# Annual Traffic Report 2025

MUNICH AIRPORT

# Foreword

This report provides a detailed overview of the volume and structure of air traffic at Munich Airport in 2025.

Air traffic statistics in the Federal Republic of Germany are based on the "Aviation Statistics Act" of October 30, 1967 (Federal Law Gazette I, p. 1053), amended and supplemented by the regulations and laws issued thereunder. According to this law, commercial airports, as registration offices for official aviation statistics, are responsible for performing survey and control functions and forwarding the official survey documents (official questionnaires or a corresponding file on a computerized data storage device) to the Federal Statistical Office. All information in this report is based on analyses conducted by Munich Airport GmbH.

Requests for information beyond the scope of this report will be gladly answered upon request, within the scope of the available data.

# Content

# Traffic results 2025 at a glance

**Total aircraft movements**
**337,438**
+3.1%

**Commercial traffic**
**329,675**
+3.4%

**Scheduled / charter traffic**
**319,039**
+3.8%

**Non-commercial traffic**
**7,763**
-6.2%

**Total passengers**
**43.4 Mio.**
+4.4%

**Commercial traffic**
**43.4 Mio.**
+4.4%

**Scheduled / charter traffic**
**43.4 Mio.**
+4.4%

**Non-commercial traffic**
**11.158**
+7.0%

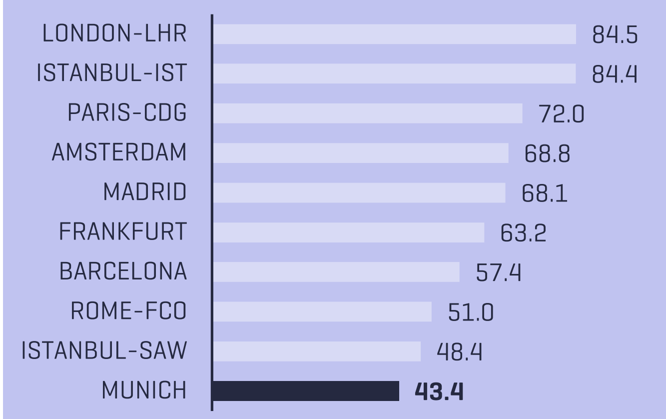
**Air freight turnover**
**339,671 t**
+10.4%

# Traffic development 2025

## MUNICH AIRPORT ACHIEVES STABLE GROWTH

**Munich grows above the German average**
In 2025, the positive traffic trend of the previous year continued, with figures increasingly approaching the levels seen in the pre-crisis year of 2019. Passenger numbers reached approximately 91% and aircraft movements 81% of the reference year's figures.
Compared to its competitors in the German aviation market, Munich Airport performed above average. In the passenger and cargo segments, it was +0.8 percentage points and +7.9 percentage points, respectively, above the average growth of all airports organized within the Association of German Airports (ADV). Only aircraft movements grew slightly below the ADV average.
The ADV airport association reported a recovery rate of 88% in passenger traffic across Germany compared to the pre-crisis year of 2019. In a European comparison, however, Germany's weak traffic development is evident: according to data from the Federal Association of the German Aviation Industry (BDL), Europe excluding Germany had already reached 108% of pre-crisis levels on the supply side by 2025.
Germany as an aviation hub is suffering from structural problems, primarily due to high government-imposed burdens—to the detriment of Bavaria as a tourism and business hub.

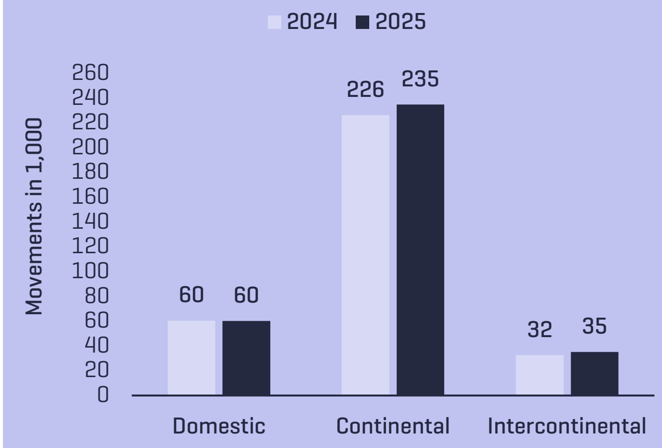
**Top 10 Airports in Europe 2025 – Passengers (in m)*:**




Source: Airports Council International
* Russian airports are not included in the ranking due to sanctions

**Number of movements per region in 2025**

(compared to 2024)

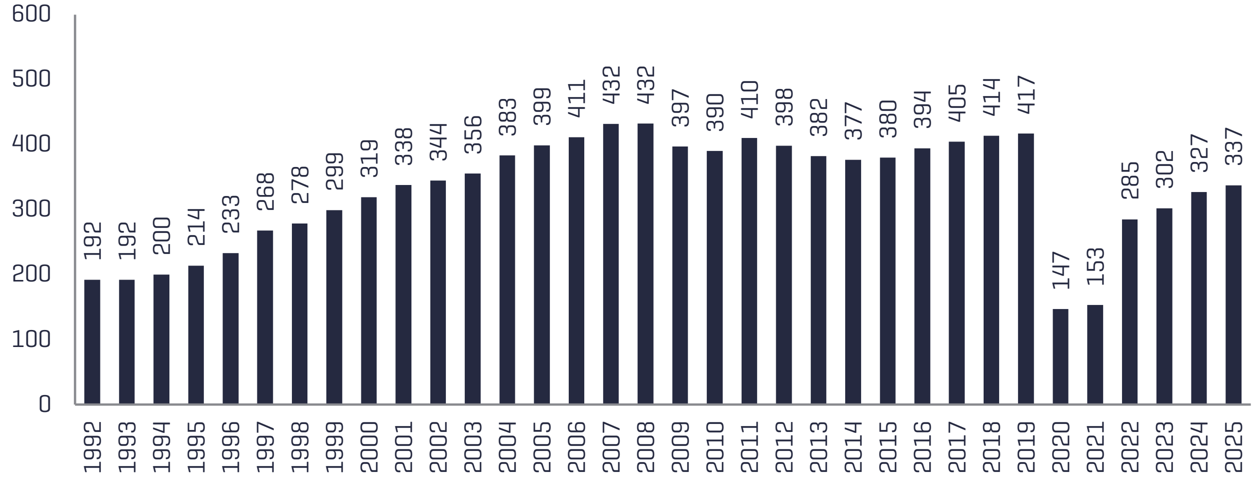



**Munich maintains its European Top 10 position**
Munich Airport defended its tenth place among Europe's busiest airports for the second year in a row.

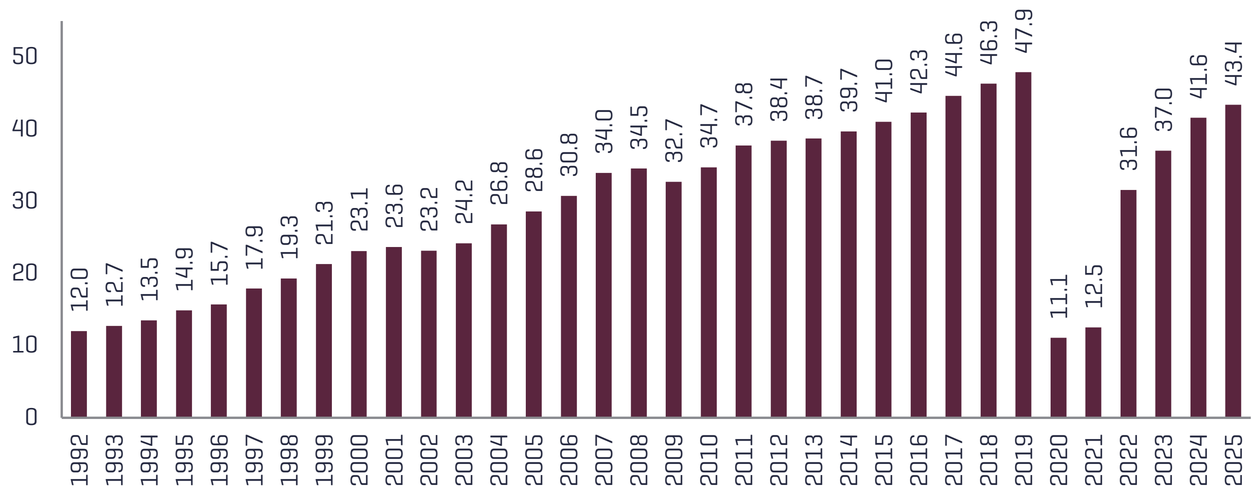
**Capacity utilization at previous year's level**
Seat load factor stood at 81% in 2025, just below the previous year's figure (−1 percentage point). This continued high figure confirms the sustained strong demand.
The annual travel analysis by the Research Association for Holidays and Travel (FUR) also reports a new record number of travellers for the year 2025.

# Development of air traffic at Munich Airport 1992-2025

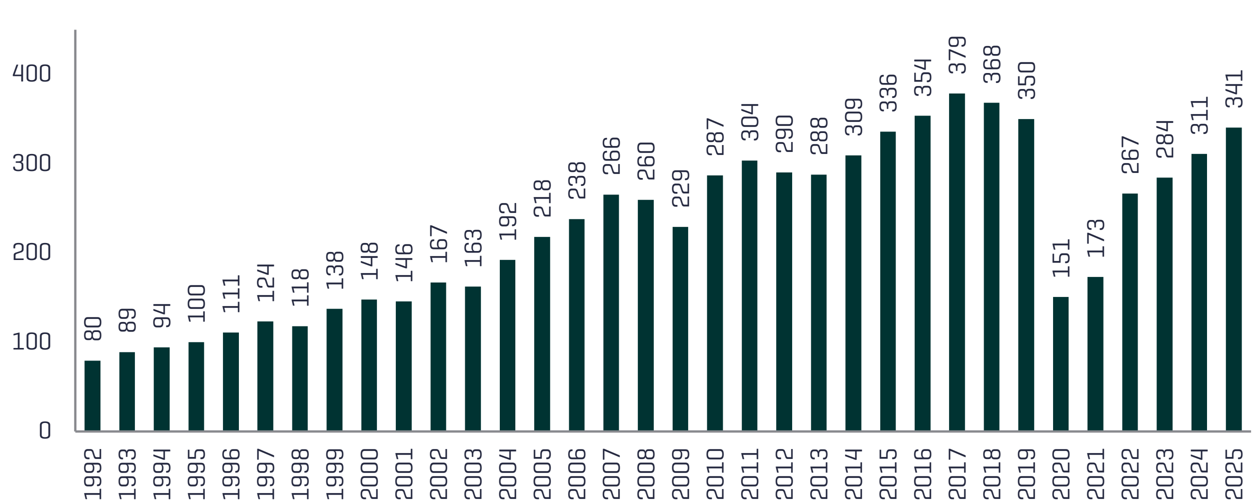
**Aircraft movements – total traffic (in 1,000)**




**Passengers – commercial traffic (in millions)**




**Cargo ( in 1,000 tons)**



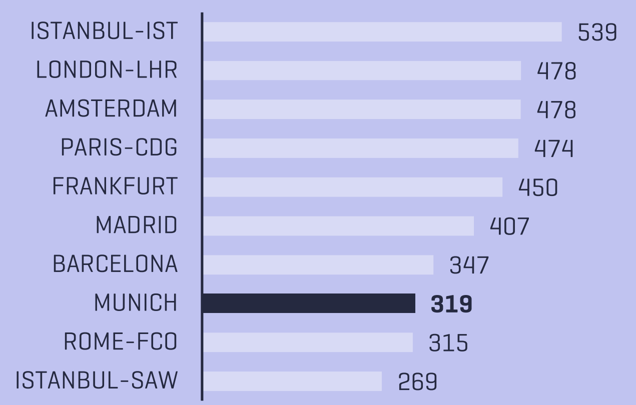

# Aircraft movements 2025

# Aircraft movements 2025

## STEADY GROWTH IN FLIGHT MOVEMENTS

**Air traffic rises by +3.1% to 337,438**
This development benefited, among other things, from a +5.9% increase in all-cargo flights. Passenger flights also recorded growth of +3.8%.

**Top 10 Airports in Europe 2025 – Movements scheduled / charter traffic (in thousands)*:**




Source: Airports Council International
*Russian airports are not included in the ranking due to sanctions

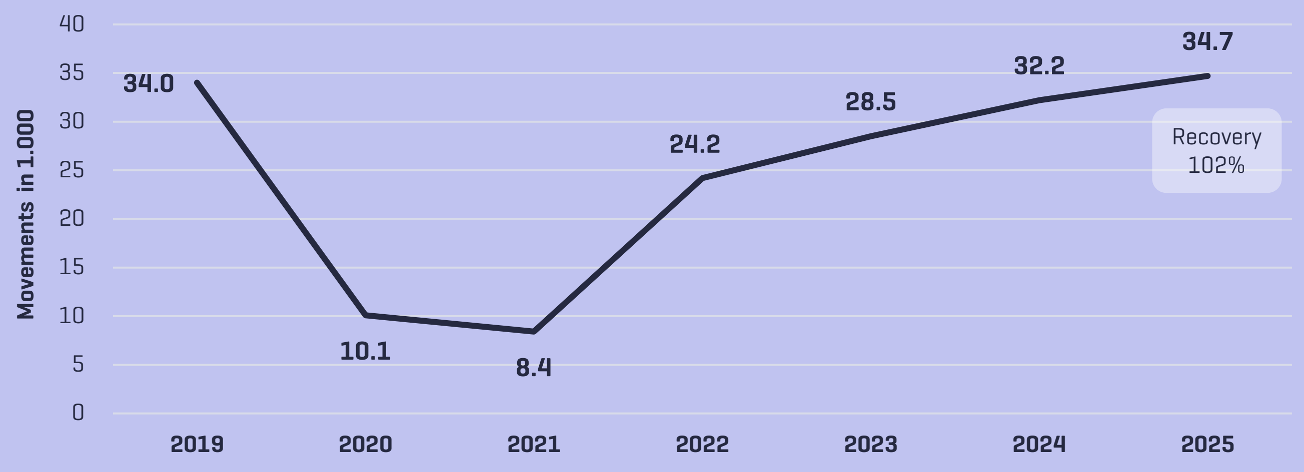
**Munich ranks eighth in Europe for movements**
In a European comparison, Munich Airport moved up one spot in terms of flight movements and now ranks eighth among Europe's largest airports.

**Munich consolidates its status as an international hub**
Last year, 91 airlines offered regular services at Munich Airport. In total, flights were operated to 232 destinations in 72 countries— including 14 destinations in Germany, as well as 162 medium-haul and 56 long-haul destinations. This gives Munich Airport one of the densest route networks in Europe and, as a result, excellent connectivity for transfer connections.

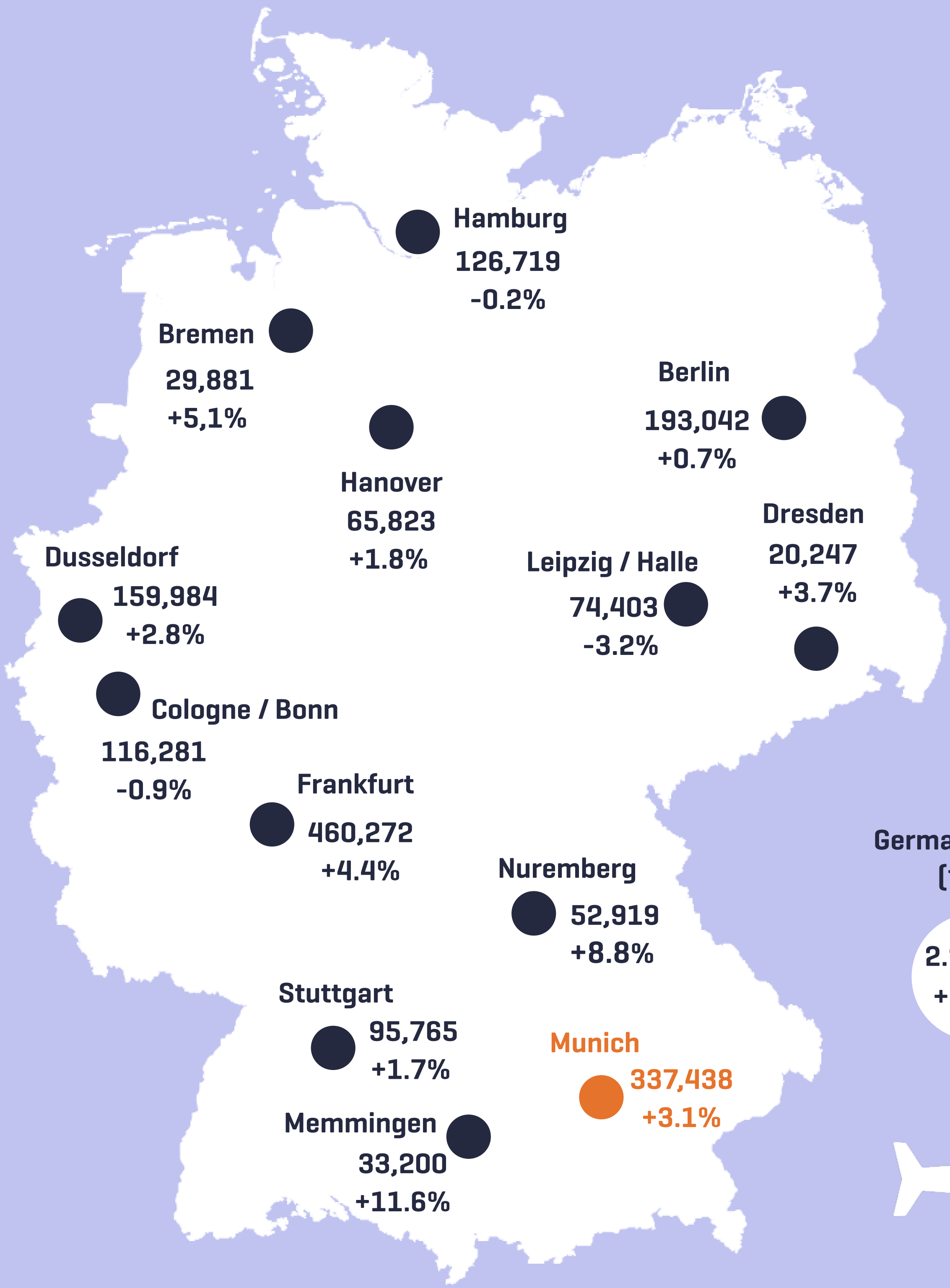
**Long-haul traffic exceeds pre-crisis levels**
Long-haul traffic volume developed extremely positively, growing by +7.8%, and was the only segment to exceed pre-crisis levels (by 2%).
Continental traffic (excluding Germany) grew by +3.8% and reached 86% of the flight movements recorded in 2019.
Domestic German traffic remains challenging (-0.6% year-on-year), suffering particularly from the high costs in Germany driven by government policies and achieving a recovery rate of only 60%.
Noteworthy in long-haul traffic for 2025 are Lufthansa's increased frequencies to Bengaluru and San Diego and the new long-haul destinations of Lufthansa subsidiary Discover Airlines to Calgary, Orlando, and Windhoek. Additionally, Vietnam Airlines expanded its flights to Hanoi, and Etihad Airways increased its service to Abu Dhabi. It was particularly encouraging that Cathay Pacific, as a new airline, launched services to Hong Kong.

**Movements in intercontinental traffic 2019 – 2025**

In 2025, movements exceeded the 2019 level by 2%.



# Aircraft movements 2025 at major German airports




**German airports (total)**

**2.2 Mio.**
**+3.9%**

Total traffic; change to previous year
Source: Arbeitsgemeinschaft Deutscher Verkehrsflughäfen (ADV)

# Passengers 2025

# Passenger development 2025

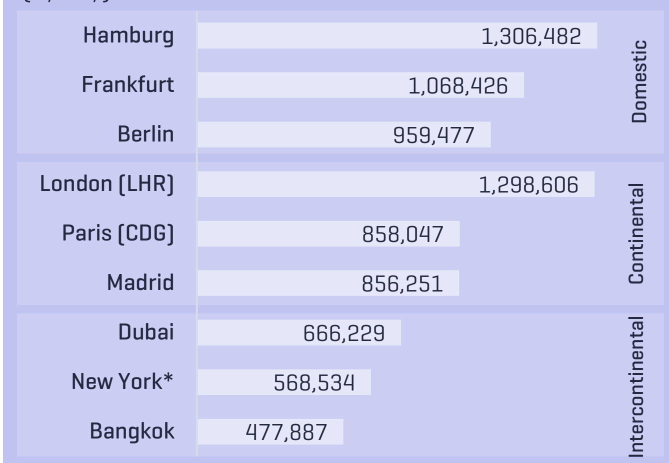
## PASSENGER GROWTH CLEARLY ABOVE THE GERMAN AVERAGE

### Stable passenger growth

In 2025, Munich Airport welcomed 43.4 million passengers. This represents an increase of 1.8 million passengers compared to 2024 and a significant growth of +4.4%.

**Top destinations in passenger traffic 2025**

(by city)




*JFK + EWR

### Long-haul traffic exceeds 2019 levels

Long-haul traffic recorded the most significant growth in 2025. With 8.9 million commercial passengers, an increase of +8.5% was achieved, even surpassing 2019 levels by +5.5%. As in the previous year, the largest long-haul market was the U.S., with approximately 3.5 million passengers (+3.7%) and a result 17% above pre-crisis levels. The emerging market of India also showed strong growth, recording 68% more passengers than in 2019.

Continental traffic showed a significant recovery with around 28.4 million commercial air travellers, representing a growth of +4.3%. As a result, passenger volume in this segment lagged only -5% behind the reference year of 2019.

Domestic German passenger traffic stagnated in 2025 at around 6.1 million commercial travellers (just under -1%) and reached 64% of pre-crisis levels. Domestic German traffic continued to face pressure from high prices, high government-imposed fees, and the resulting reduction in capacity.

### Share of transfer passengers at previous year's level

The transfer passenger share in 2025 was 42%, the same as the previous year. This was +3 percentage points higher than in the pre-crisis year of 2019. The long-haul markets of the U.S. and India benefit significantly from Munich's hub function. The transfer flow between the U.S. and India, as the strongest intercontinental-to-intercontinental flow, ranked among the top ten transfer flows at Munich.

### Generation Z – Trend toward more travel continues

The results of the passenger survey at Munich Airport show once again that Gen Z (those born between 1995 and 2010) enjoy traveling for leisure. With nearly five flights per year, they are in line with the average for all leisure-related air travel. Their most popular long-haul destinations are the U.S., destinations in Asia, and the Arab Gulf states.

**Generation Z is a key driver of the travel market**

**Gen Z is highly inclined to travel by plane**

The share of passengers under 30 at German airports continues to rise steadily

2008

**21 %**

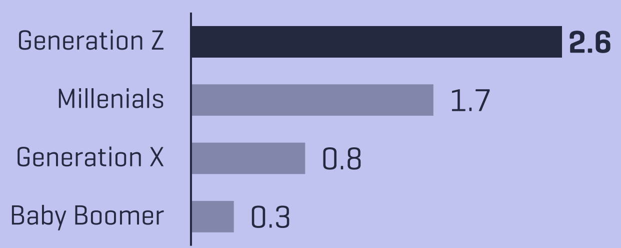
2022

**29 %**

Source: ADV

**Gen Z travels almost nine times as often as Baby Boomers:**

International trips per month*:




*in summer

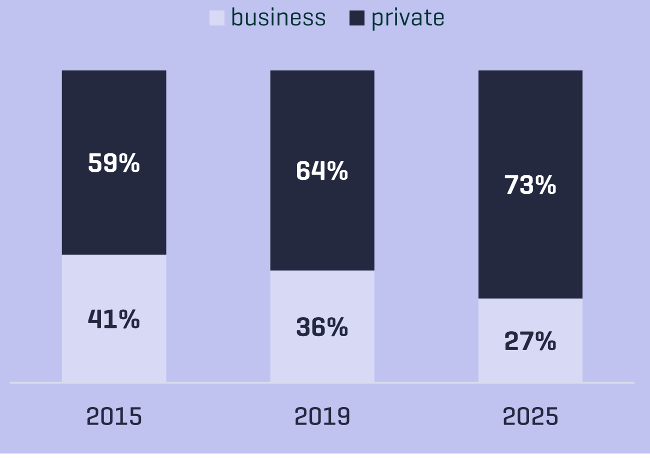
Source: Simon-Kucher Travel-Trends-Study 2024

**Private travel exceeds pre-crisis levels**

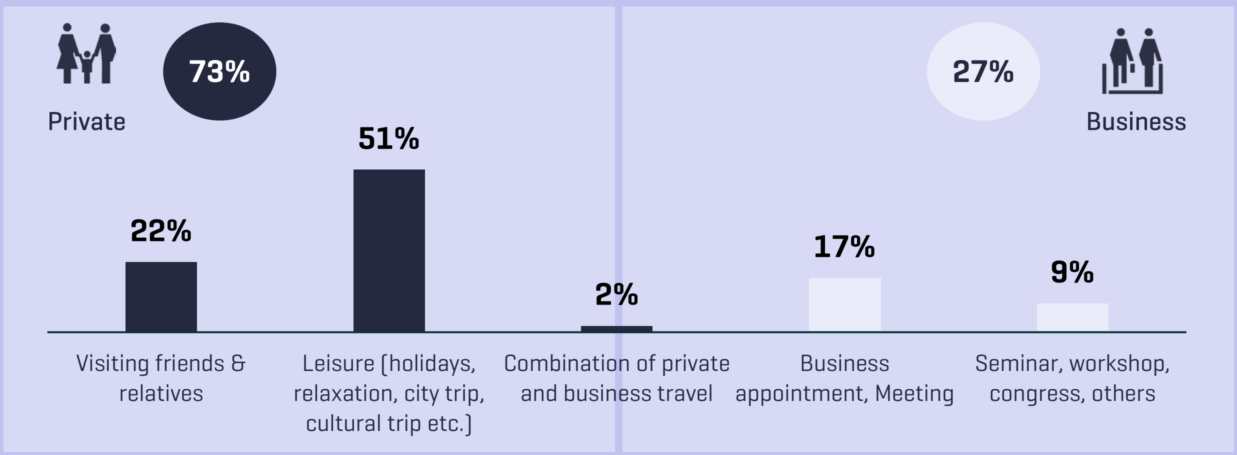
In 2025, private travel volume reached 31.6 million passengers, or 103% of pre-crisis levels. The desire to travel remains undiminished, and despite high prices, there is significant demand for visits and vacations.

The share of business travel remained stable at 27%, the highest share among major German airports. The absolute number of business travelers increased by +5% to 11.8 million. This segment continues to suffer significantly from the reduced domestic flight offerings. Visitor traffic grew disproportionately by 11%, with long-haul flights in this segment increasing by 13%. The most important country of origin here was the U.S., as the second-largest inbound market. The business travel share reached 38% within the economically important visitor segment, underlining Munich's significance as a business location.

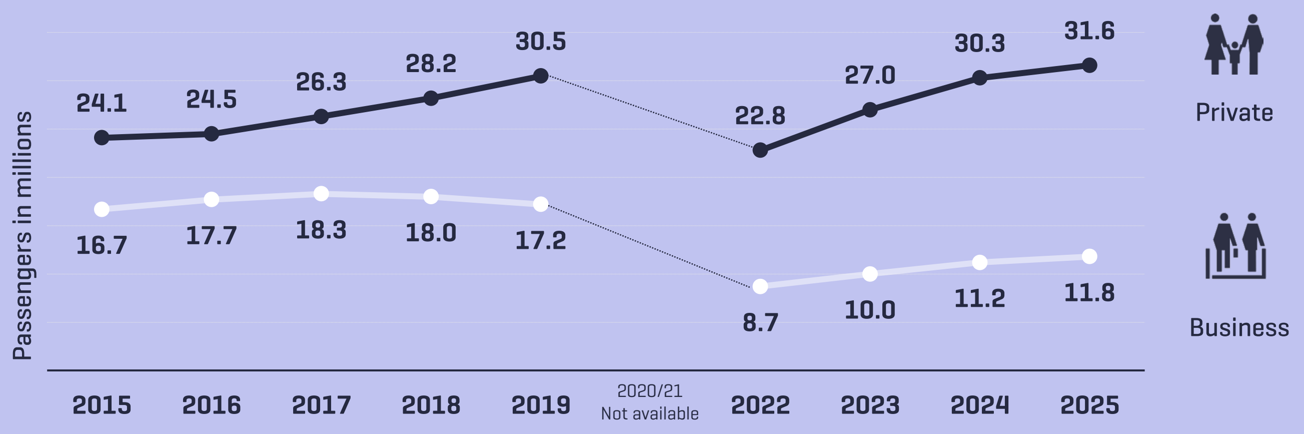
**Shares in business and private travel**




**Reason for travel 2025 - details**




**Development in business and private travel**



# Structure of passenger traffic 2025

## Passenger profile

Originating passengers
**58%**

Transfer passengers
**42%**

## Modal split

**34%**

**6%**
Rental car & Car-Sharing

**34%**
S-Bahn

**15%**
Bus, Transfer Services

**9%**
Taxi

**2%**
ÜFEX

## Average duration of trip in days

| | 2019 | 2024 |
|---|---|---|
| Private travel | 16 | 17 |
| Business travel | 10 | 13 |

## Permanent residence

Germany
**47%**

Other countries
**53%**

## Reason of travel

Private
**73%**

Business
**27%**

## Gender

Male
**52%**

Female
**48%**

Non-binary 0,03%

## Share of transfer passengers

2015 - 2025 (in %)

| 2015 | | | | | | | | | | 2025 |
|---|---|---|---|---|---|---|---|---|---|---|
| 36 | 36 | 36 | 37 | 38 | 34 | 36 | 43 | 42 | 42 | 42 |

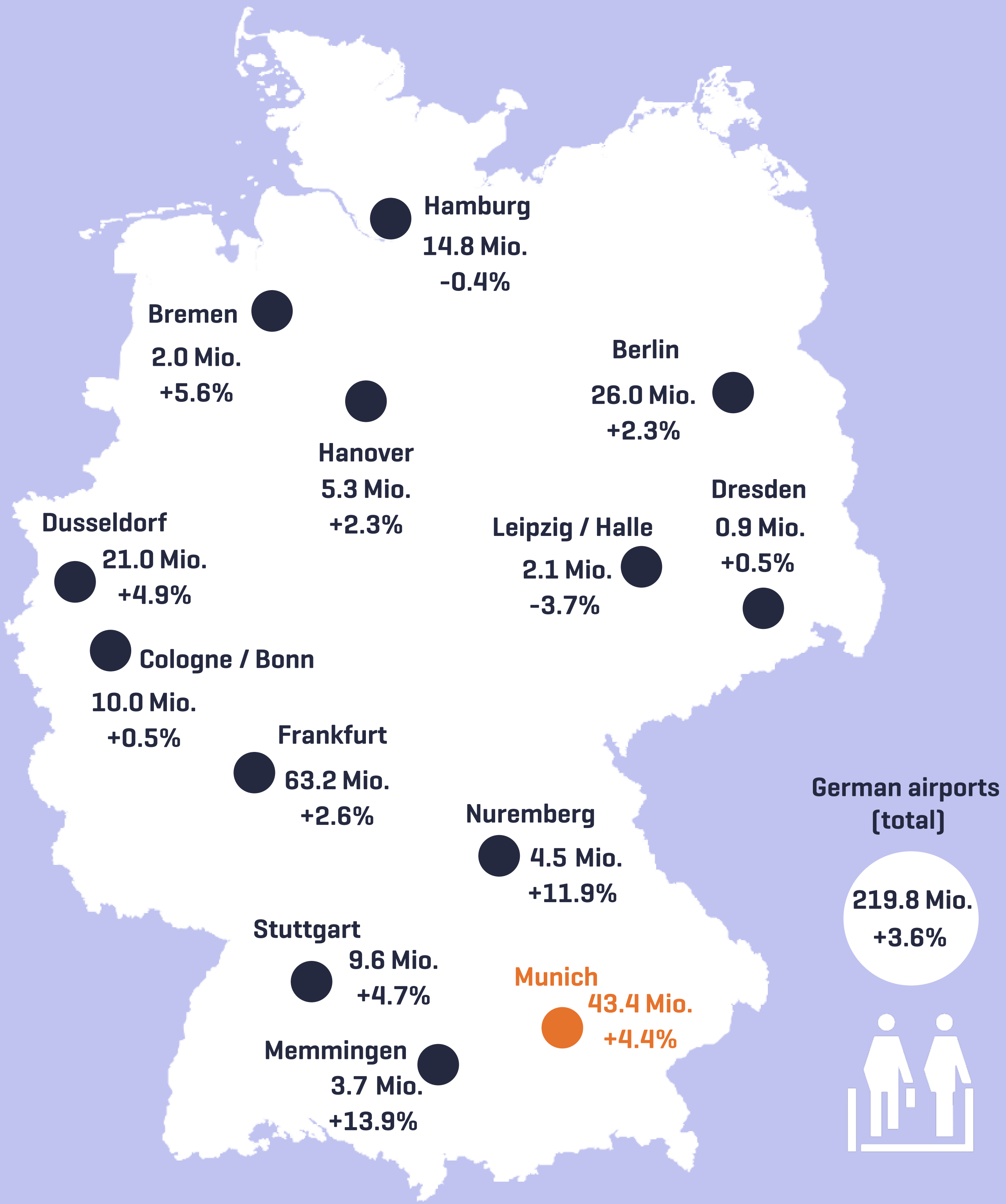
## Age groups

(Ø 42 Jahre)

| | |
|---|---|
| Up to 29 years | 23% |
| 30-39 years | 25% |
| 40-49 years | 20% |
| 50-59 years | 18% |
| 60 years and older | 14% |

Source: Flughafen München GmbH, Passenger survey

# Passengers 2025 at major German airports




Commercial traffic; change to previous year
Source: Arbeitsgemeinschaft Deutscher Verkehrsflughäfen (ADV)


# Air freight and air mail 2025

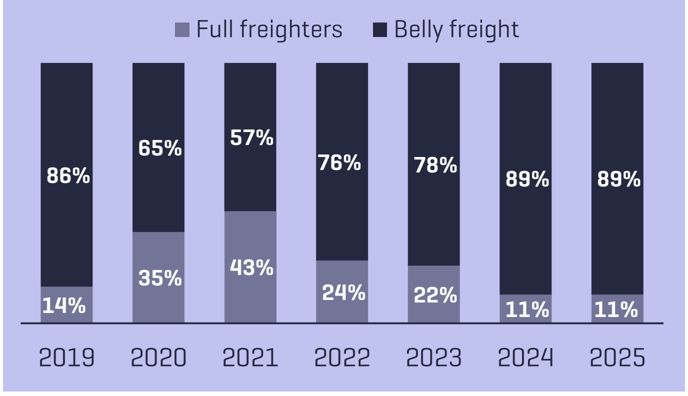
# Air freight and air mail 2025

## AIR CARGO IN MUNICH CONTINUES TO DEFY WEAK ECONOMIC CONDITIONS

**Air freight exceeds pre-crisis levels**
With growth of +10.4% and 339,671 tonnes in 2025, commercial air cargo throughput exceeded the pre-crisis level of 2019 by +2.4%.

Belly cargo benefited from the positive development of long-haul passenger services and increased by +11.2%, with 303,299 tonnes, the 2019 result was clearly surpassed by +6.2%. A positive development was also recorded in the dedicated freighter segment, which grew by +4.1% and reached 79% of the pre-crisis level.

**Shares of air freight handled on passenger aircraft and full freighters**

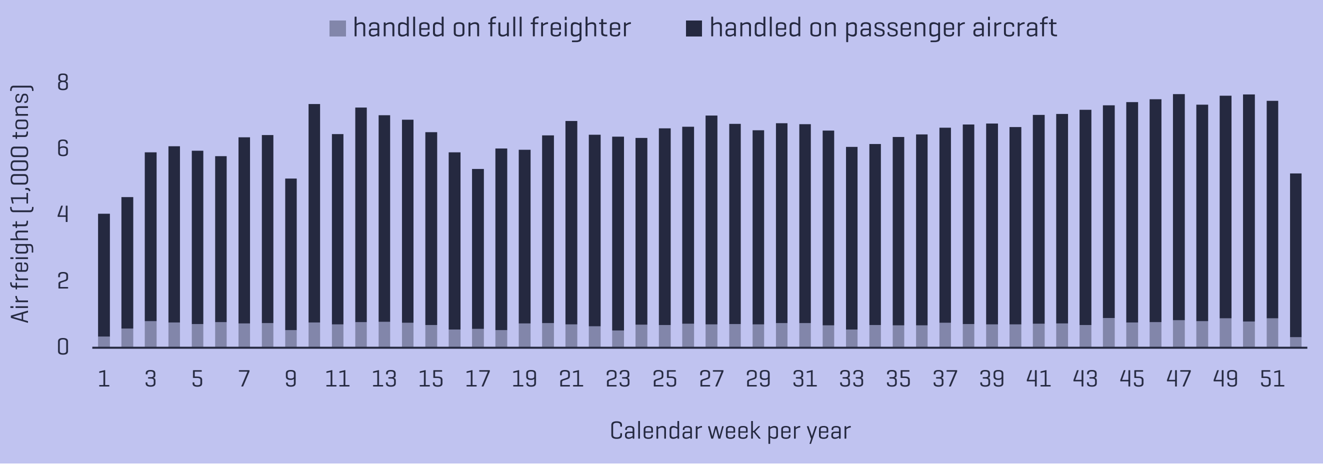



**Air cargo in Munich is set to grow above the German average again in 2025**
In the German aviation market, growth in the air cargo segment was significantly more subdued in 2025, at 1.6%. As in the previous year, the major cargo hubs in particular showed weak performance. While Frankfurt was in line with the ADV average at +1.8%, Cologne/Bonn and Leipzig/Halle stagnated at +0.1% and +0.4%, respectively. In 2025, as in the previous year, 89% of the cargo handled in Munich was transported as cargo on passenger aircraft.
According to IATA, global cargo growth in 2025 was more moderate at +3.4% following the double-digit growth of the previous year.

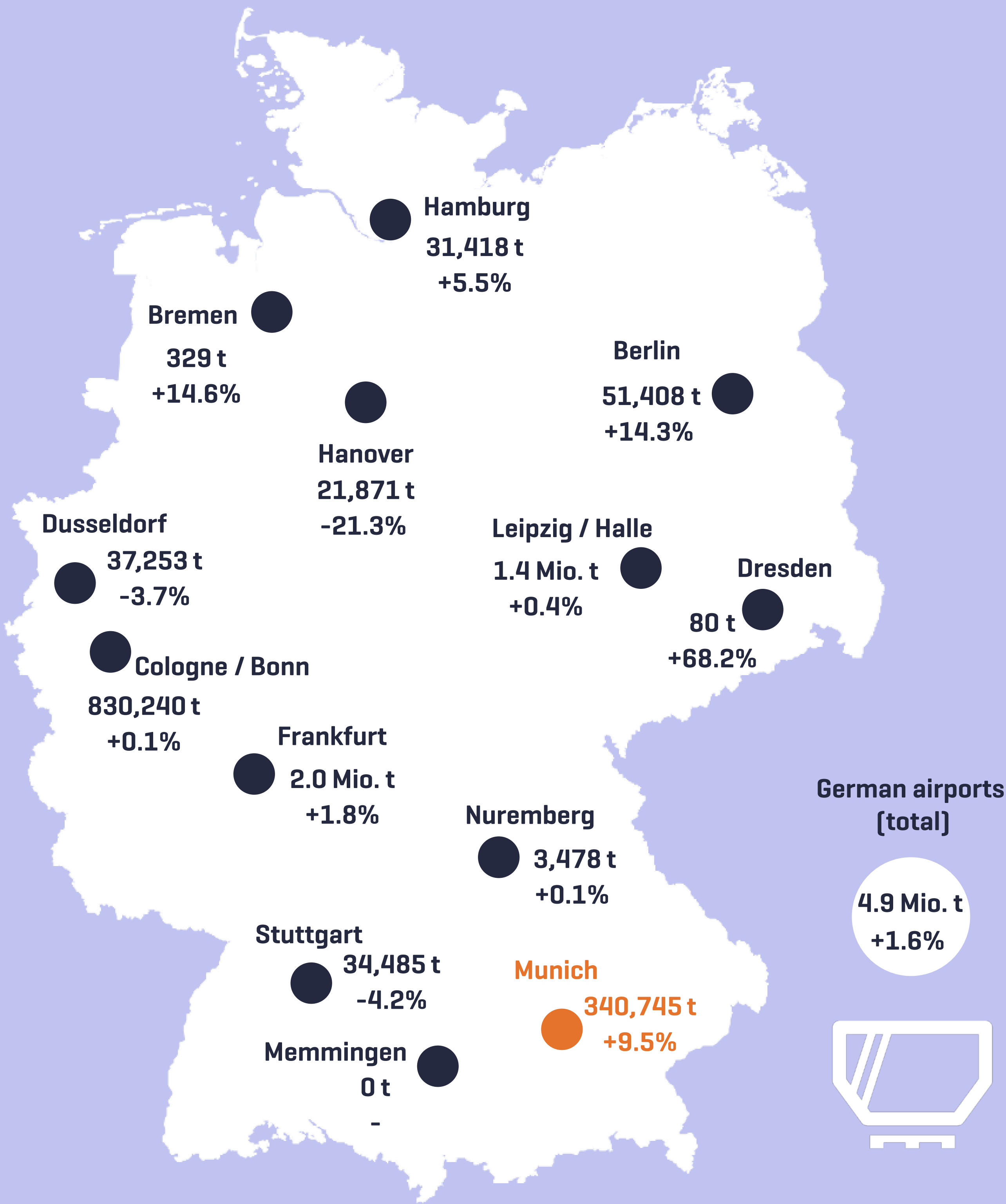
**Air mail turnover continues to decline**
As in previous years, airmail volumes decreased in 2025, reaching 1,075 tonnes (–68.9% year on year / –94.2% vs. 2019). Airmail volumes are primarily driven by postal strategies and political decisions. Dedicated postal flights remain discontinued.

**Cargo volume nearly reaches pre-crisis levels**
Total cargo volume, the sum of air cargo and airmail turnover, amounted to 340,746 tonnes in 2025 — a clear increase of +9.5% year over year. This value is now only slightly below the pre-crisis level (–2.7% compared to 2019).

**Weekly development of air freight tonnage 2025**



# Cargo 2025 at major German airports




Cargo (air freight and air mail): change to previous year
Source: Arbeitsgemeinschaft Deutscher Verkehrsflughäfen (ADV)


# Traffic records since 1949

# Traffic records since 1949

| Year | Aircraft-movements Total traffic | Change | Commercial Passengers | Change | Air freight (t) | Change | Air mail (t) | Change |
|---|---|---|---|---|---|---|---|---|
| 1949 | 2.798 | | 28.970 | | 301 | | 62 | |
| 1950 | 5.332 | 90,6 % | 69.044 | 138,3 % | 1.273 | 322,9 % | 160 | 158,1 % |
| 1951 | 8.262 | 55,0 % | 114.574 | 65,9 % | 2.697 | 111,9 % | 395 | 146,9 % |
| 1952 | 7.098 | -14,1 % | 114.578 | 0,0 % | 1.761 | -34,7 % | 457 | 15,7 % |
| 1953 | 9.392 | 32,3 % | 140.280 | 22,4 % | 1.834 | 4,1 % | 347 | -24,1 % |
| 1954 | 13.630 | 45,1 % | 171.207 | 22,0 % | 2.302 | 25,5 % | 520 | 49,9 % |
| 1955 | 26.048 | 91,1 % | 270.906 | 58,2 % | 2.915 | 26,6 % | 695 | 33,7 % |
| 1956 | 46.052 | 76,8 % | 349.571 | 29,0 % | 3.605 | 23,7 % | 755 | 8,6 % |
| 1957 | 49.688 | 7,9 % | 417.807 | 19,5 % | 3.945 | 9,4 % | 891 | 18,0 % |
| 1958 | 46.328 | -6,8 % | 495.150 | 18,5 % | 4.272 | 8,3 % | 953 | 7,0 % |
| 1959 | 46.658 | 0,7 % | 586.921 | 18,5 % | 5.288 | 23,8 % | 1.175 | 23,3 % |
| 1960 | 50.108 | 7,4 % | 794.613 | 35,4 % | 7.506 | 41,9 % | 1.475 | 25,5 % |
| 1961 | 44.826 | -10,5 % | 838.493 | 5,5 % | 8.451 | 12,6 % | 2.289 | 55,2 % |
| 1962 | 47.206 | 5,3 % | 1.006.056 | 20,0 % | 10.140 | 20,0 % | 3.734 | 63,1 % |
| 1963 | 53.956 | 14,3 % | 1.184.362 | 17,7 % | 11.416 | 12,6 % | 4.296 | 15,1 % |
| 1964 | 56.070 | 3,9 % | 1.318.935 | 11,4 % | 12.827 | 12,4 % | 4.886 | 13,7 % |
| 1965 | 64.412 | 14,9 % | 1.647.329 | 24,9 % | 16.050 | 25,1 % | 5.391 | 10,3 % |
| 1966 | 73.836 | 14,6 % | 1.852.641 | 12,5 % | 18.446 | 14,9 % | 6.155 | 14,2 % |
| 1967 | 78.716 | 6,6 % | 2.009.951 | 8,5 % | 20.200 | 9,5 % | 6.343 | 3,1 % |
| 1968 | 80.576 | 2,4 % | 2.277.588 | 13,3 % | 26.901 | 33,2 % | 6.809 | 7,3 % |
| 1969 | 83.532 | 3,7 % | 2.595.412 | 14,0 % | 28.600 | 6,3 % | 7.484 | 9,9 % |
| 1970 | 102.907 | 23,2 % | 3.550.929 | 36,8 % | 31.943 | 11,7 % | 8.696 | 16,2 % |
| 1971 | 111.616 | 8,5 % | 4.011.474 | 13,0 % | 32.682 | 2,3 % | 9.087 | 4,5 % |
| 1972 | 113.174 | 1,4 % | 4.467.464 | 11,4 % | 36.638 | 12,1 % | 10.612 | 16,8 % |
| 1973 | 109.128 | -3,6 % | 4.247.764 | -4,9 % | 36.847 | 0,6 % | 11.447 | 7,9 % |
| 1974 | 113.788 | 4,3 % | 4.332.887 | 2,0 % | 37.883 | 2,8 % | 11.002 | -3,9 % |
| 1975 | 116.668 | 2,5 % | 4.543.138 | 4,9 % | 34.664 | -8,5 % | 10.866 | -1,2 % |
| 1976 | 119.332 | 2,3 % | 4.924.544 | 8,4 % | 40.854 | 17,9 % | 9.843 | -9,4 % |
| 1977 | 123.403 | 3,4 % | 5.299.122 | 7,6 % | 44.122 | 8,0 % | 10.702 | 8,7 % |
| 1978 | 130.172 | 5,5 % | 5.624.780 | 6,1 % | 47.856 | 8,5 % | 7.859 | -26,6 % |
| 1979 | 138.859 | 6,7 % | 6.084.917 | 8,2 % | 39.118 | -18,3 % | 10.073 | 28,2 % |
| 1980 | 142.032 | 2,3 % | 6.057.997 | -0,4 % | 39.091 | -0,1 % | 10.813 | 7,3 % |
| 1981 | 139.564 | -1,7 % | 5.915.167 | -2,4 % | 36.199 | -7,4 % | 11.153 | 3,1 % |
| 1982 | 133.366 | -4,4 % | 5.923.482 | 0,1 % | 37.042 | 2,3 % | 11.082 | -0,6 % |
| 1983 | 134.119 | 0,6 % | 6.356.666 | 7,3 % | 36.909 | -0,4 % | 12.346 | 11,4 % |
| 1984 | 140.664 | 4,9 % | 7.235.118 | 13,8 % | 42.141 | 14,2 % | 14.725 | 19,3 % |
| 1985 | 157.347 | 11,9 % | 8.042.579 | 11,2 % | 41.173 | -2,3 % | 15.305 | 3,9 % |
| 1986 | 166.510 | 5,8 % | 8.405.996 | 4,5 % | 49.044 | 19,1 % | 17.064 | 11,5 % |
| 1987 | 175.478 | 5,4 % | 9.575.061 | 13,9 % | 54.065 | 10,2 % | 20.295 | 18,9 % |
| 1988 | 177.817 | 1,3 % | 9.956.393 | 4,0 % | 55.879 | 3,4 % | 21.424 | 5,6 % |
| 1989 | 189.964 | 6,8 % | 10.485.182 | 5,3 % | 60.327 | 8,0 % | 20.920 | -2,4 % |
| 1990 | 191.856 | 1,0 % | 11.423.838 | 9,0 % | 61.221 | 1,5 % | 21.467 | 2,6 % |
| 1991 | 183.932 | -4,1 % | 10.797.984 | -5,5 % | 55.213 | -9,8 % | 23.219 | 8,2 % |

# Traffic records since 1949

(continued)

| Year | Aircraft-movements Total traffic | Change | Commercial Passengers | Change | Air freight (t) | Change | Air mail (t) | Change |
|---|---|---|---|---|---|---|---|---|
| 1992 | 192.153 | 4,5 % | 12.018.202 | 11,3 % | 56.847 | 3,0 % # | 25.557 | 10,1 % |
| 1993 | 192.180 | 0,0 % | 12.731.917 | 5,9 % | 65.276 | 14,8 % | 30.083 | 17,7 % |
| 1994 | 199.845 | 4,0 % | 13.497.041 | 6,0 % | 71.807 | 10,0 % | 30.795 | 2,4 % |
| 1995 | 213.951 | 7,1 % | 14.867.922 | 10,2 % | 70.519 | -1,8 % | 35.787 | 16,2 % |
| 1996 | 233.254 | 9,0 % | 15.686.095 | 5,5 % | 82.948 | 17,6 % | 35.103 | -1,9 % |
| 1997 | 267.814 | 14,8 % | 17.894.704 | 14,1 % | 103.572 | 24,9 % | 28.073 | -20,0 % |
| 1998 | 278.392 | 3,9 % | 19.321.355 | 8,0 % | 103.850 | 0,3 % | 23.084 | -17,8 % |
| 1999 | 299.070 | 7,4 % | 21.282.906 | 10,2 % | 123.331 | 18,8 % | 23.366 | 1,2 % |
| 2000 | 319.009 | 6,7 % | 23.125.872 | 8,7 % | 133.234 | 8,0 % | 23.323 | -0,2 % |
| 2001 | 337.653 | 5,8 % | 23.646.900 | 2,3 % | 135.000 | 1,3 % | 22.668 | -2,8 % |
| 2002 | 344.405 | 2,0 % | 23.163.720 | -2,0 % | 165.902 | 22,9 % | 22.497 | -0,8 % |
| 2003 | 355.602 | 3,3 % | 24.193.304 | 4,4 % | 156.132 | -5,9 % | 22.000 | -2,2 % |
| 2004 | 383.110 | 7,7 % | 26.814.505 | 10,8 % | 177.005 | 13,4 % | 21.368 | -2,9 % |
| 2005 | 398.838 | 4,1 % | 28.619.427 | 6,7 % | 208.662 | 17,9 % | 15.215 | -28,8 % |
| 2006 | 411.335 | 3,1 % | 30.757.978 | 7,5 % | 231.736 | 11,1 % | 13.672 | -10,1 % |
| 2007 | 431.815 | 5,0 % | 33.959.422 | 10,4 % | 257.873 | 11,3 % | 14.536 | 6,3 % |
| 2008 | 432.296 | 0,1 % | 34.530.593 | 1,7 % | 256.757 | -0,4 % | 17.707 | 21,8 % |
| 2009 | 396.805 | -8,2 % | 32.681.067 | -5,4 % | 229.024 | -10,8 % | 13.126 | -25,9 % |
| 2010 | 389.939 | -1,7 % | 34.721.605 | 6,2 % | 289.535 | 26,4 % | 12.113 | -7,7 % |
| 2011 | 409.956 | 5,1 % | 37.763.701 | 8,8 % | 302.959 | 4,6 % | 17.472 | 44,2 % |
| 2012 | 398.039 | -2,9 % | 38.360.604 | 1,6 % | 287.074 | -5,2 % | 18.160 | 3,9 % |
| 2013 | 381.951 | -4,0 % | 38.672.644 | 0,8 % | 284.520 | -0,9 % | 17.888 | -1,5 % |
| 2014 | 376.678 | -1,4 % | 39.700.515 | 2,7 % | 305.347 | 7,3 % | 18.027 | 0,8 % |
| 2015 | 379.911 | 0,9 % | 40.981.522 | 3,2 % | 337.564 | 10,6 % | 18.801 | 4,3 % |
| 2016 | 394.430 | 3,8 % | 42.261.309 | 3,1 % | 355.950 | 5,4 % | 19.171 | 2,0 % |
| 2017 | 404.505 | 2,6 % | 44.577.241 | 5,5 % | 372.529 | 4,7 % | 15.988 | -16,6 % |
| 2018 | 413.469 | 2,2 % | 46.253.623 | 3,8 % | 358.411 | -3,8 % | 16.835 | 5,3 % |
| 2019 | 417.138 | 0,9 % | 47.941.348 | 3,6 % | 338.517 | -5,6 % | 18.455 | 9,6 % |
| 2020 | 146.833 | -64,8 % | 11.112.773 | -76,8 % | 152.636 | -54,9 % | 5.820 | -68,5 % |
| 2021 | 153.097 | 4,3 % | 12.496.432 | 12,5 % | 175.353 | 14,9 % | 6.599 | 13,4 % |
| 2022 | 285.028 | 86,2 % | 31.642.738 | 153,2 % | 266.862 | 52,2 % | 7.926 | 20,1 % |
| 2023 | 302.150 | 6,0 % | 37.037.070 | 17,0 % | 281.867 | 5,6 % | 7.149 | -9,8 % |
| 2024 | 327.228 | 8,3 % | 41.568.219 | 12,2 % | 313.778 | 11,3 % | 3.460 | -51,6 % |

# Appendix

**Europe**
All European countries including Belarus, Cyprus, Moldova, Russian Federation West of Ural, Turkey and Ukraine. Denmark including Faroe Islands, Portugal including Azores and Madeira, Spain including Canary Islands, Ceuta and Melilla

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

**North Africa**
Algeria, Morocco, Tunisia, Egypt, Libya

**Rest of Africa**
The African continent without North Africa

**North America**
Canada, USA and Greenland

**Latin America & the Caribbean**
The Americas with the exception of North America as defined above (including Puerto Rico and Virgin Islands). Chile including Easter Islands, Ecuador including Galapagos Archipelago, Falkland Islands (British)

**Asia/Pacific**
Including Afghanistan, Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Pakistan, Russian Federation East of Ural, Tajikistan, Turkmenistan and Uzbekistan, also Australia, New Zealand and Pacific Islands with the exception of Hawaii, Easter Islands and Galapagos

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