

Lufthansa and ITA

GREATER CONNECTIVITY AND COMPETITION

Lufthansa is set to acquire a minority stake of 41 percent in ITA Airways, pending approval by the relevant authorities. The Italian Ministry of Economy and Finance has reached an agreement with Lufthansa on the acquisition. The transaction will foster competition in Italy and Europe, ultimately benefitting passengers.

Currently, low-cost airlines dominate the Italian market. In 2022, Ryanair and easyJet had a combined market share of almost 50 percent in terms of passengers carried. ITA ranked fourth with 8 percent – still behind low-cost carrier Wizz Air. Lufthansa’s involvement will enable ITA to offer new routes and additional flights within Italy, Europe, and even intercontinentally. So far, the two airlines’ services overlap only slightly, and ITA and Lufthansa will continue to operate different routes in the future. The overarching goal is to expand the route network and increase competition. Passengers will be provided with more options and fairer prices.

Transaction secures the future of ITA

Since its establishment in 2021, ITA has faced significant financial losses. As a rather small airline, it cannot compete internationally in the medium term. Size is crucial for optimal investment, capacity and network planning. As an independent brand in the Lufthansa family – alongside

Swiss, Austrian, Brussels Airlines, Eurowings, Eurowings Discover, Edelweiss, and Air Dolomiti – ITA can develop into a competitive airline while maintaining its Italian identity. With the privatization, the government in Rome is also responding to the ongoing criticism of the European Commission that repeated state aid to Alitalia has been distorting competition. In doing so, the government in Rome is continuing the path outlined by the Commission in its decision to approve the capitalization of ITA.

Strong network airline for Europe

A strengthened ITA within the Lufthansa Group is not only beneficial for Italy, but for European aviation as a whole. On international routes, EU airlines compete with both European and non-European counterparts. Over the years, the high regulatory burden within the EU has led to a diversion of transfer traffic to other regions. As part of the Group, ITA would strengthen Europe’s connectivity in the domestic and international markets.

Hubs guarantee efficient and sustainable connectivity

Hub: Connecting 12 destinations with single transfer via a hub requires 12 routes. Cities with lower demand benefit from the variety of hub connections.

Point-to-point: Connecting 12 destinations directly requires 66 routes and correspondingly high local demand between the cities.



In the LHG network, long-haul flights transport passengers from local catchment areas as well as from various cities grouped together through hubs. Passengers take short and medium-haul domestic and international flights to a hub airport, where they then transfer to their long-haul flight. This combination of local and transfer passengers ensures optimal capacity utilization and extensive connectivity – unlike direct connections. It offers advantages from both economic and environmental perspectives.

Hubs are vital for reliable connections between Europe and the rest of the world. They provide flexibility, reduce dependence on individual locations, and offer a wide range of extensive intercontinental flights at competitive prices. As a network airline with a well-functioning hub in Rome, ITA is an ideal addition to the Lufthansa airline group. It will deliver benefits for the company, customers, and employees, and thus also for Italy, Germany, and Europe.

