MONTHLY REPORT

TRAFFIC DATA

August 2023

Edited by the Economics Studies and Analysis Department
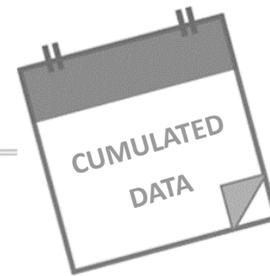
Summary

Monthly Data

Cumulated Data

Traffic Data Report

Monthly Flows

August
2023

January - August
2023

Key data - August 2023

Passengers, cargo and flights

PASSENGERS

| | 21.292.429 | ▲ 12% vs 2022 | ▲ 4% vs 2019 |

CARGO

| | 77.866 | ▼ -1% vs 2022 | ▲ 6% vs 2019 |

FLIGHTS

| | 167.390 | ▲ 5% vs 2022 | ▼ -2% vs 2019 |

Key data - August 2023

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

GEOGRAPHICAL SCOPE

NATIONAL	INT. UE	INT. EXTRA-UE
6.957.078	**9.176.357**	**5.158.994**
≈ 0% vs 2022	▲ 14% vs 2022	▲ 27% vs 2022

CARRIER TYPE

LEGACY	LOW-COST
9.520.926	**11.771.503**
▲ 48% vs 2022	▼ -7% vs 2022

TOP 3 AIRPORTS

PASSENGERS	CARGO	FLIGHTS
Roma Fiumicino **4.196.372**	Milano Malpensa **47.395**	Roma Fiumicino **26.050**
Milano Malpensa **2.732.033**	Roma Fiumicino **16.818**	Milano Malpensa **19.293**
Bergamo Orio al Serio **1.581.257**	Venezia Tessera **3.200**	Napoli Capodichino **11.277**

Key data - August 2023

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

GEOGRAPHICAL SCOPE

NATIONAL	INT. UE	INT. EXTRA-UE
33%	**43%**	**24%**
▼ -4 pt. perc. vs 2022	▲ 1 pt. perc. vs 2022	▲ 3 pt. perc. vs 2022

CARRIER TYPE

LEGACY	LOW-COST
45%	**55%**
▲ 11 pt. perc. vs 2022	▼ -11 pt. perc. vs 2022

TOP 3 AIRPORTS

PASSENGERS	CARGO	FLIGHTS
Roma Fiumicino	Milano Malpensa	Roma Fiumicino
20% ▲ 2 pt. perc.	**61%** ▼ -3 pt. perc.	**16%** ▲ 2 pt. perc.
Milano Malpensa	Roma Fiumicino	Milano Malpensa
13% ≈ 0 pt. perc.	**22%** ▲ 6 pt. perc.	**12%** ≈ 0 pt. perc.
Bergamo Orio al Serio	Venezia Tessera	Napoli Capodichino
7% ≈ 0 pt. perc.	**4%** ≈ 0 pt. perc.	**7%** ≈ 0 pt. perc.

Key data - August 2023
Comparison to same period 2022 and 2019

The nationwide air traffic data related to August 2023 have been compared to the same month of the previous year (2022) and to 2019, as pre-Pandemic benchmark. Here following the **scheduled** and **charter** traffic data related to passengers, cargo and flights.

| Traffic category	2019	2022	2023	Δ% 2022	Δ% 2019	
Passengers (units)	20.458.301	19.056.197	21.292.429	▲ 12%	▲ 4%	
Cargo (tons)	73.215	78.971	77.866	▼ -1%	▲ 6%	
Flights (units)	170.450	159.892	167.390	▲ 5%	▼ -2%	

Traffic data related to **passengers** show as during **August 2023** about **21,3 M** of persons have been moved, recording an **increase** of **+11,7%** compared to the same month of last year. Assuming 2019 as benchmark, it results that the passengers sector **has recovered pre-Pandemic values**, with a positive trend of **+4,1%** compared to August 2019.

As far as **cargo** sector concerns, during **August 2023** air traffic reached about **77,9 K tons** , recording a **decrease** of **-1,4%** 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 **+6,4%** compared to August 2019.

Passengers - August 2023
National Scope - Top-5 Airports

In August the **national passengers** air traffic recorded 6.957.078 units, corresponding to **33%** out of the total and steady values with a variation of -,3% compared to the same period of the previous year. **Top five airports** reached a traffic of **2.920.101 units**, accounting for the **42%** out of total domestic passengers traffic, with una flessione del **-1,2%** compared to August. **Roma Fiumicino** is the first airport in terms of national air traffic, with a market share of 12%, which matches to 823.415 passengers. Connections Roma Fiumicino - Palermo Punta Raisi represent the main route.
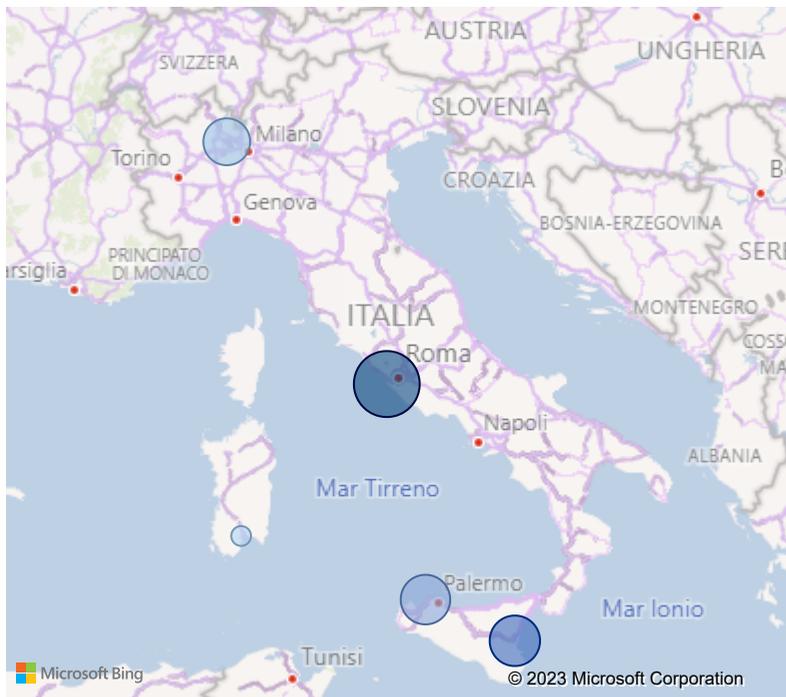
Airport	Share	Pax	Δ% vs Ago. 22
● Roma Fiumicino	11,8%	823.415	▲ 13%
● Catania Fontanarossa	8,4%	584.353	▼ -13%
● Palermo Punta Raisi	8,2%	573.750	▲ 8%
● Milano Malpensa	7,8%	542.897	▼ -11%
● Cagliari Elmas	5,7%	395.686	▼ -3%

Passengers - August 2023

International Scope - Share by geographical area

In August the **international passengers** traffic recorded **14.335.351 units**, corresponding to **67%** out of total. As compared to the same month of the previous year, there is an **increase** of **+18,7%** . Data have been processed excluding national traffic, therefore the traffic share with European Union does not include domestic one (6.957.078 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.
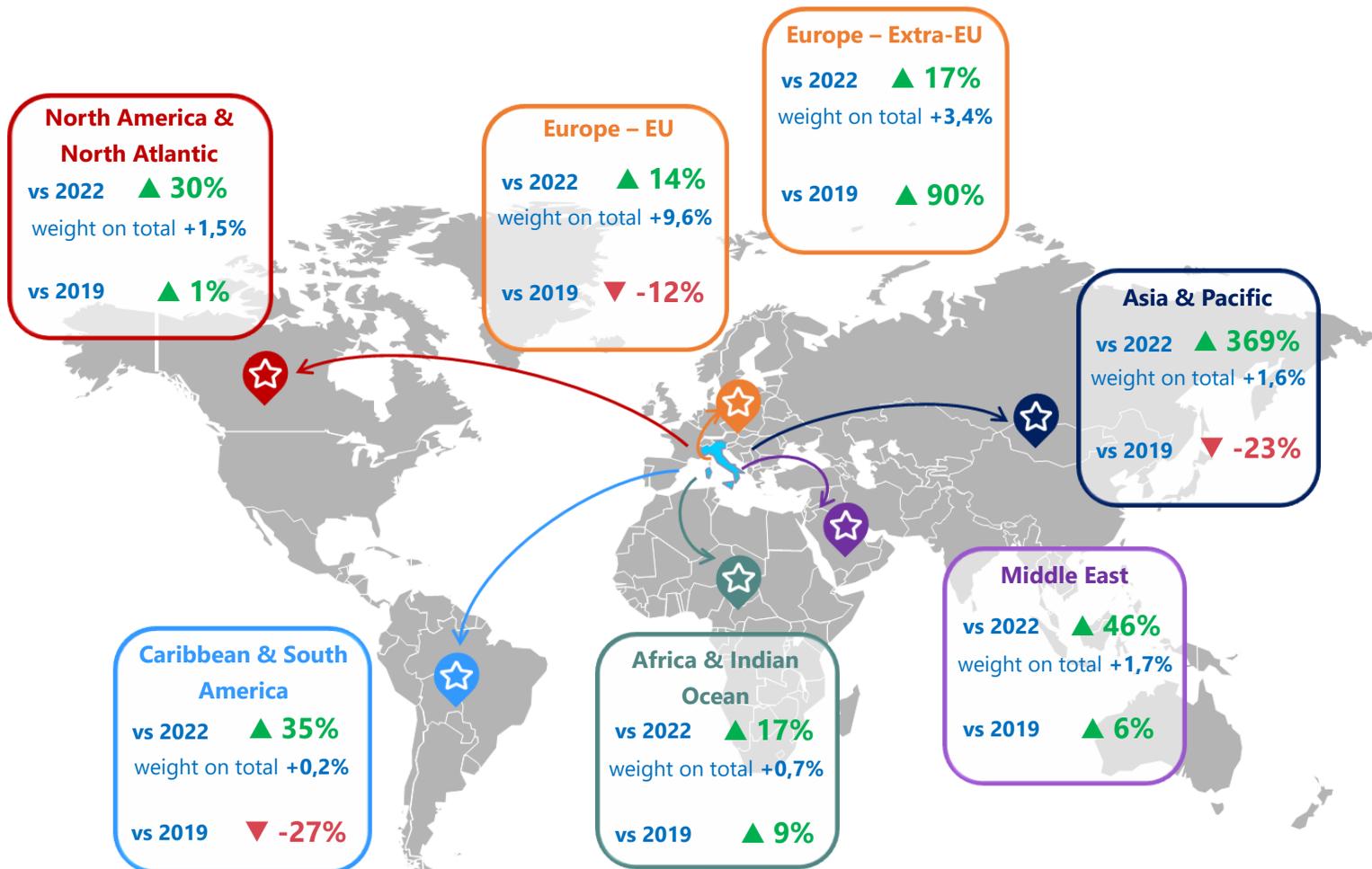
Europe – Extra-EU
20%

North America & North Atlantic
5%

Europe – EU
64%

Asia & Pacific
2%

Middle East
4%

Caribbean & South America
1%

Africa & Indian Ocean
4%
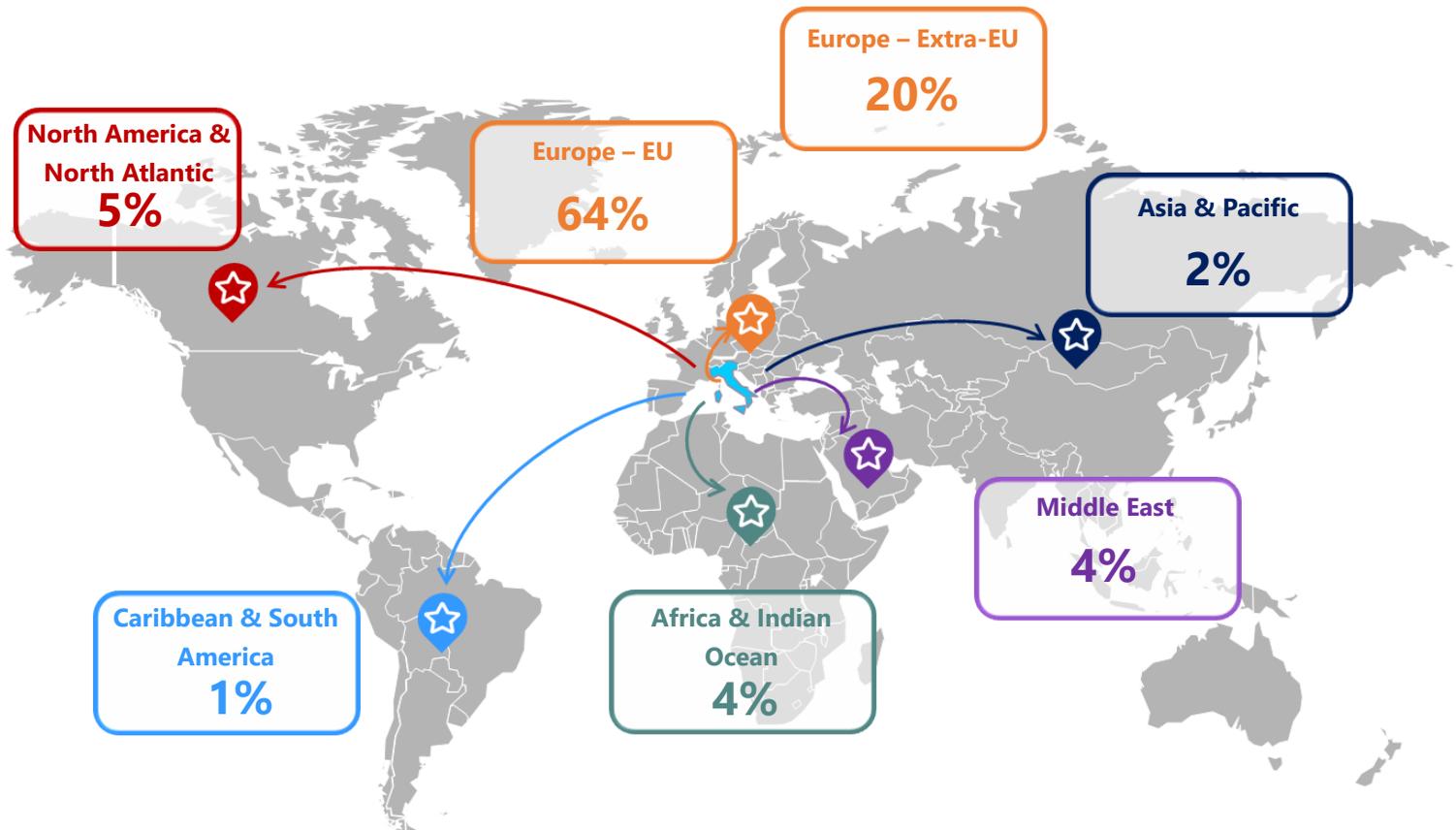
Passengers - August 2023

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: **+369,0%** , corresponding to an increase of total international traffic by +1,6%, meaning **+189.625** passengers. In **relative** terms, instead, the **Europe - EU** has been the geographic area that had the greatest impact on total traffic: **+9,6%** , meaning **+1.159.390** passengers.

Europe – Extra-EU

vs 2022 ▲ 17%

weight on total +3,4%

vs 2019 ▲ 90%

North America & North Atlantic

vs 2022 ▲ 30%

weight on total +1,5%

vs 2019 ▲ 1%

Europe – EU

vs 2022 ▲ 14%

weight on total +9,6%

vs 2019 ▼ -12%

Asia & Pacific

vs 2022 ▲ 369%

weight on total +1,6%

vs 2019 ▼ -23%

Middle East

vs 2022 ▲ 46%

weight on total +1,7%

vs 2019 ▲ 6%

Caribbean & South America

vs 2022 ▲ 35%

weight on total +0,2%

vs 2019 ▼ -27%

Africa & Indian Ocean

vs 2022 ▲ 17%

weight on total +0,7%

vs 2019 ▲ 9%

Passengers - August 2023
Low-cost Carriers

In August the **low-cost** passengers air traffic recorded 11.771.503 units, corresponding to **55%** out of the total and a decrease of **-6,6%** 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 11 percentage points . **Top five airports** reached a traffic of **5.782.686 units**, accounting for the **49%** out of total low-cost passengers traffic, with a decrease of -3,4% compared to August. **Milano Malpensa** is the first airport in terms of low-cost air traffic, with a market share of 12%, which matches to 1.419.403 passengers. Connections Roma Fiumicino - Barcelona El Prat represent the main route.
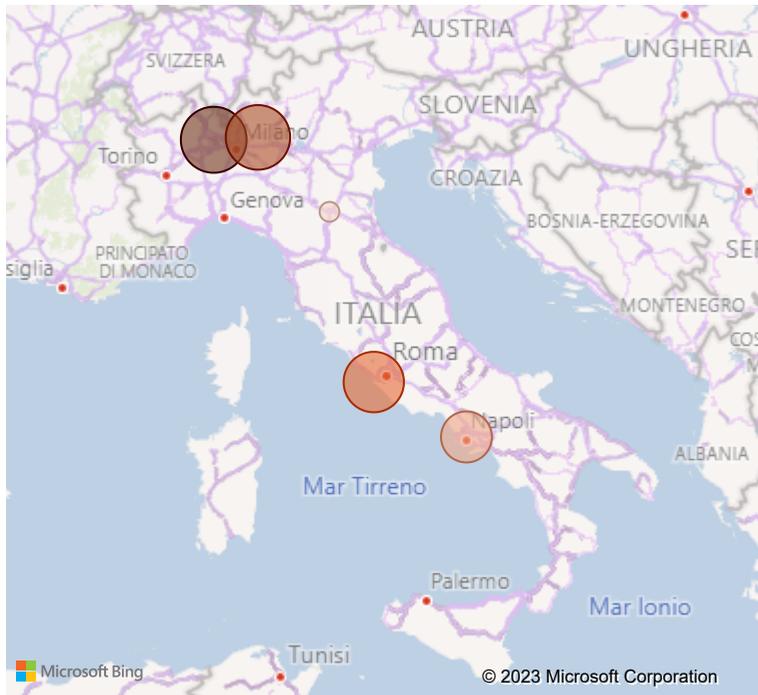
Airport	Share	Pax	Δ% vs Ago. 22
Milano Malpensa	12,1%	1.419.403	▼ -2%
Bergamo Orio al Serio	11,7%	1.376.375	▲ 7%
Roma Fiumicino	10,7%	1.257.846	▼ -6%
Napoli Capodichino	8,7%	1.028.986	▼ -1%
Bologna Borgo Panigale	5,9%	700.076	▼ -3%

Passengers - August 2023
Legacy Carriers

In August the **legacy** passengers air traffic recorded 9.520.926 units, corresponding to **45%** out of the total and an increase of **+48,3%** compared to the same month of the previous year. Furthermore, the comparison between legacy and low-cost segments shows that the share of legacy has increased by 11 percentage points . **Top five airports** reached a traffic of **6.164.079 units**, accounting for the **65%** out of total legacy passengers traffic, with an increase of +49,0% compared to August 2022. **Roma Fiumicino** is the first airport in terms of legacy air traffic, with a market share of 31%, which matches to 2.938.526 passengers. Connections Palermo Punta Raisi - Roma Fiumicino represent the main route.
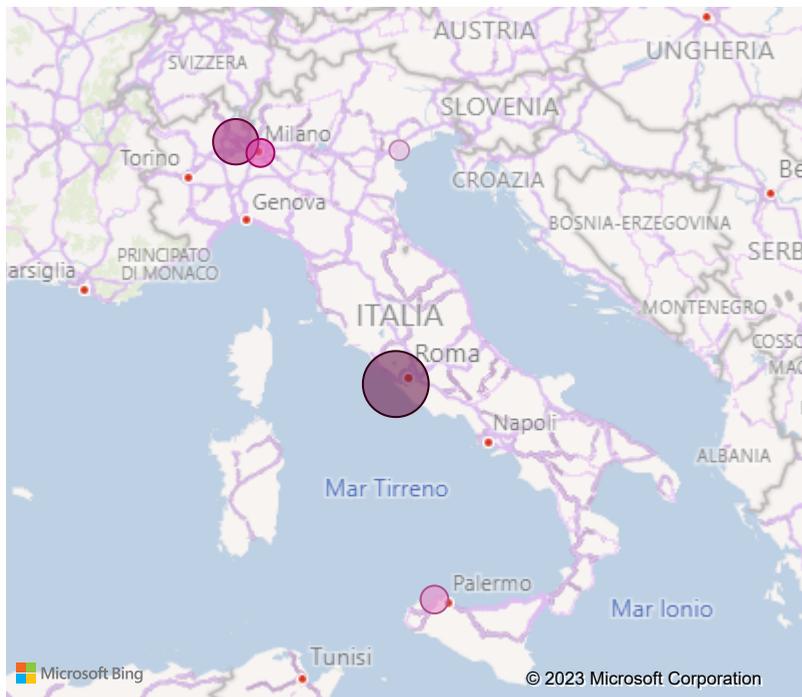
Airport	Share	Pax	Δ% vs Ago. 22
Roma Fiumicino	30,9%	2.938.526	▲ 52%
Milano Malpensa	13,8%	1.312.630	▲ 40%
Milano Linate	7,0%	663.096	▲ 24%
Palermo Punta Raisi	6,9%	660.366	▲ 119%
Venezia Tessera	6,2%	589.461	▲ 39%

Cargo - August 2023
National Scope - Top-5 Airports

In August the **national cargo** air traffic recorded 5.554 tons, corresponding to **7%** out of total and a decrease of -27,7% compared to the same period of the previous year. **Top five airports** reached a traffic of **3.739 tons**, accounting for the **67%** out of total domestic cargo traffic, with a decrease of **-32,0%** compared to August 2022. **Milano Malpensa** is the first airport in terms of national cargo air traffic, with a market share of 27%, which matches to 1.495 tons. Connections Milano Malpensa - Napoli Capodichino represent the main route.
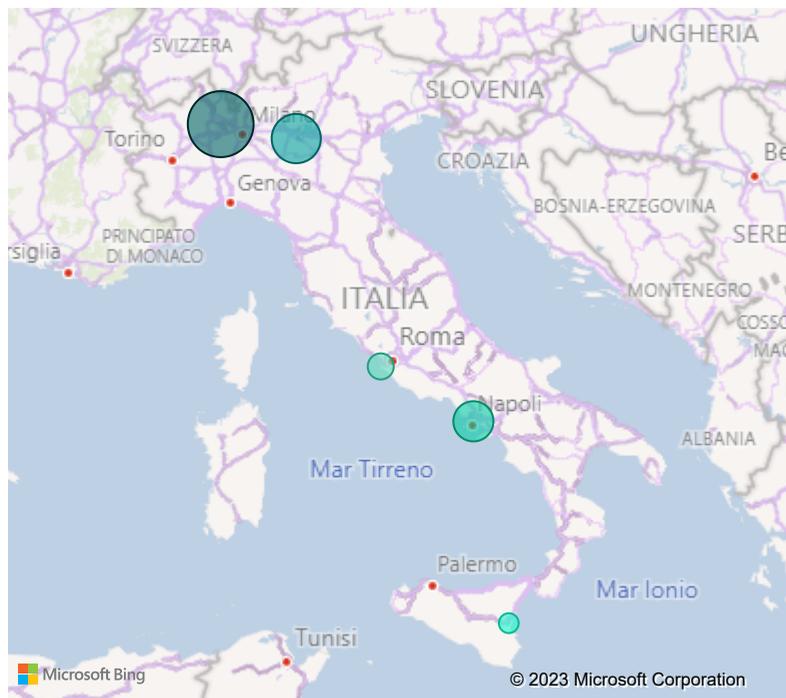
Airport	Share	Cargo	Δ% vs Ago. 22
● Milano Malpensa	26,9%	1.495	▼ -37%
● Brescia Montichiari	15,1%	839	▼ -24%
● Napoli Capodichino	10,9%	605	▼ -20%
● Roma Fiumicino	7,4%	410	▼ -1%
● Catania Fontanarossa	7,0%	390	▼ -47%

Cargo - August 2023

International Scope - Share by geographical area

In August the **international cargo** air traffic recorded **72.312 tons**, corresponding to **93%** out of total. As compared to the same month of the previous year, there is an **increase** of **+1,4%** . Data are processed excluding national traffic, therefore the traffic share with European Union does not include domestic one (5.554 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.
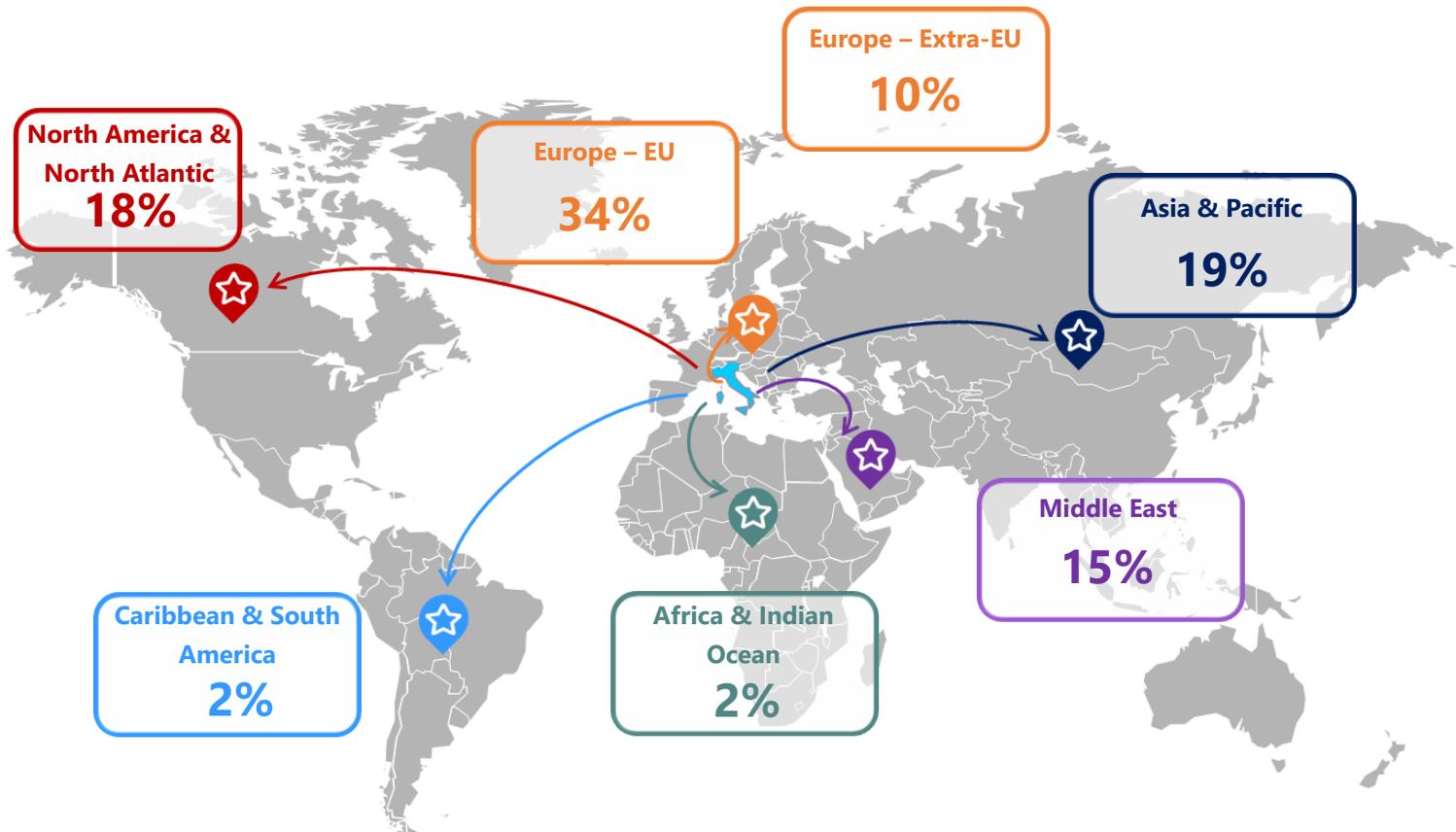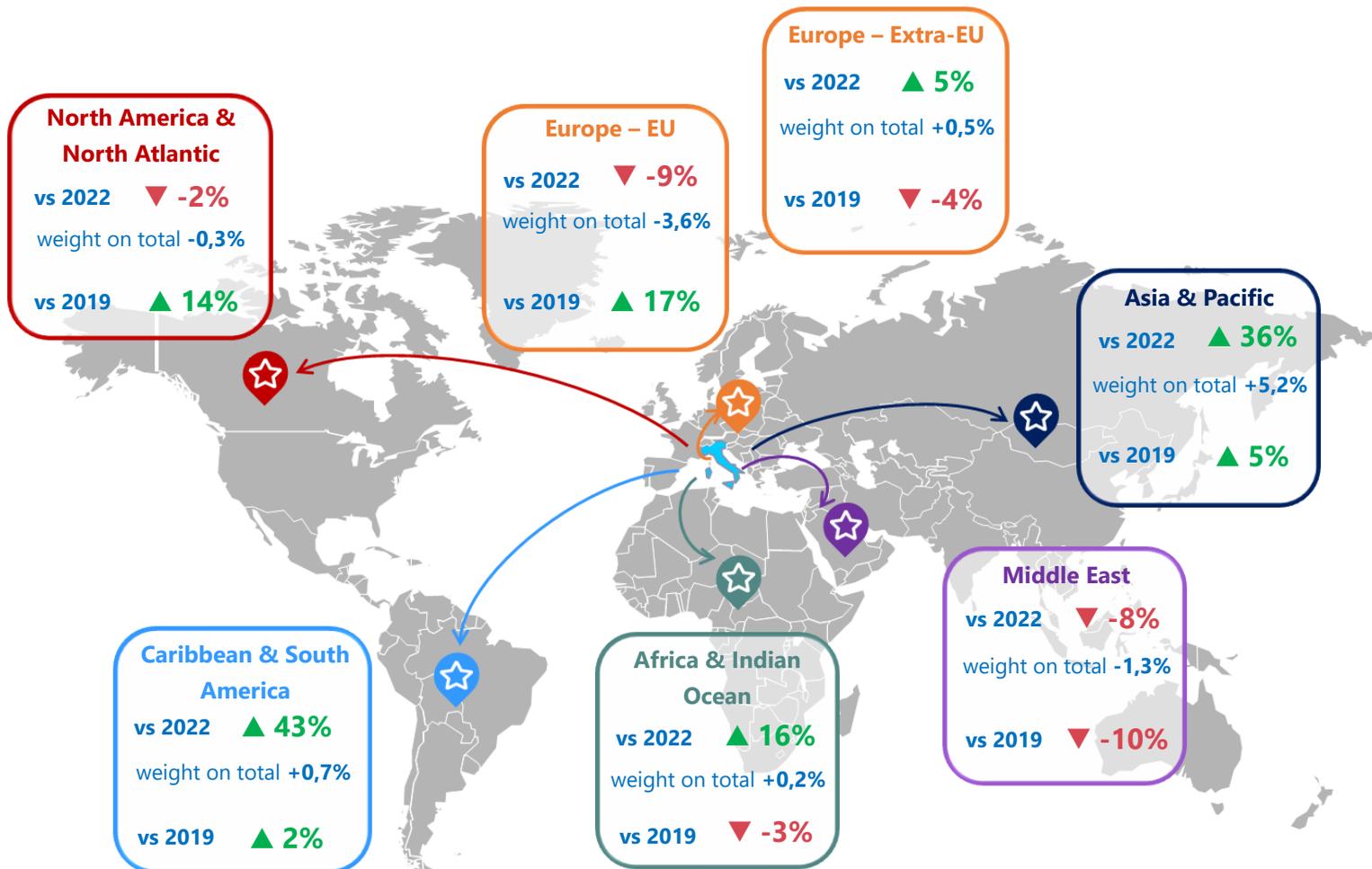
Europe – Extra-EU
10%

North America & North Atlantic
18%

Europe – EU
34%

Asia & Pacific
19%

Middle East
15%

Caribbean & South America
2%

Africa & Indian Ocean
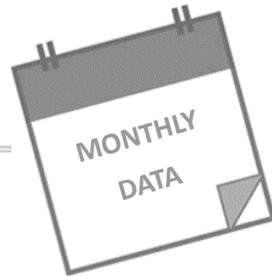**2%**

Cargo - August 2023

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**: **+42,7%** area, corresponding to an increase of total international traffic by +0,7%, meaning **+528** tons. In **relative** terms, instead, the **Asia & Pacific** has been the geographic area that had the greates impact on total traffic: **+5,2%** , meaning **+3.691** tons.

Europe – Extra-EU

vs 2022	▲ 5%
weight on total +0,5%	
vs 2019	▼ -4%

North America & North Atlantic

vs 2022	▼ -2%
weight on total -0,3%	
vs 2019	▲ 14%

Europe – EU

vs 2022	▼ -9%
weight on total -3,6%	
vs 2019	▲ 17%

Asia & Pacific

vs 2022	▲ 36%
weight on total +5,2%	
vs 2019	▲ 5%

Caribbean & South America

vs 2022	▲ 43%
weight on total +0,7%	
vs 2019	▲ 2%

Africa & Indian Ocean

vs 2022	▲ 16%
weight on total +0,2%	
vs 2019	▼ -3%

Middle East

vs 2022	▼ -8%
weight on total -1,3%	
vs 2019	▼ -10%

Traffic Data Report

Cumulative traffic since the beginning of the year

MONTHLY DATA

August 2023

CUMULATED DATA

January - August 2023

Key data – January - August 2023

Passengers, cargo and flights

PASSENGERS

132.005.900 | ▲ 23% vs 2022 | ▲ 1% vs 2019

CARGO

683.636 | ▼ -4% vs 2022 | ≈ -1% vs 2019

FLIGHTS

1.083.838 | ▲ 9% vs 2022 | ▼ -4% vs 2019

Key data – January - August 2023

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

GEOGRAPHICAL SCOPE

NATIONAL	INT. UE	INT. EXTRA-UE
46.229.948	**55.224.778**	**30.551.174**
▲ 8% vs 2022	▲ 26% vs 2022	▲ 49% vs 2022

CARRIER TYPE

LEGACY	LOW-COST
55.976.274	**76.029.626**
▲ 62% vs 2022	▲ 5% vs 2022

TOP 3 AIRPORTS

PASSENGERS	CARGO	FLIGHTS
Roma Fiumicino **26.166.096**	Milano Malpensa **436.463**	Roma Fiumicino **171.765**
Milano Malpensa **17.184.974**	Roma Fiumicino **114.864**	Milano Malpensa **133.716**
Bergamo Orio al Serio **10.712.598**	Venezia Tessera **28.829**	Milano Linate **72.480**

Key data – January - August 2023

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

GEOGRAPHICAL SCOPE

NATIONAL	INT. UE	INT. EXTRA-UE
35%	**42%**	**23%**
▼ -5 pt. perc. vs 2022	≈ 1 pt. perc. vs 2022	▲ 4 pt. perc. vs 2022

CARRIER TYPE

LEGACY	LOW-COST
42%	**58%**
▲ 10 pt. perc. vs 2022	▼ -10 pt. perc. vs 2022

TOP 3 AIRPORTS

PASSENGERS	CARGO	FLIGHTS
Roma Fiumicino	Milano Malpensa	Roma Fiumicino
20% ▲ 3 pt. perc.	**64%** ▼ -4 pt. perc.	**16%** ▲ 2 pt. perc.
Milano Malpensa	Roma Fiumicino	Milano Malpensa
13% ≈ 0 pt. perc.	**17%** ▲ 4 pt. perc.	**12%** ≈ 0 pt. perc.
Bergamo Orio al Serio	Venezia Tessera	Milano Linate
8% ≈ 0 pt. perc.	**4%** ≈ 0 pt. perc.	**7%** ≈ 0 pt. perc.

Key data – January - August 2023
Comparison to same period 2022 and 2019

The nationwide air traffic data related to the period January - August have been compared to the same month of the previous year (2022) and to 2019, as pre-Pandemic benchmark. Here following the **scheduled** and **charter** traffic data related to passengers, cargo and flights.

| Traffic category	2019	2022	2023	Δ% 2022	Δ% 2019	
Passengers (units)	130.298.158	106.999.004	132.005.900	▲ 23%	▲ 1%	
Cargo (tons)	687.717	712.961	683.636	▼ -4%	≈ -1%	
Flights (units)	1.125.924	994.713	1.083.838	▲ 9%	▼ -4%	

Traffic data related to **passengers** show as during the period **January - August** about **132,0 M** of persons have been moved, recording an **increase** of **+23,4%** 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 **+1,3%** compared to the period January - August 2019.

As far as **cargo** sector concerns, during the period **January - August** air traffic reached about **683,6 K tons** , recording a **decrease** of **-4,1%** compared to the previous period of last year. Assuming 2019 as benchmark, cargo sector **has not recovered pre-Pandemic values**, with a negative trend of **-0,6%** compared to January - August 2019.

Passengers – January - August 2023
National Scope - Top-5 Airports

During the period January - August, **domestic passengers** air traffic recorded 46.229.948 units, corresponding to **35%** out of the total and an increase of +8,3% compared to the same period of last year. **Top five airports** reached a traffic of **20.597.432 units**, accounting for the **45%** out of total domestic passengers traffic, with an increase of **+9,4%** compared to January - August 2022. **Roma Fiumicino** is the first airport in terms of national air traffic, with a market share of 12%, witch matches to 5.594.954 passengers. Connections Roma Fiumicino - Catania Fontanarossa represent the main route.
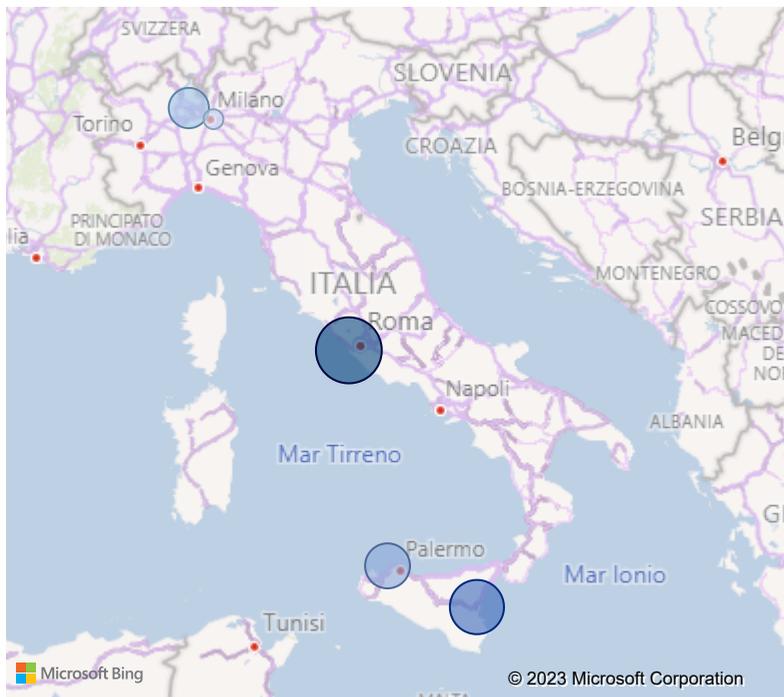
Airport	Share	Pax	Δ% vs Gen-Ago 22
● Roma Fiumicino	12,1%	5.594.954	▲ 27%
● Catania Fontanarossa	9,7%	4.484.405	▲ 1%
● Palermo Punta Raisi	8,3%	3.836.958	▲ 11%
● Milano Malpensa	7,8%	3.586.977	▼ -8%
● Milano Linate	6,7%	3.094.138	▲ 28%

Passengers – January - August 2023
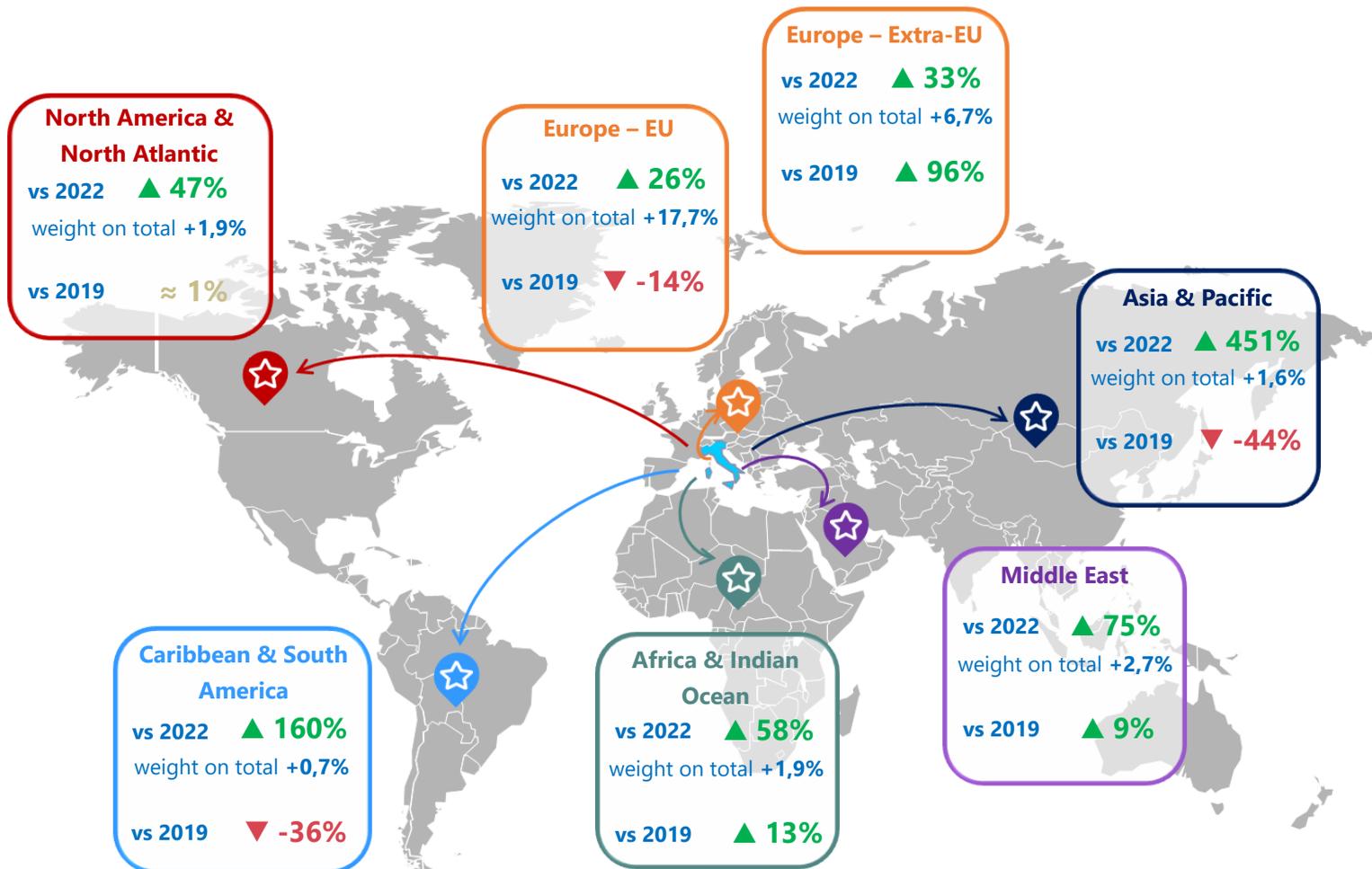## International Scope - Share by geographical area

During the period January - January - August the **international passengers** traffic recorded **85.775.952 units**, corresponding to **65%** out of total. As compared to the same period of the previous year, there is an **increase** of **+33,3%** . Data are processed excluding national traffic, therefore the traffic share with European Union does not include domestic one (46.229.948 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
20%

North America & North Atlantic
4%

Europe – EU
64%

Asia & Pacific
1%

Middle East
5%

Caribbean & South America
1%

Africa & Indian Ocean
4%
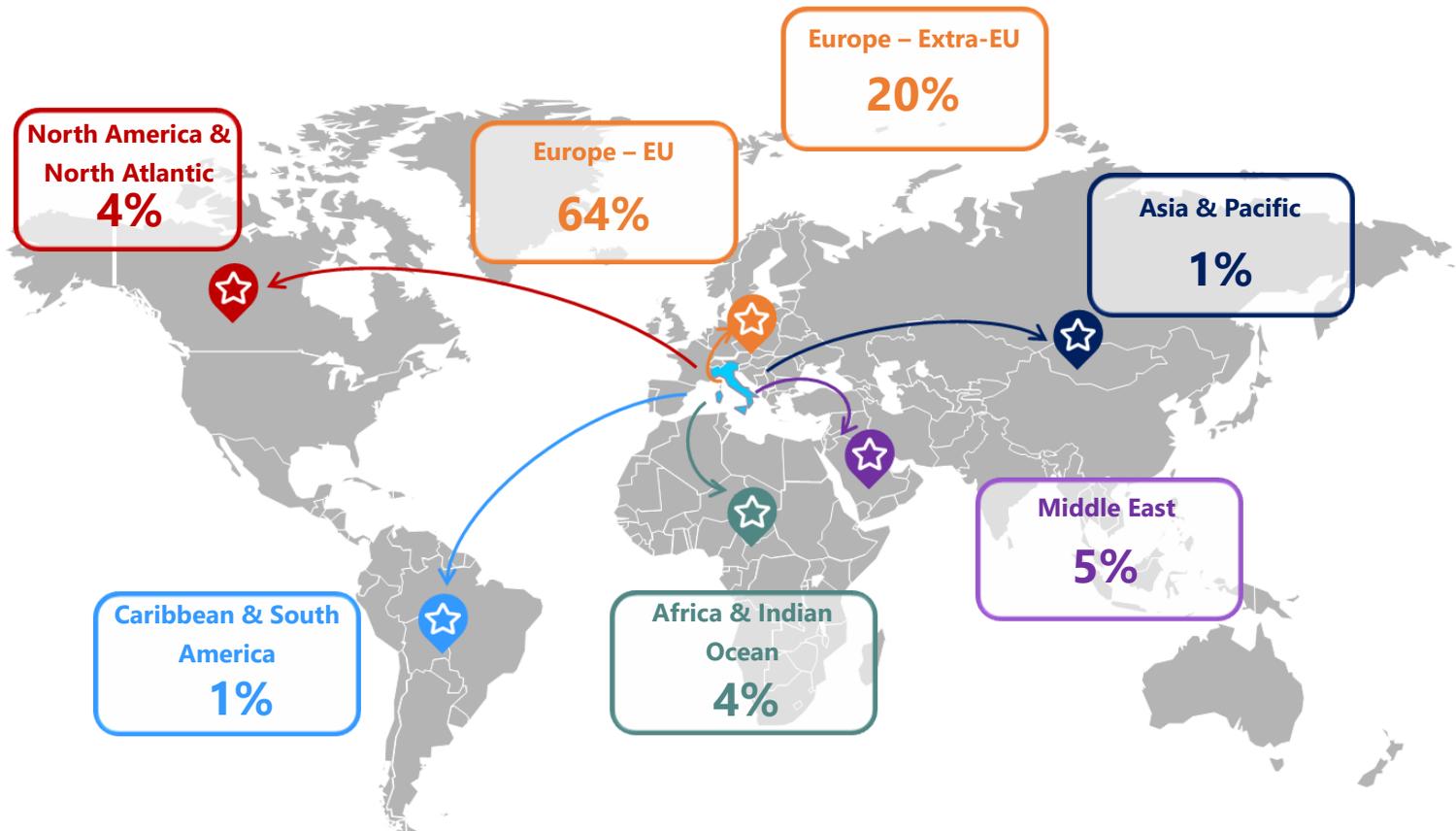
Passengers – January - August 2023

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**: **+451,2%** area, corresponding to an increase of total international traffic by +1,6%, meaning **+1.045.474** passengers. In **relative** terms, instead, the **Europe - EU** has been the geographic area that had the gratest impact on total traffic: **+17,7%** , meaning **+11.393.672** passengers.

North America & North Atlantic
vs 2022 ▲ 47%
weight on total +1,9%
vs 2019 ≈ 1%

Europe – EU
vs 2022 ▲ 26%
weight on total +17,7%
vs 2019 ▼ -14%

Europe – Extra-EU
vs 2022 ▲ 33%
weight on total +6,7%
vs 2019 ▲ 96%

Asia & Pacific
vs 2022 ▲ 451%
weight on total +1,6%
vs 2019 ▼ -44%

Caribbean & South America
vs 2022 ▲ 160%
weight on total +0,7%
vs 2019 ▼ -36%

Africa & Indian Ocean
vs 2022 ▲ 58%
weight on total +1,9%
vs 2019 ▲ 13%

Middle East
vs 2022 ▲ 75%
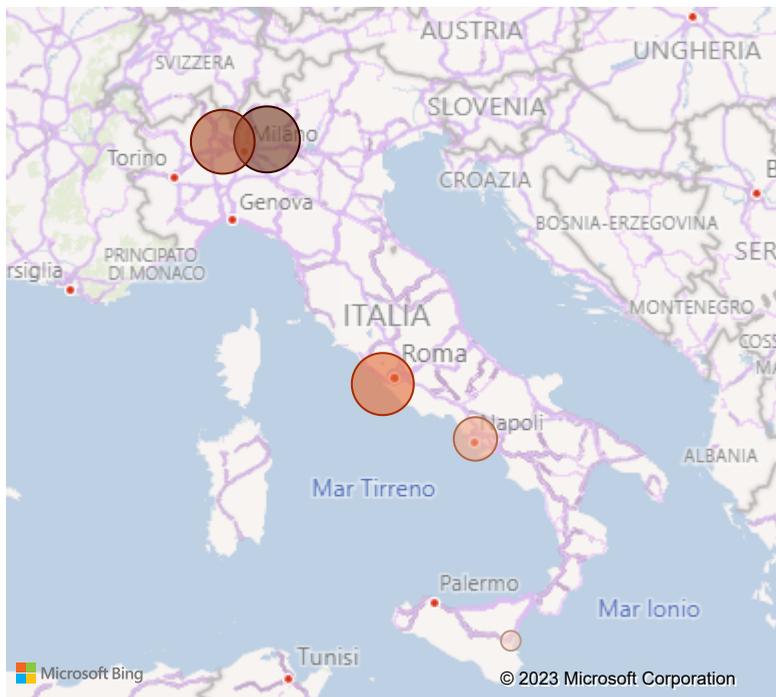weight on total +2,7%
vs 2019 ▲ 9%

Passengers – January - August 2023
Low-cost Carriers

During the period January - August the **low-cost** passengers air traffic recorded 76.029.626 units, corresponding to **58%** out of the total and an increase of **+5,0%** compared to the same period of the previous year. Furthermore, the comparision between low-cost and legacy segments shows that the **share** of low-cost has decreased by 10 percentage points . **Top five airports** reached a traffic of **39.581.901 units**, accounting for the **52%** out of total low-cost passengers traffic, with an increase of +8,7% compared to January - August 2022. **Bergamo Orio al Serio** is the first airport in terms of national air traffic, with a market share of 13%, which matches to 9.854.552 passengers. Connections Roma Fiumicino - Barcelona El Prat represent the main route.

Airport	Share	Pax	Δ% vs Ago. 22
● Bergamo Orio al Serio	13,0%	9.854.552	▲ 20%
● Milano Malpensa	12,4%	9.423.032	▲ 7%
● Roma Fiumicino	11,9%	9.073.595	▲ 12%
● Napoli Capodichino	8,2%	6.256.012	▲ 6%
● Catania Fontanarossa	6,5%	4.974.710	▼ -8%

Passengers – January - August 2023
Legacy Carriers

During the period January - August the **legacy** passengers air traffic recorded 55.976.274 units, corresponding to **42%** out of the total and an increase of **+61,8%** 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 10 percentage points . **Top five airports** reached a traffic of **37.765.869 units**, accounting for the **67%** out of total legacy passengers traffic, with an increase of +62,3% compared to January - August 2022. **Roma Fiumicino** is the first airport in terms of legacy air traffic, with a market share of 31%, which matches to 17.092.501 passengers. Connections Roma Fiumicino - Madrid Barajas represent the main route.
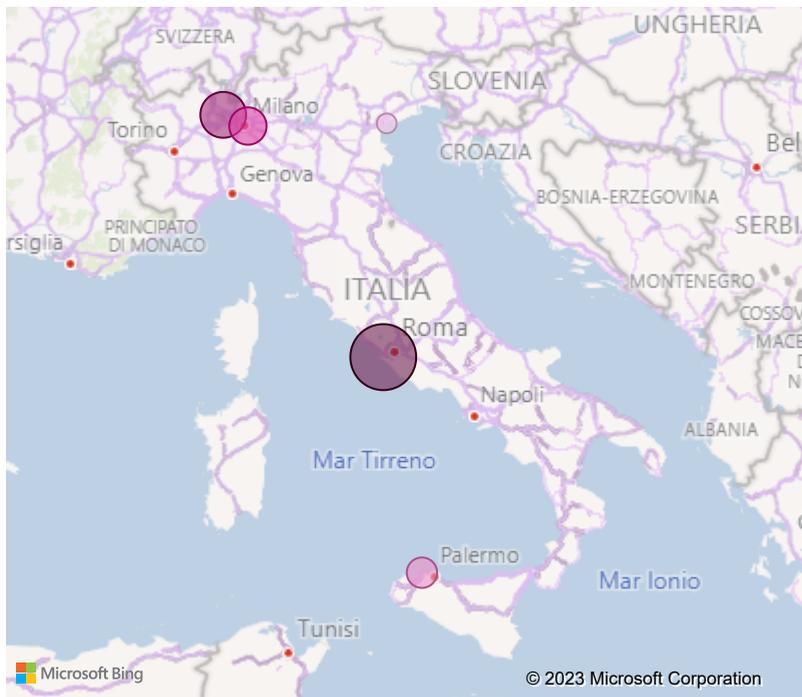

Airport	Share	Pax	Δ% vs Ago. 22
Roma Fiumicino	30,5%	17.092.501	▲ 71%
Milano Malpensa	13,9%	7.761.942	▲ 61%
Milano Linate	9,6%	5.384.277	▲ 51%
Palermo Punta Raisi	7,4%	4.123.808	▲ 64%
Venezia Tessera	6,1%	3.403.341	▲ 43%

Cargo – January - August 2023
National Scope - Top-5 Airports

During the period January - August, **domestic cargo** air traffic recorded 60.344 tons, corresponding to **9%** out of the total and a decrease of -9,0% compared to the same period of last year. **Top five airports** reached a traffic of **41.606 tons**, accounting for the **69%** out of total domestic cargo traffic, with a decrease of **-8,2%** compared to January - August 2022. **Milano Malpensa** is the first airport in terms of domestic air traffic, with a market share of 32%, witch matches to 19.581 tons. Connections Napoli Capodichino - Milano Malpensa represent the main route.
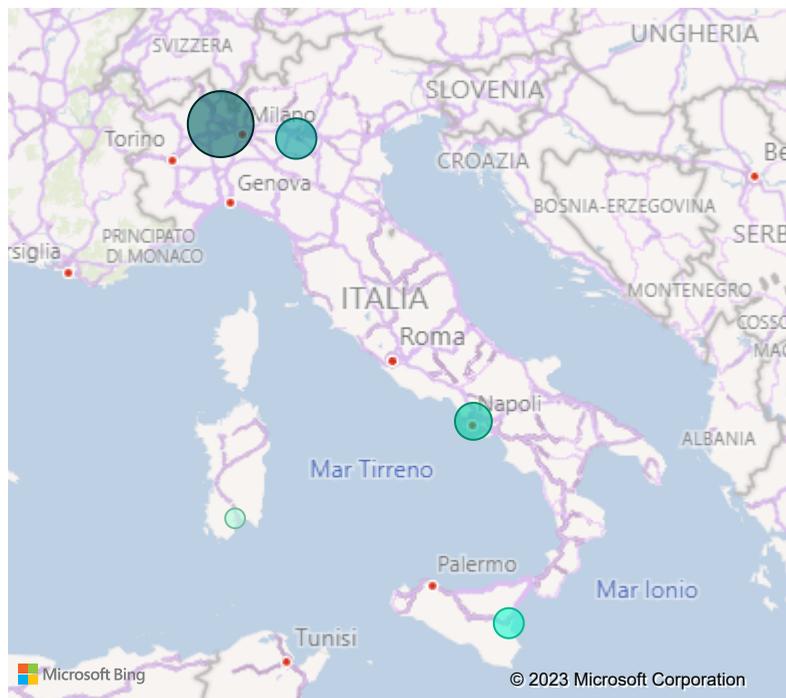
Airport	Share	Cargo	Δ% vs Gen-Ago 22
● Milano Malpensa	32,4%	19.581	▼ -3%
● Brescia Montichiari	11,8%	7.119	▼ -14%
● Napoli Capodichino	10,2%	6.144	▼ -12%
● Catania Fontanarossa	7,9%	4.765	▼ -16%
● Cagliari Elmas	6,6%	3.997	▼ -7%

Cargo – January - August 2023

International Scope - Share by geographical area

During the period January - August the **international cargo** air traffic recorded **623.292 tons**, corresponding to **91%** out of total. As compared to the same period of the previous year, there is a **decrease** of **-3,6%** . Data are processed excluding national traffic, therefore the traffic share with European Union does not include domestic one (60.344 tons). The **Europe - EU** is the geographical area to which the most traffic is observed, with **Germany** being the first country and **Milano Malpensa - Leipzig-Halle** the main route.
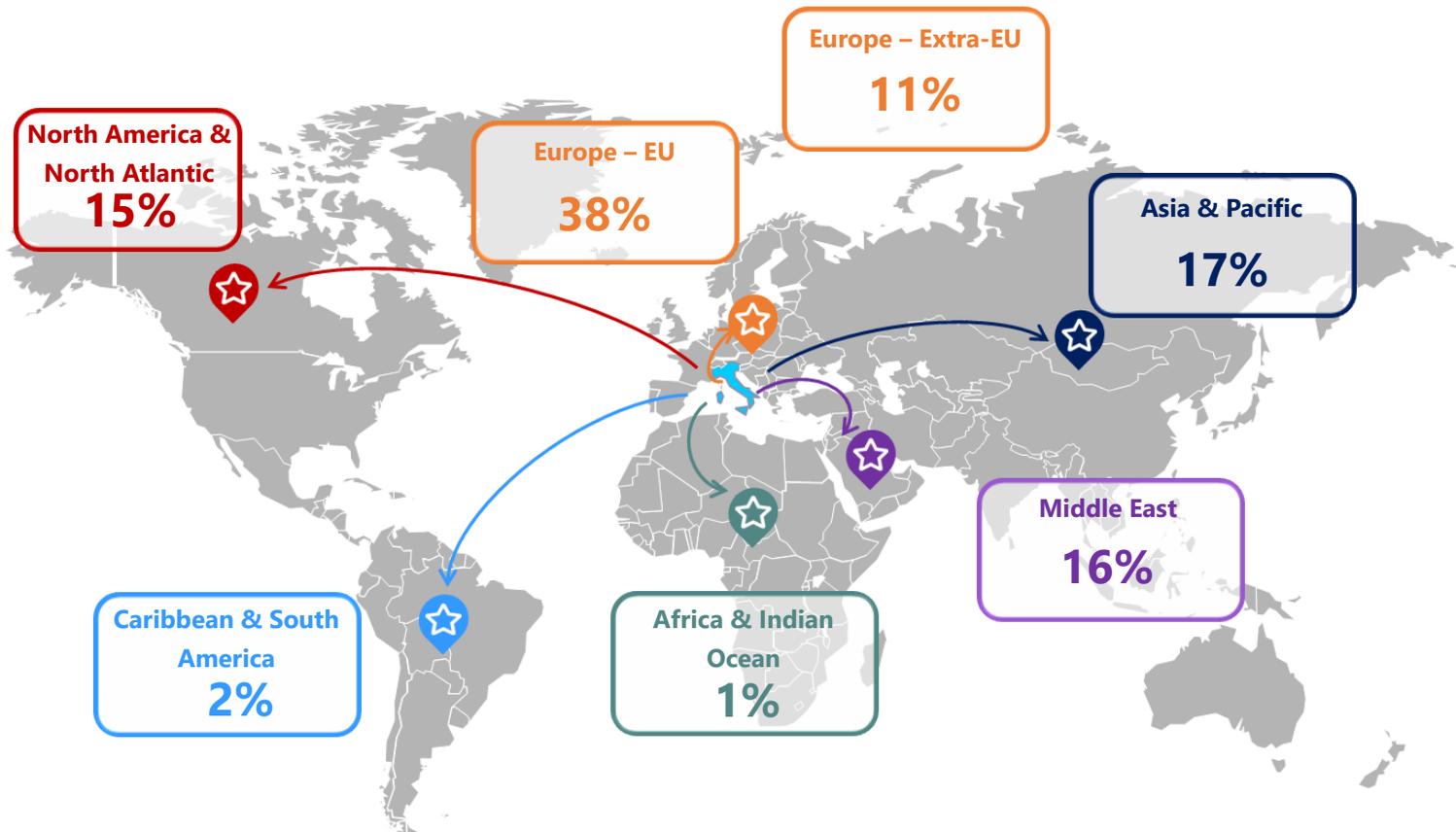
Europe – Extra-EU
11%

North America & North Atlantic
15%

Europe – EU
38%

Asia & Pacific
17%

Middle East
16%

Caribbean & South America
2%

Africa & Indian Ocean
1%

Cargo – January - August 2023

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**: **+59,6%** area, corresponding to an increase of total international traffic by +0,7%, meaning **+4.777** tons. Also in **relative** terms, **Caribbean & South America** has been the geographic area that had the greatest impact on total traffic: **+0,7%** .

North America & North Atlantic
vs 2022	▼	**-8%**
weight on total **-1,3%**		
vs 2019	▲	**12%**

Europe – EU
vs 2022	▼	**-4%**
weight on total **-1,6%**		
vs 2019	▲	**14%**

Europe – Extra-EU
vs 2022	▼	**-1%**
weight on total **-0,1%**		
vs 2019	▼	**-14%**

Asia & Pacific
vs 2022	≈	**0%**
weight on total **+0,0%**		
vs 2019	▼	**-14%**

Caribbean & South America
vs 2022	▲	**60%**
weight on total **+0,7%**		
vs 2019	▼	**-9%**

Africa & Indian Ocean
vs 2022	▼	**-8%**
weight on total **-0,1%**		
vs 2019	▼	**-14%**

Middle East
vs 2022	▼	**-8%**
weight on total **-1,3%**		
vs 2019	▼	**-17%**

Geographical Area

Index of countries covered by the elaborations

Europe – EU	Europe – Extra-EU	Middle East	Asia & Pacific
Austria	Albania	Bahrain	Australia
Belgium	Armenia	Iran	Bangladesh
Bulgaria	Azerbaijan	Iraq	China
Croatia	Bosnia and Herzegovina	Israel	Hong Kong
Cyprus	Georgia	Jordan	India
Czech Republic	Gibraltar	Kuwait	Japan
Denmark	Iceland	Lebanon	Kazakhstan
Estonia	Kosovo	Oman	Kyrgyzstan
Finland	Macedonia	Qatar	Malaysia
France	Moldova	Saudi Arabia	Maldives
Germany	Monaco	United Arab Emirates	Pakistan
Greece	Montenegro		Papua New Guinea
Hungary	Norway		Singapore
Ireland	San Marino		South Korea
Italy	Serbia		Taiwan
Latvia	Switzerland		Thailand
Lithuania	Turkey		Turkmenistan
Luxembourg	United Kingdom		Uzbekistan
Malta			Viet Nam
Netherlands			
Poland			
Portugal			
Romania			
Slovakia			
Slovenia			
Spain			
Sweden			

Africa & Indian Ocean

Africa & Indian Ocean
Algeria
Angola
Cabo Verde
Congo
Egypt
Ethiopia
Kenya
Libya
Madagascar
Mali
Morocco
Namibia
Niger
Nigeria
Rwanda
Senegal
South Africa
Tanzania, United Republic of
Togo
Tunisia
Zambia

Caribbean & South America

Caribbean & South America
Antigua and Barbuda
Argentina
Bahamas
Barbados
Brazil
Costa Rica
Cuba
Dominican Republic
Jamaica
Mexico
Puerto Rico
Saint Vincent and the Grenadines
Sint Maarten
Uruguay
Venezuela
Virgin Islands, British
Virgin Islands, U.S.

North America & North Atlantic

North America & North Atlantic
Canada
United States of America

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