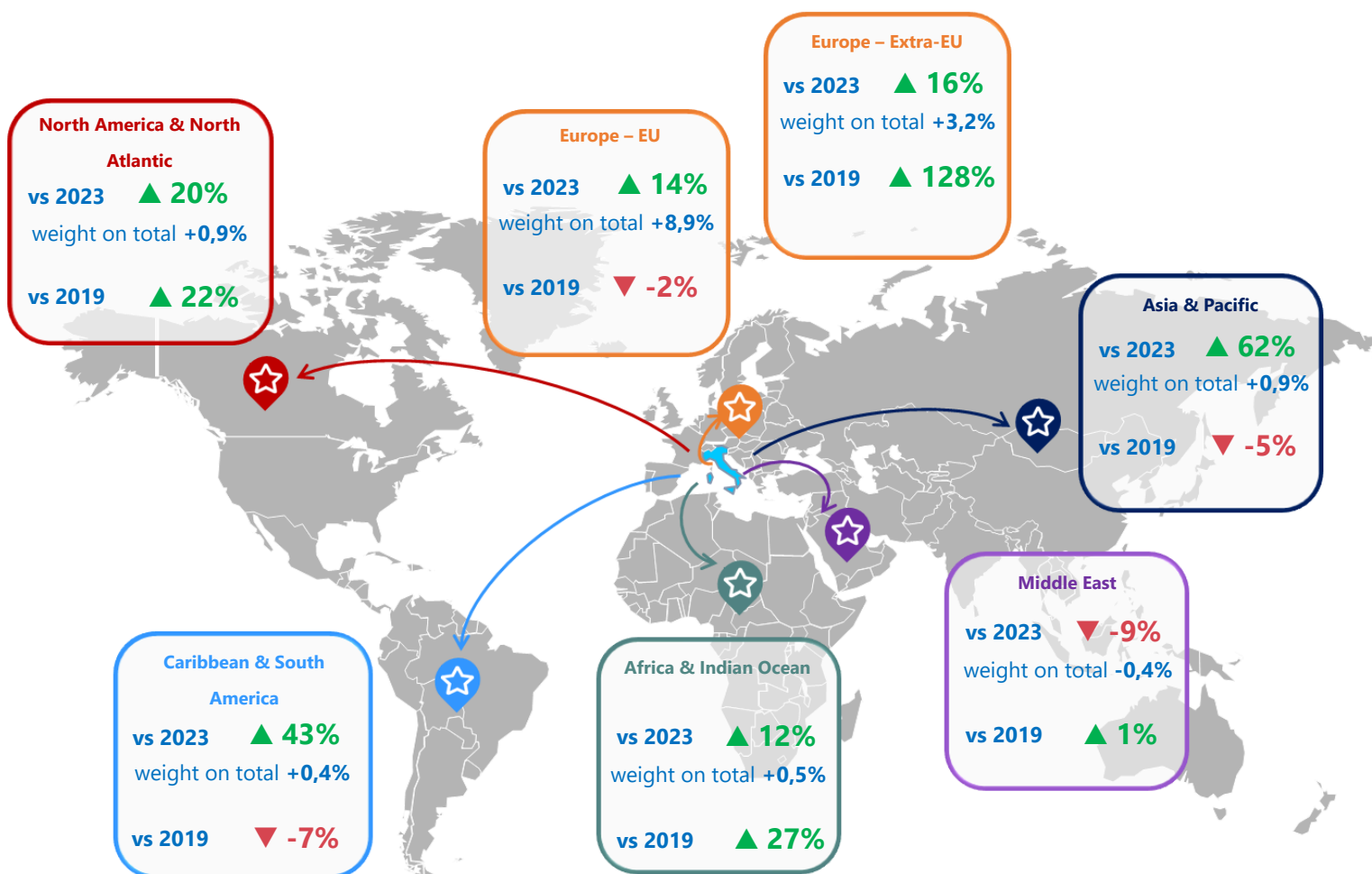
During the period I - III Quarter the **international passengers** traffic recorded **113.199.903 units**, corresponding to **67%** out of total. As compared to the same period of the previous year, there is an **increase** of **+14,3%**. Data are processed excluding national traffic, therefore the traffic share with European Union does not include domestic one (55.901.856 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 - III Quarter 2024

## International Scope - Change in traffic by geographical area

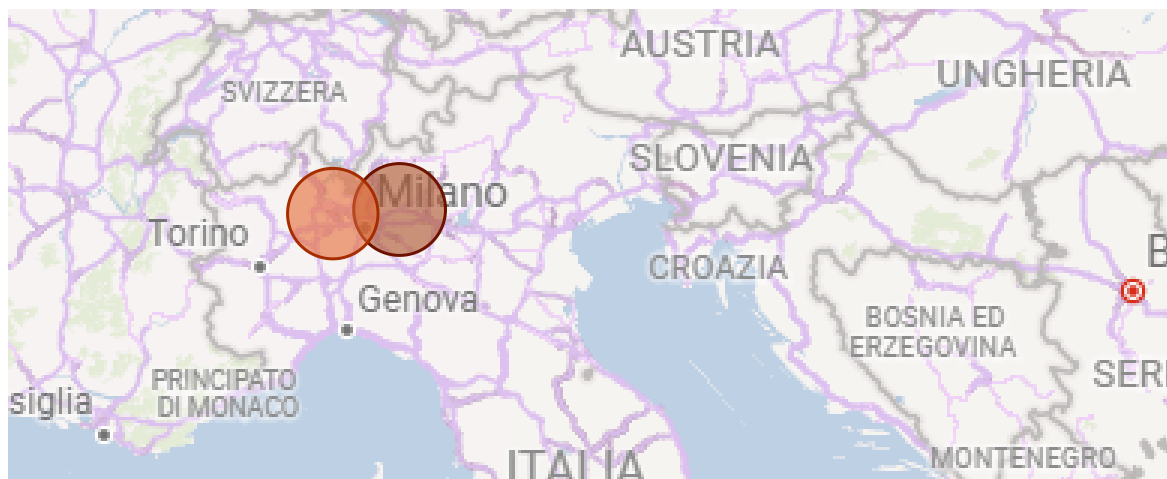
Data elaborated by geographical area show how, in **absolute** terms, the highest growth rate has been recorded in **Asia & Pacific**: **+148,1%** area, corresponding to an increase of total international traffic by +0,0%, meaning **+40** passengers. In **relative** terms, instead, the **Europe - EU** has been the geographic area that had the greatest impact on total traffic: **+8,9%**, meaning **+8.826.114** passengers.



# Passengers – I - III Quarter 2024

## Low-cost Carriers

During the period I - III Quarter the **low-cost** passengers air traffic recorded 10% of the total and an increase of **+7,1%** compared to the same period of the previous year. The comparison between low-cost and legacy segments shows that the **share** of low-cost has decreased. **Airports** reached a traffic of **55.418.316 units**, accounting for the **52%** out of the total. This represents an increase of +11,6% compared to I - III Quarter 2023. **Roma Fiumicino** is the airport with the highest traffic, with a market share of 14%, which matches to 14.441.484 passengers. Connections between Rome and Milan represent the main route.



### Airport

- Roma Fiumicino
- Bergamo Orio al Serio
- Milano Malpensa
- Napoli Capodichi
- Catania Fontanarossa

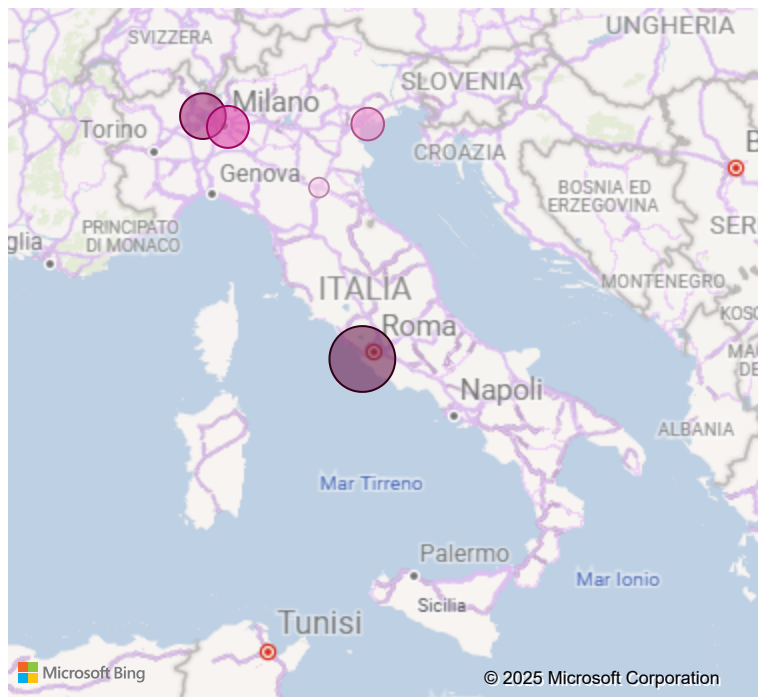


# Passengers – I - III Quarter 2024

## Legacy Carriers



During the period I - III Quarter the **legacy** passengers air traffic recorded 62.784.158 units, corresponding to **37%** out of the total and an increase of **+19,4%** 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 3 percentage points . **Top five airports** reached a traffic of **45.020.498 units**, accounting for the **72%** out of total legacy passengers traffic, with an increase of +18,9% compared to I - III Quarter 2023. **Roma Fiumicino** is the first airport in terms of legacy air traffic, with a market share of 36%, which matches to 22.783.838 passengers. Connections Roma Fiumicino - Madrid Barajas represent the main route.



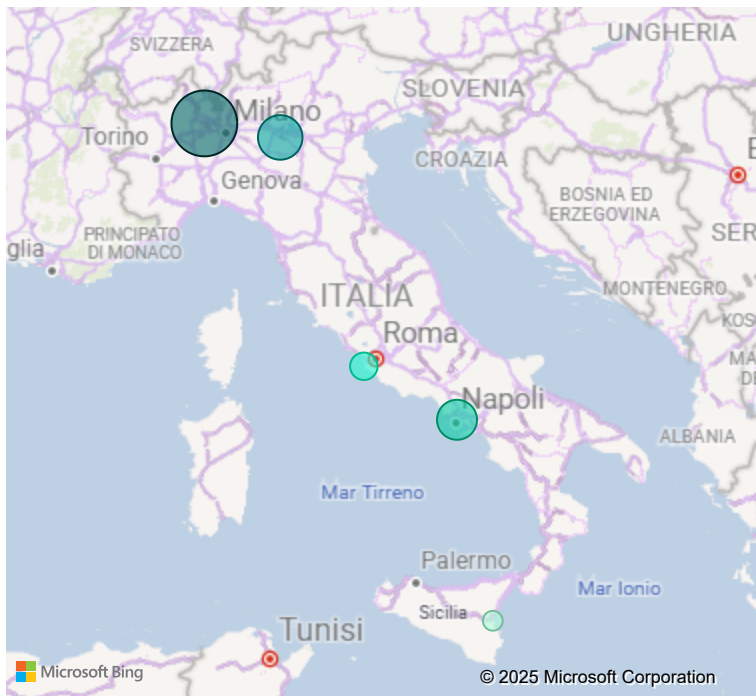
Airport	Share	Pax	Δ% vs 23
Roma Fiumicino	36,3%	22.783.838	▲ 25%
Milano Malpensa	14,1%	8.825.819	▲ 11%
Milano Linate	11,3%	7.100.455	▲ 19%
Venezia Tessera	6,3%	3.948.107	▲ 12%
Bologna Borgo Panigale	3,8%	2.362.279	▲ 9%

# Cargo – I - III Quarter 2024



## National Scope - Top-5 Airports

During the period I - III Quarter, **domestic cargo** air traffic recorded 58.083 tons, corresponding to **6%** out of the total and a decrease of -13,2% compared to the same period of last year. **Top five airports** reached a traffic of **37.994 tons**, accounting for the **65%** out of total domestic cargo traffic, with a decrease of **-17,2%** compared to I - III Quarter 2023. **Milano Malpensa** is the first airport in terms of domestic air traffic, with a market share of 29%, witch matches to 16.984 tons. Connections Milano Malpensa - Napoli Capodichino represent the main route.

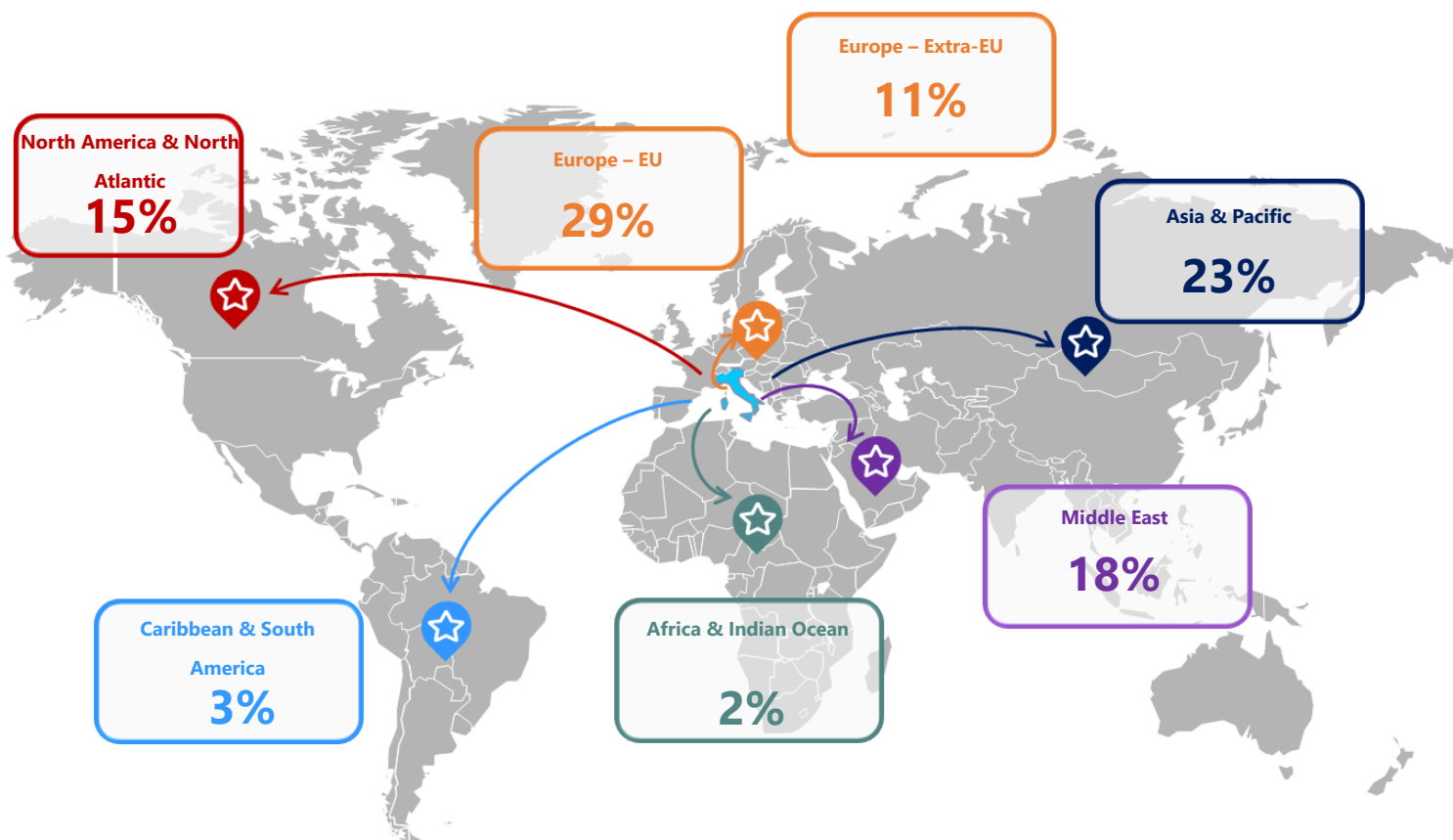


Airport	Share	Cargo	Δ% vs 23
● Milano Malpensa	29,2%	16.984	▼ -21%
● Brescia Montichiari	12,8%	7.425	▼ -6%
● Napoli Capodichino	10,6%	6.131	▼ -11%
● Roma Fiumicino	6,7%	3.914	▲ 2%
● Catania Fontanarossa	6,1%	3.539	▼ -32%

# Cargo – I - III Quarter 2024

## International Scope - Share by geographical area

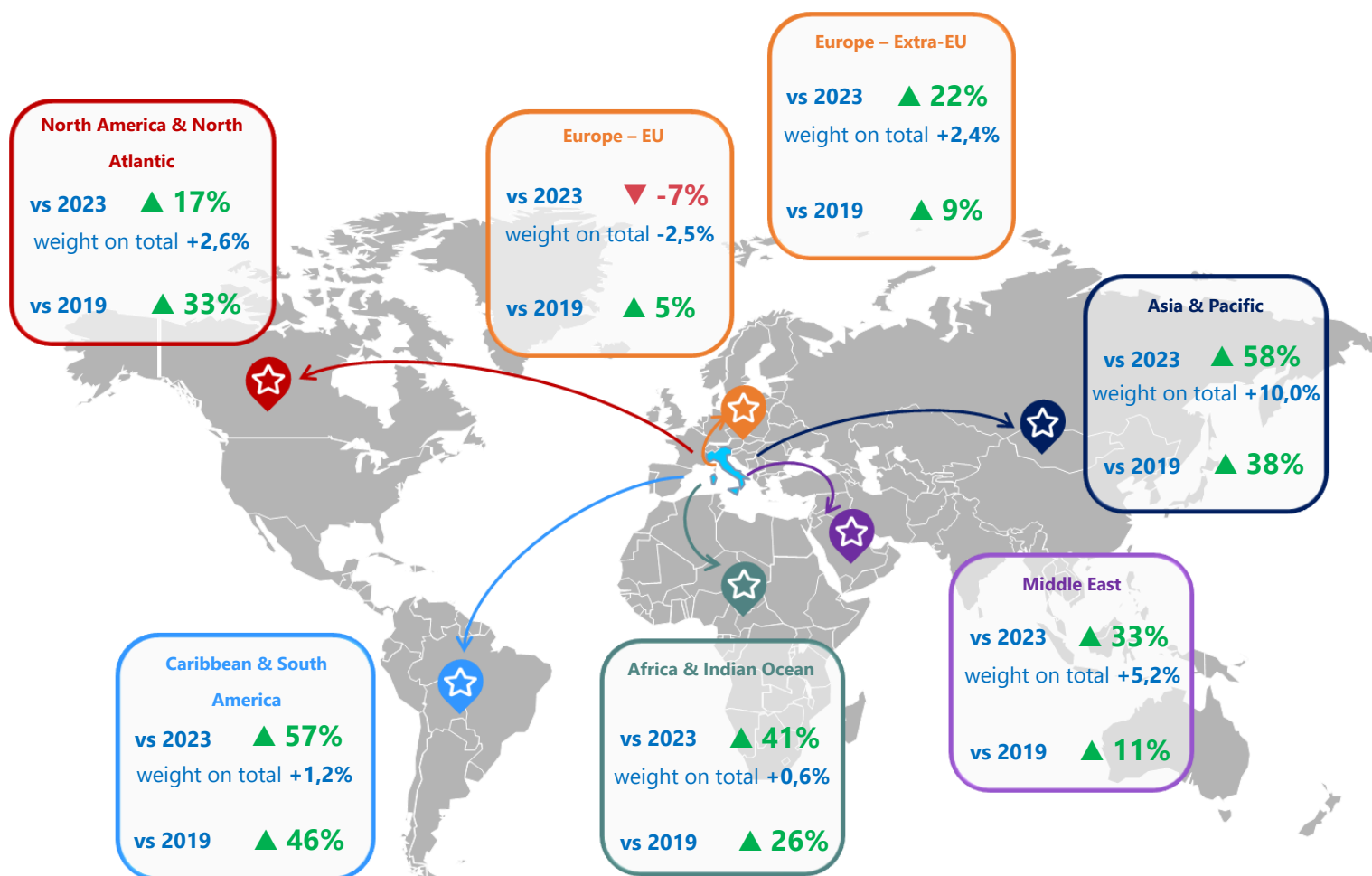
During the period I - III Quarter the **international cargo** air traffic recorded **845.513 tons**, corresponding to **94%** out of total. As compared to the same period of the previous year, there is an **increase** of **+19,5%** . Data are processed excluding national traffic, therefore the traffic share with European Union does not include domestic one (58.083 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 - III 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**: **+58,1%** area, corresponding to an increase of total international traffic by +10,0%, meaning **+70.645** tons. Also in **relative** terms, **Asia & Pacific** has been the geographic area that had the greatest impact on total traffic: **+10,0%**.



# 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
Belarus
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
Cuba
Dominican Republic
Ecuador
Jamaica
Mexico
Panama
Paraguay
Puerto Rico
Saint Kitts and Nevis
Saint Vincent and the Grenadines
Sint Maarten
Turks and Caicos Islands
Venezuela

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

Asia & Pacific
Australia
Bangladesh
China
Hong Kong
India
Japan
Kazakhstan
Macao
Maldives
Nepal
Singapore
South Korea
Sri Lanka
Taiwan
Thailand
Turkmenistan
Uzbekistan
Vietnam

North America & North Atlantic
Canada
United States of America

Africa & Indian Ocean
Algeria
Angola
Benin
Botswana
Cabo Verde
Cameroon
Central African Republic
Congo
Côte d'Ivoire
Egypt
Equatorial Guinea
Ethiopia
Gambia
Ghana
Guinea
Guinea-Bissau
Kenya
Libya
Madagascar
Mali
Mauritius
Morocco
Niger
Nigeria
Rwanda
Senegal
Seychelles
Somalia
South Africa
Sudan
Tanzania
Togo
Tunisia
Uganda
Zimbabwe

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