



AIR TRANSPORT TREND BULLETIN



Last news from ATD Analytics our E-platform for air traffic analysis



A new data update is coming at the end of the month. With the addition of data from Türkiye, Greece, and Japan, we are enhancing our web platform's coverage.

As always, we keep you informed about the latest developments in our analytical tool and its expanding geographical coverage. Information regarding these three countries will be available from the beginning of November once data verification is finalized. You can find the data scope representing the countries covered by our service for complete transparency.

Who can better talk about ATD Analytics than our customers?

In our ongoing effort to fully understand our users' needs and meet them comprehensively, we have asked each of our clients for feedback on their experience regarding the use of the tool.

Montpellier Méditerranée Airport, a subscriber to the France package, expressed its satisfaction with the utility and effectiveness of ATD Analytics within the Route Development Department :

"The Route Development Department at Montpellier Méditerranée Airport has been using ATD Analytics since late 2022.

The tool easily provides insights into traffic flows for most air routes from French airports, with a historical data range spanning several years for most markets.

Comparing volumes is made possible through simple queries. We are fully satisfied with the tool and wholeheartedly recommend it."



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AIR TRANSPORT TREND BULLETIN



Main traffic flows Europe-World in 2022

In this quarterly publication (next in January) you will find facts and figures about the civil aviation industry, based on data extracted from our air transport databases (ATD).

If you missed the last issue, you could consult it by following this link:

[Q1 2023 first results and main airline fleets](#)

This quarter you will find:

- Main airlines Q2 2023 traffic results with 2022/23 comparison
- Main traffic flows 2022 (city-pairs) between Europe and the rest of the World by regions
- Top 15 airports by passenger traffic, aircrafts movements and cargo for Q2 2023
- Airlines Q2 2023 orders and deliveries with 2022/23 evolution

We wish you a pleasant reading!

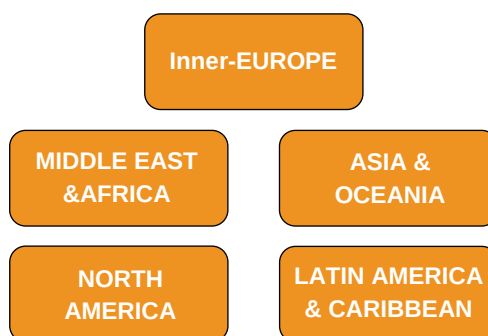
Any question or suggestion concerning this publication or the databases are welcome at:

atd@fracs.aero

Summary

1 - Main Airlines' traffic Q2 2023

2 - Main traffic flows Europe - World by regions



3 - Main Airport's traffic Q2 2023 - Top 15

4 - Airlines Orders and Deliveries Q2 2023

5 - Our Databases and Services





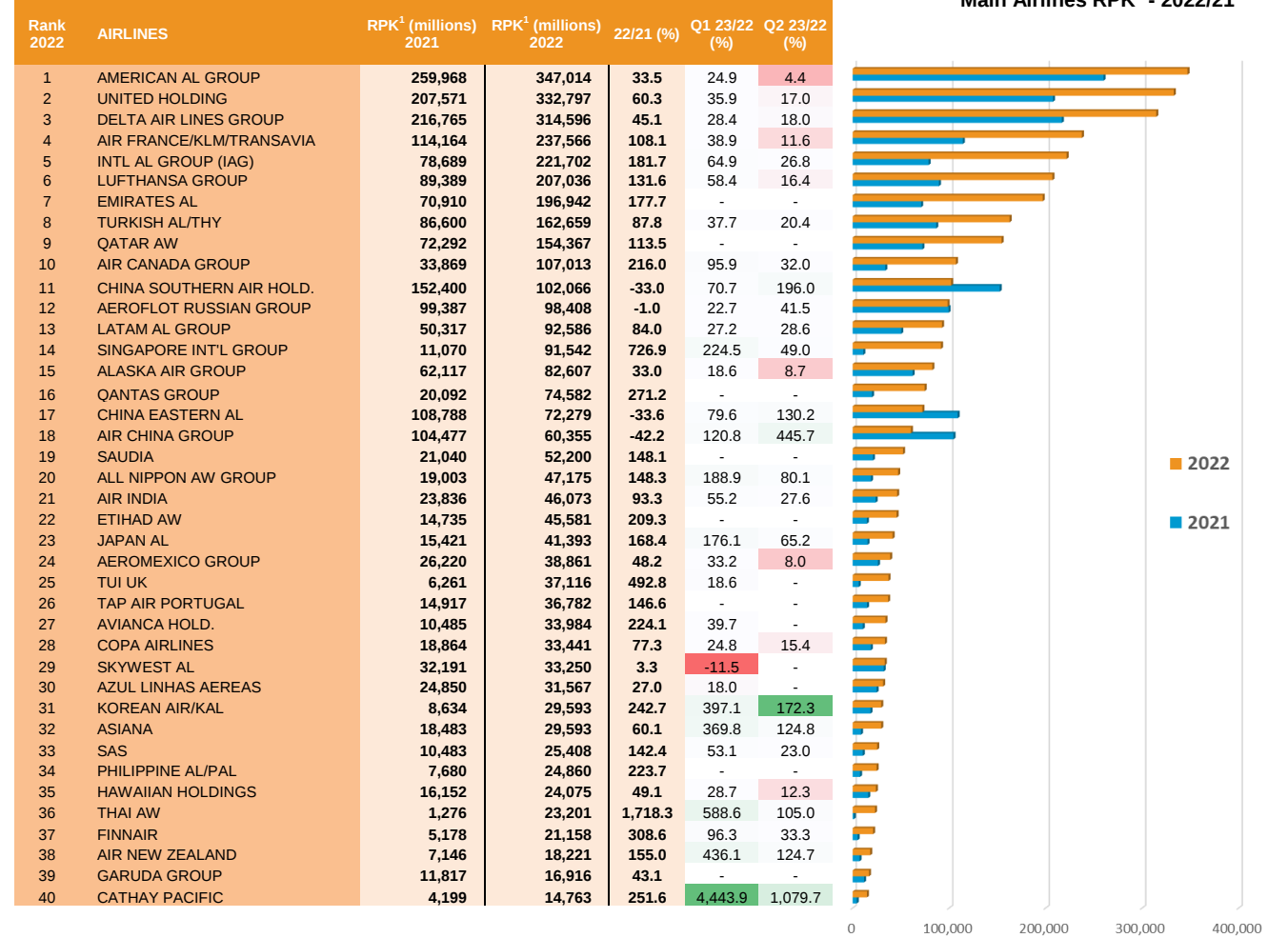
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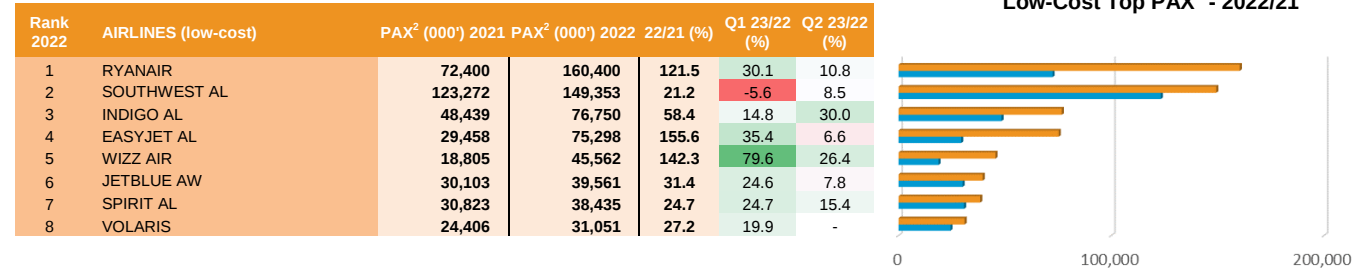
Main Airlines' traffic Q2 2023

The strong recovery of Asian traffic is confirmed in the second quarter of 2023, especially for Chinese companies, whose RPK has more than tripled compared to the last quarter of 2022. The figures are now very close to 2019 levels for many firms, despite significant geographical inequalities still existing. Some have even surpassed them already, notably in India (Air India, Indigo) and in Turkey (Turkish Airlines).

Main Airlines RPK¹ - 2022/21



Low-Cost Top PAX² - 2022/21



¹ Revenue Passenger-Kilometers
² Revenue Passengers carried

Source: FRACS Air transport database



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Main traffic flows Europe-World by region in 2022

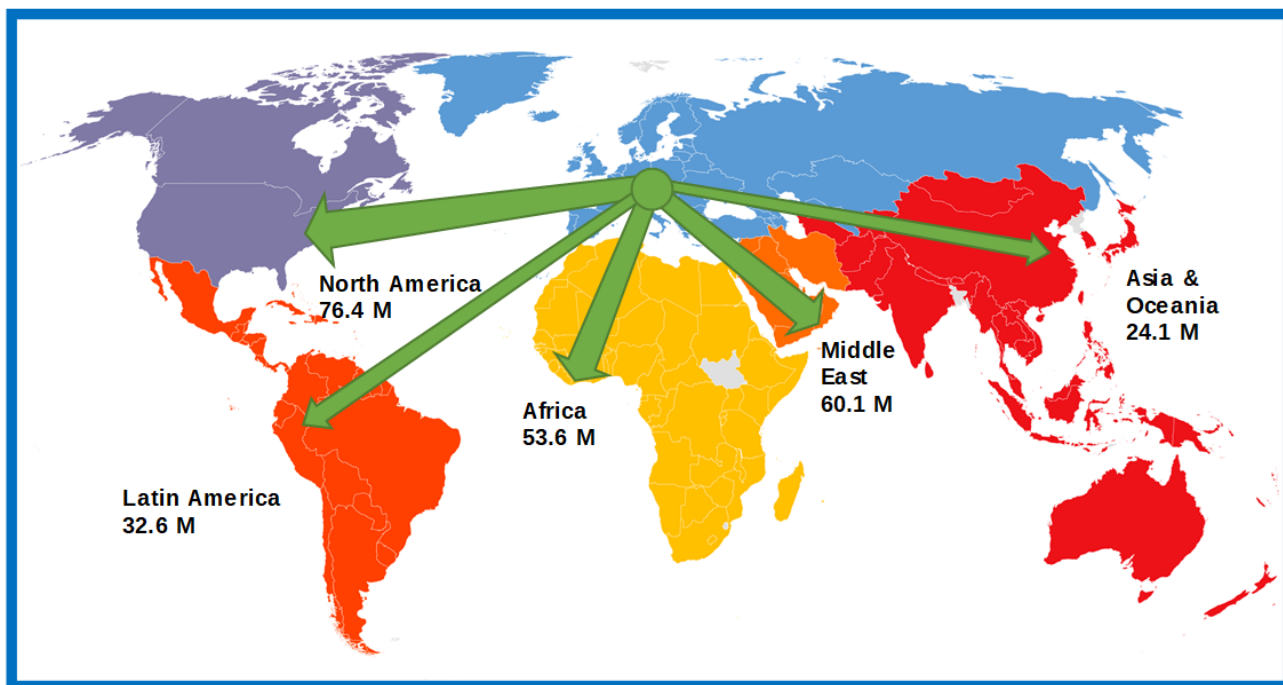
This is the distribution of air passenger traffic between Europe* and the rest of the world in 2022 by region.

These numbers are a total of passengers in both directions (e.g. Africa = from Europe to Africa + from Africa to Europe) based on nearly 5200 airport-pair results.

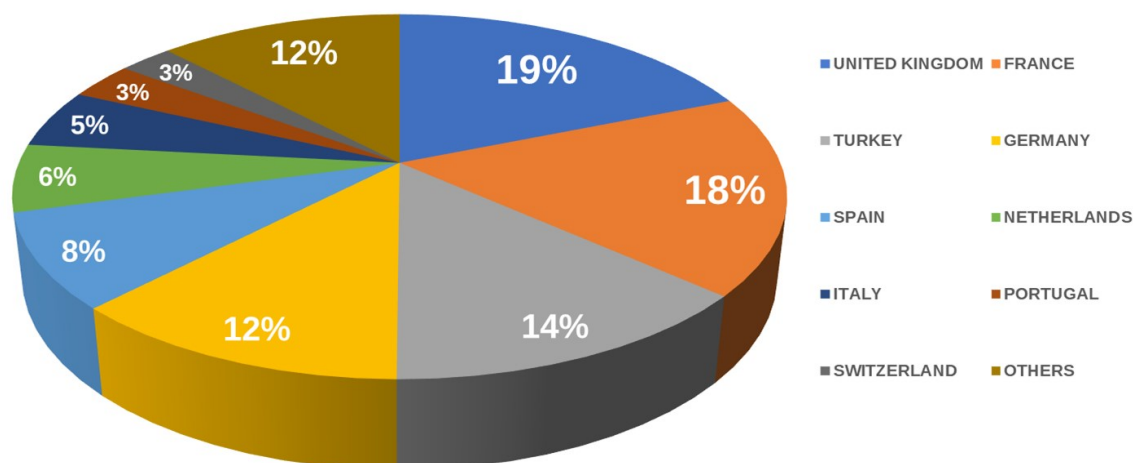
Local passengers only: Passengers joining or leaving an aircraft at the reporting airport, even if they are continuing their journey on another aircraft carrying the same flight number.

	PAX 2022	% 22/21	% 22/19
Middle East	60,071,903	134.5	-24.8
Africa	53,573,169	116.4	-14.5
North America	76,417,135	253.1	-20.9
Latin America	32,587,710	147.4	-4.2
Asia & Oceania	24,094,405	217.7	-61.3
Total*	246,744,322	166.0	-26.4

*Russian intl. data is not complete



Europe intercontinental traffic distribution 2022



Source: FRACS Air transport database





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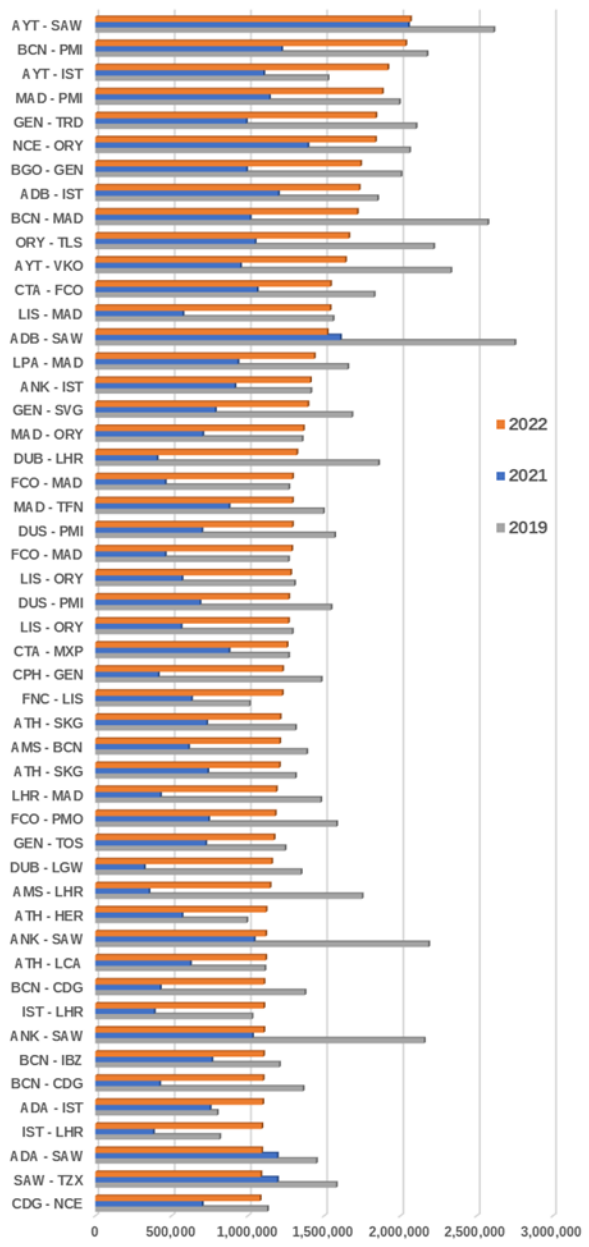
EUROPE

Main city pairs 2022

by regions

In 2022, there was a significant increase in regional traffic in Europe. Intra-European connections are now climbing up the ranks, a domain largely dominated by domestic flights last year. The level of recovery is now nearly equivalent between domestic and regional flights (around -16% vs 2019). However, this situation is far from uniform. For countries in Central and Northern Europe, domestic flights remain very low (Germany -59.3%, Sweden -39.6%). Meanwhile, in the south, Spain and Italy have domestic air traffic figures very close to those of 2019 (respectively -4% and -0.7%), and in Greece, it's even higher (+5.8%).

Type	Airport	Airport	Dist. KM	2022	% 22/21	% 22/19
Dom	ANTALYA	SABIHA GOKCEN	460	2,064,623	0.6	-20.9
Dom	BARCELONA	PALMA INTL	202	2,034,184	66.7	-6.4
Dom	ANTALYA	ISTANBUL	515	1,916,801	73.8	25.8
Dom	MADRID - BARAJA	PALMA INTL	546	1,880,865	64.9	-5.6
Dom	OSLO - GARDERMOEN	VAERNES	361	1,838,122	85.9	-12.5
Dom	COTE D'AZUR	PARIS - ORLY	673	1,835,262	31.8	-10.9
Dom	FLESLAND	OSLO - GARDERMOEN	324	1,737,598	75.4	-13.3
Dom	ADNAN MEND.	ISTANBUL	359	1,729,100	44.2	-6.5
Dom	BARCELONA	MADRID - BARAJA	484	1,716,564	69.2	-33.3
Dom	PARIS - ORLY	BLAGNAC	572	1,660,846	58.7	-25.1
Intra	ANTALYA	MOSCOW - VNUKOV	2132	1,638,704	72.4	-29.7
Dom	FONTANAROSSA	ROMA - FIUMICINO	538	1,540,957	45.3	-15.7
Intra	PORTELA	MADRID - BARAJA	513	1,538,556	168.4	-1.2
Dom	ADNAN MEND.	SABIHA GOKCEN	342	1,519,468	-5.4	-44.7
Intra	LAS PALMAS	MADRID - BARAJA	1770	1,434,501	53.6	-13.3
Dom	ESENBGA	ISTANBUL	377	1,408,295	54.1	-0.2
Dom	OSLO - GARDERMOEN	SOLA	340	1,392,713	77.3	-17.1
Intra	MADRID - BARAJA	PARIS - ORLY	1030	1,363,091	93.9	0.6
Intra	DUBLIN	LONDON - HEATHROW	450	1,320,119	227.1	-28.8
Dom	ROMA - FIUMICINO	MADRID - BARAJA	1330	1,291,377	182.5	1.9
Intra	MADRID - BARAJA	N. LOSRODEO	1770	1,291,140	47.5	-13.6
Intra	DUSSELDORF	PALMA INTL	1341	1,290,777	85.2	-17.7
Intra	ROMA - FIUMICINO	MADRID - BARAJA	1330	1,286,687	181.5	1.7
Intra	PORTELA	PARIS - ORLY	1439	1,279,229	125.5	-2.0
Intra	DUSSELDORF	PALMA INTL	1341	1,266,569	84.8	-18.0
Intra	PORTELA	PARIS - ORLY	1439	1,265,314	125.3	-1.9
Dom	FONTANAROSSA	MALPENSA	1049	1,255,902	43.5	-0.8
Intra	KASTRUP	OSLO - GARDERMOEN	518	1,226,508	198.1	-17.1
Intra	FUNCHAL	PORTELA	978	1,224,321	94.6	21.3
Dom	HELLINIKON	THESSALONIKI	298	1,210,533	66.1	-7.7
Intra	SCHIPHOL	BARCELONA	1242	1,207,600	97.8	-12.8
Dom	HELLINIKON	THESSALONIKI	298	1,204,994	63.7	-8.1
Intra	LONDON - HEATHROW	MADRID - BARAJA	1246	1,185,456	178.4	-19.7
Dom	ROMA - FIUMICINO	PUNTA RAISI	419	1,178,628	59.0	-25.4
Dom	OSLO - GARDERMOEN	LANGNES	1115	1,170,886	62.0	-5.8
Intra	DUBLIN	GATWICK	484	1,155,114	261.1	-14.3
Intra	SCHIPHOL	LONDON - HEATHROW	371	1,143,986	226.2	-34.6
Dom	HELLINIKON	IRAKLION	313	1,118,515	97.0	12.8
Dom	ESENBGA	SABIHA GOKCEN	320	1,115,962	7.3	-48.9
Intra	HELLINIKON	LARNACA	946	1,115,872	79.4	0.5
Intra	BARCELONA	PARIS - CHARLES DE GAULLE	859	1,104,745	160.3	-19.5
Intra	ISTANBUL	LONDON - HEATHROW	2489	1,103,807	186.3	7.6
Dom	ESENBGA	SABIHA GOKCEN	320	1,103,710	7.3	-48.8
Dom	BARCELONA	IBIZA	278	1,101,508	44.4	-8.6
Intra	BARCELONA	PARIS - CHARLES DE GAULLE	859	1,099,416	161.2	-19.2
Dom	SAKIRPASA	ISTANBUL	736	1,096,499	45.9	37.3
Intra	ISTANBUL	LONDON - HEATHROW	2489	1,090,820	187.5	34.0
Dom	SAKIRPASA	SABIHA GOKCEN	675	1,089,454	-8.6	-24.8
Dom	SABIHA GOKCEN	TRABZON	879	1,084,021	-9.1	-31.3
Dom	PARIS - CHARLES DE GAULLE	COTE D'AZUR	694	1,079,459	54.3	-4.3



Source: FRACS Air transport database



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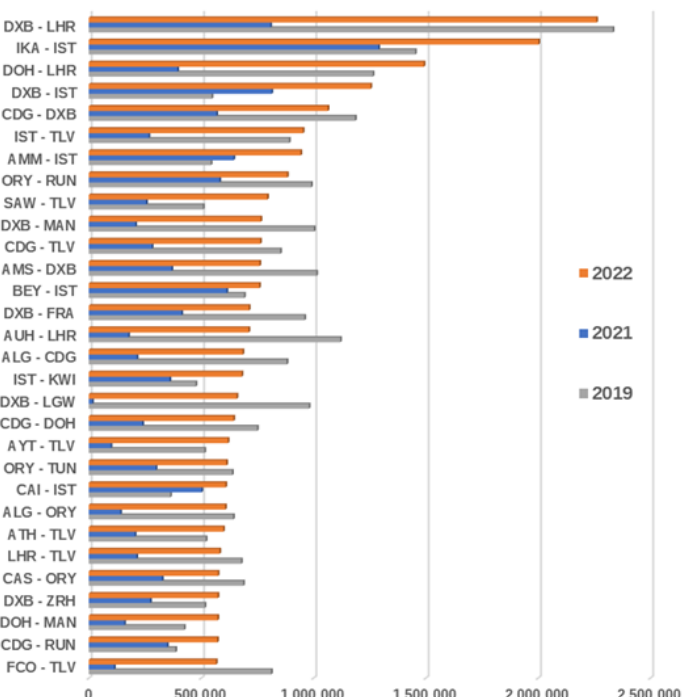
AFRICA & MIDDLE EAST

Main city pairs 2022

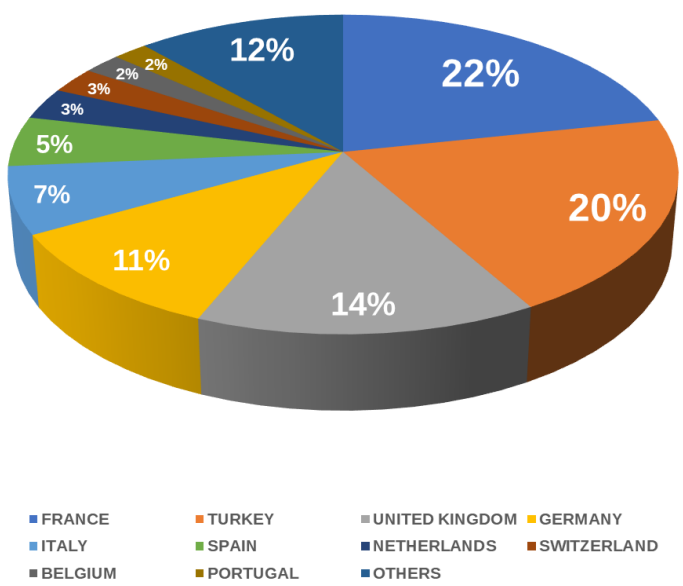
by regions

As in all regions, the strongest recoveries compared to 2021 are seen in connections with the United Kingdom. Especially with Heathrow Airport, where overall traffic has tripled. London (LHR) - Dubai (DXB) route regains its usual first place, with results close to 2019 levels (-3.1%).

Airport	Airport	Dist. KM	2022	% 22/21	% 22/19
DUBAI	LONDON - HEATHROW	5495	2,260,330	179.5	-3.1
IMAM KHOMIENI	ISTANBUL	2052	2,001,963	55.2	37.8
DOHA	LONDON - HEATHROW	5238	1,491,364	277.7	17.9
DUBAI	ISTANBUL	3025	1,254,329	54.2	129.2
PARIS - CHARLES DE GAULLE	DUBAI	5237	1,063,771	87.3	-10.3
ISTANBUL	BEN GURION	1167	953,202	257.5	6.9
MARKA	ISTANBUL	1217	942,960	46.3	73.5
PARIS - ORLY	GILLOT	9358	882,982	51.7	-10.8
SABIHA GOKCEN	BEN GURION	1108	794,360	210.7	56.2
DUBAI	MANCHESTER	5653	765,235	268.8	-23.7
PARIS - CHARLES DE GAULLE	BEN GURION	3286	763,048	171.9	-10.5
SCHIPHOL	DUBAI	5166	760,101	106.2	-25.0
BEIRUT	ISTANBUL	1016	758,610	23.6	9.6
DUBAI	FRANKFURT - RHEIN/MAIN	4842	713,157	72.8	-25.7
BATEEN	LONDON - HEATHROW	5494	711,343	304.5	-36.5
HOUARI BOUMEDIENNE	PARIS - CHARLES DE GAULLE	1371	684,702	219.9	-22.3
ISTANBUL	KUWAIT	2183	680,408	89.0	43.1
DUBAI	GATWICK	5471	658,158	4261.6	-32.8
PARIS - CHARLES DE GAULLE	DOHA	4967	644,089	169.8	-14.1
ANTALYA	BEN GURION	664	619,270	535.8	20.3
PARIS - ORLY	CARTHAGE	1465	612,486	105.5	-4.0
CAIRO	ISTANBUL	1260	608,641	21.3	67.8
HOUARI BOUMEDIENNE	PARIS - ORLY	1338	607,010	332.0	-5.6
HELLINIKON	BEN GURION	1209	598,682	191.8	14.8
LONDON - HEATHROW	BEN GURION	3590	582,029	174.5	-14.2
CASABLANCA - ANFA	PARIS - ORLY	1879	574,797	76.2	-16.4
DUBAI	ZURICH	4765	574,142	110.0	11.3
DOHA	MANCHESTER	5407	573,229	262.6	35.2
PARIS - CHARLES DE GAULLE	GILLOT	9371	571,677	64.0	48.0
FIUMICINO	BEN GURION	2280	566,213	402.5	-30.2



Europe - Middle East & Africa traffic distribution



France reclaims the top spot it held before COVID-19. It surpasses Turkey, which also experiences a notable recovery (respectively -3.9% and -3.6% vs 2019). Both countries strengthen their leadership in this region compared to 2019, accounting for over 42% of the total traffic together. France owes its position to its connections with Africa (37.5% of Europe-Africa traffic), while Turkey dominates in the Middle East (28.5% of Europe-Middle East traffic).

Source: FRACS Air transport database



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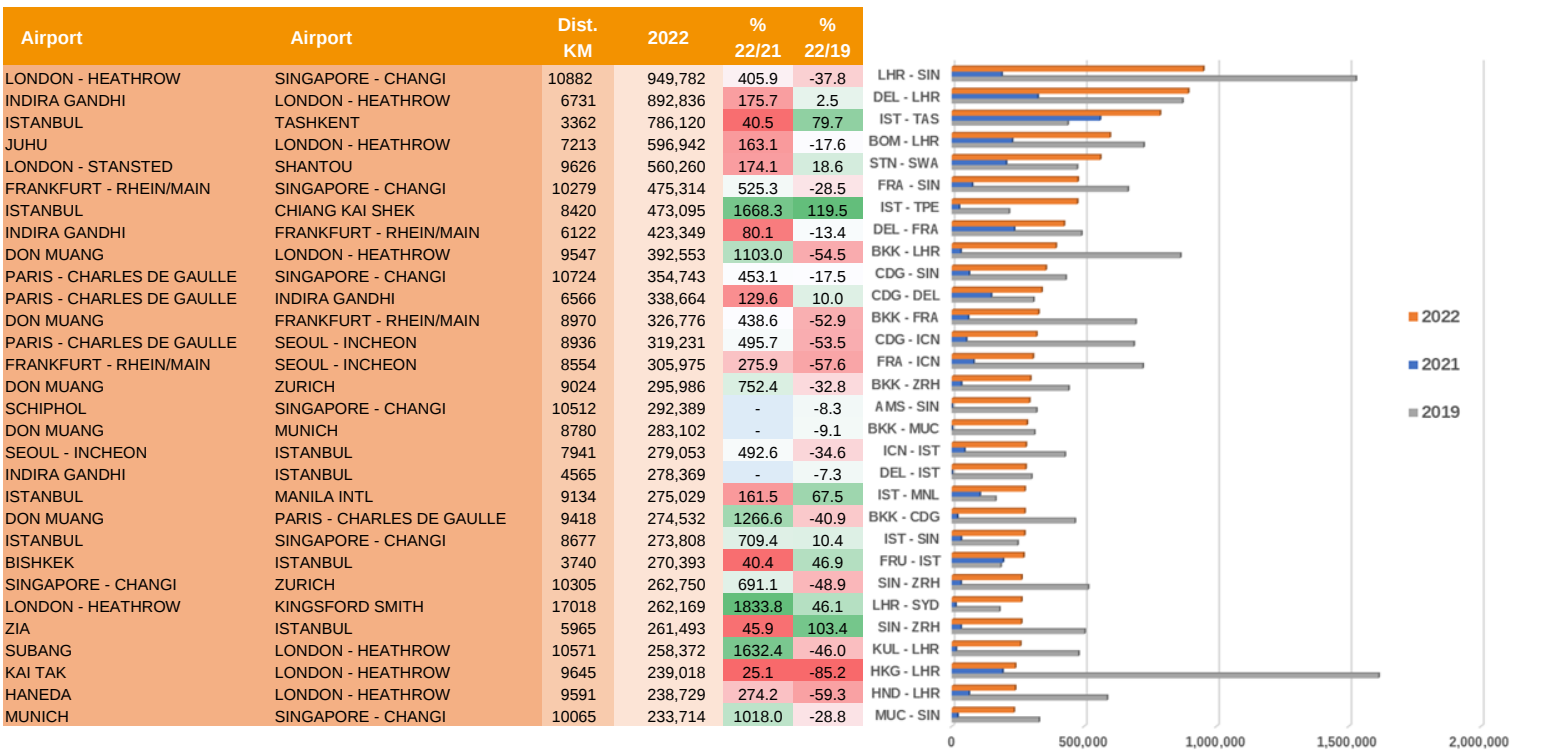


ASIA & OCEANIA

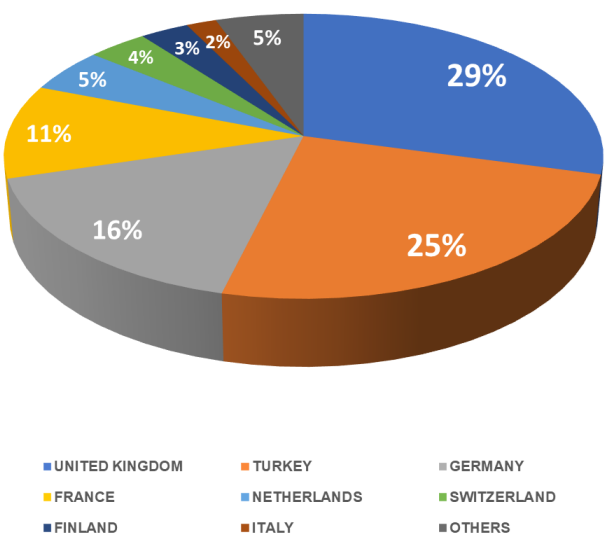
Main city pairs 2022

by regions

London is omnipresent in this ranking, confirming the strong recovery of English traffic. The region shows the weakest recovery. Despite a traffic increase by 3 times, the results remain far from a return to normalcy (-61.3% vs 2019). This is mainly due to the significant impact of COVID-19-related restrictions, which were stronger in 2022 in this region. This is especially true in China, where airports are almost entirely absent from the top rankings.



Europe - Asia & Oceania traffic distribution



The United Kingdom logically reclaims the first place with traffic restored to over 53% compared to 2019, much better than most other European countries. The only exception is Turkey, which maintains a strong second position with traffic closest to pre-COVID-19 levels (-19.7% vs 2019). Both countries have become more influential than ever in the region's air traffic, with more than 54% of passengers transiting through their airports.

Source: FRACS Air transport database



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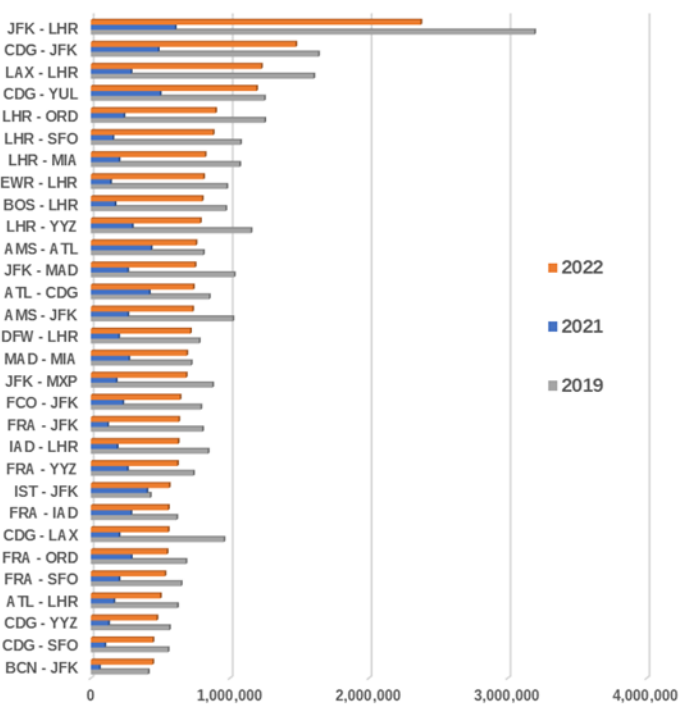
NORTH AMERICA

Main city pairs 2022

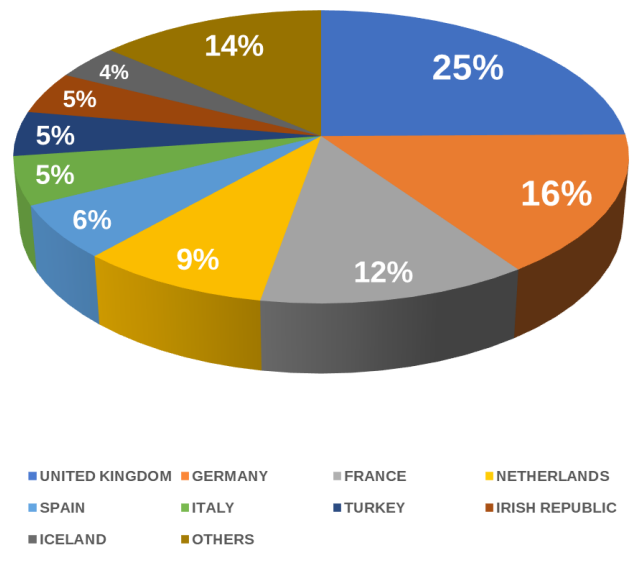
by regions

The traffic to North America experienced the most significant increase between 2021 and 2022 (multiplied by 3.5). Once again, London's main airport (LHR) dominates many of the top positions. In 2022, many connections between Europe and the United States have returned to over 80% of the traffic recorded in 2019.

Airport	Airport	Dist. KM	2022	% 22/21	% 22/19
NEW YORK - JF KENNEDY	LONDON - HEATHROW	5541	2,373,529	291.5	-25.6
PARIS - CHARLES DE GAULLE	NEW YORK - JF KENNEDY	5834	1,474,411	204.6	-9.9
LOS ANGELES INTL	LONDON - HEATHROW	8761	1,225,487	325.5	-23.5
PARIS - CHARLES DE GAULLE	DORVAL	5524	1,191,698	139.6	-4.5
LONDON - HEATHROW	O'HARE	6344	896,746	278.8	-28.3
LONDON - HEATHROW	SAN FRANCISCO	8618	878,892	458.8	-18.3
LONDON - HEATHROW	MIAMI INTL	7109	821,184	308.0	-23.3
NEW YORK - NEWARK	LONDON - HEATHROW	5563	810,084	477.0	-17.1
LOGAN	LONDON - HEATHROW	5240	800,673	362.9	-17.5
LONDON - HEATHROW	PEARSON INTL	5708	786,519	164.7	-31.7
SCHIPHOL	HARTSFIELD	7066	755,443	74.7	-6.6
NEW YORK - JF KENNEDY	MADRID - BARAJA	5763	748,423	184.1	-27.4
HARTSFIELD	PARIS - CHARLES DE GAULLE	7055	736,047	75.3	-13.5
SCHIPHOL	NEW YORK - JF KENNEDY	5849	731,791	176.6	-28.3
DALLAS - FORT WORTH	LONDON - HEATHROW	7623	715,621	260.0	-8.1
MADRID - BARAJA	MIAMI INTL	7106	689,446	153.5	-4.3
NEW YORK - JF KENNEDY	MALPENSA	6414	684,926	277.3	-21.7
ROMA - FIUMICINO	NEW YORK - JF KENNEDY	6867	640,756	180.8	-18.9
FRANKFURT - RHEIN/MAIN	NEW YORK - JF KENNEDY	6190	631,590	429.0	-21.3
DULLES	LONDON - HEATHROW	5902	626,436	232.6	-25.6
FRANKFURT - RHEIN/MAIN	PEARSON INTL	6343	621,915	137.2	-15.6
ISTANBUL	NEW YORK - JF KENNEDY	8029	562,740	39.9	31.9
FRANKFURT - RHEIN/MAIN	DULLES	6550	556,457	93.6	-9.8
PARIS - CHARLES DE GAULLE	LOS ANGELES INTL	9103	555,704	176.3	-41.9
FRANKFURT - RHEIN/MAIN	O'HARE	6970	547,007	88.7	-19.9
FRANKFURT - RHEIN/MAIN	SAN FRANCISCO	9149	531,656	164.5	-18.0
HARTSFIELD	LONDON - HEATHROW	6761	499,431	203.9	-19.7
PARIS - CHARLES DE GAULLE	PEARSON INTL	6019	473,756	276.2	-16.1
PARIS - CHARLES DE GAULLE	SAN FRANCISCO	8963	445,248	349.8	-19.7
BARCELONA	NEW YORK - JF KENNEDY	6151	444,257	634.7	7.7



Europe - North America traffic distribution



Here too, the United Kingdom regains the top spot with over a quarter of the traffic in North America. However, this share remains lower than in 2019 (28%), with the recovery being weaker than for most other European countries. Germany, France, and the Netherlands record traffic levels below 2019 at -13.5%, -18.9%, and -11.9% respectively. Meanwhile, the United Kingdom is still at -27% of the number of passengers on its connections with North America compared to 2019.

Source: FRACS Air transport database



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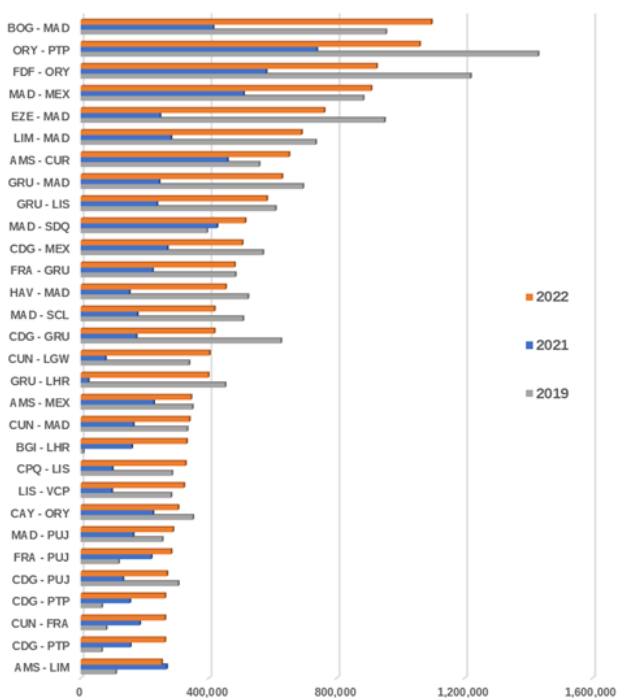


LATIN AMERICA & CARIBBEAN

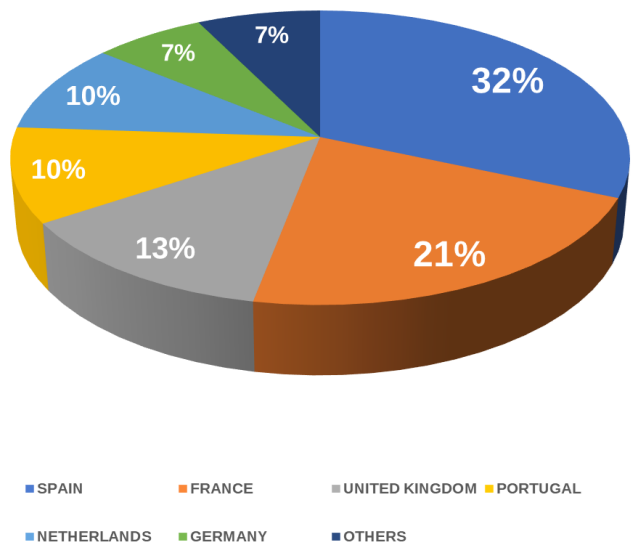
Main city pairs 2022
by regions

Connections with Latin America also experience a strong recovery, reaching levels closest to 2019 (-4.2%). Several connections have already surpassed 2019 results. However, in some cases, this is partly due to traffic being shifted. For example, from London LGW to LHR for the Barbados route (BGI), and similarly from Paris ORY to CDG for the Guadeloupe route (PTP).

Airport	Airport	Dist. KM	2022	% 22/21	% 22/19
EL DORADO	MADRID - BARAJA	8031	1,095,936	165.3	14.9
PARIS - ORLY	LE RAIZET	6753	1,058,982	43.6	-25.9
LE LAMENTIN	PARIS - ORLY	6852	924,467	59.6	-24.1
MADRID - BARAJA	BENITO JUAREZ	9068	907,328	78.4	2.8
EZEIZA	MADRID - BARAJA	10077	760,482	207.2	-19.9
JORGE CHAVEZ	MADRID - BARAJA	9525	689,452	144.8	-6.1
SCHIPHOL	HATO	7835	650,491	42.0	16.7
GUARULHOS	MADRID - BARAJA	8377	628,321	156.7	-9.5
GUARULHOS	PORTELA	7934	581,116	144.6	-4.5
MADRID - BARAJA	LAS AMERICAS	6689	513,425	20.6	30.3
PARIS - CHARLES DE GAULLE	BENITO JUAREZ	9200	504,259	86.6	-11.3
FRANKFURT - RHEIN/MAIN	GUARULHOS	9798	480,267	114.4	-0.5
JOSE MARTI	MADRID - BARAJA	7458	452,447	198.9	-13.3
MADRID - BARAJA	ARTURO BENITEZ	10725	417,004	136.8	-17.7
PARIS - CHARLES DE GAULLE	GUARULHOS	9406	416,853	141.0	-33.4
CANCUN	GATWICK	7927	401,759	425.4	18.9
GUARULHOS	LONDON - HEATHROW	9461	398,189	1626.3	-11.7
SCHIPHOL	BENITO JUAREZ	9208	344,083	51.3	-1.2
CANCUN	MADRID - BARAJA	7905	338,810	106.9	2.0
GRANTLEY ADAMS	LONDON - HEATHROW	6752	330,203	107.6	4333.4
VIRACOPOS	PORTELA	7926	326,559	232.7	14.8
PORTELA	CAMPINAS VIRACOPOS	7926	321,614	233.6	14.2
ROCHAMBEAU	PARIS - ORLY	7093	303,754	35.0	-13.2
MADRID - BARAJA	PUNTA CANA	6572	287,898	76.3	13.3
FRANKFURT - RHEIN/MAIN	PUNTA CANA	7514	282,126	28.2	139.4
PARIS - CHARLES DE GAULLE	PUNTA CANA	7080	268,785	104.9	-11.7
PARIS - CHARLES DE GAULLE	LE RAIZET	6770	262,823	71.7	302.7
CANCUN	FRANKFURT - RHEIN/MAIN	8556	262,579	42.9	232.7
PARIS - CHARLES DE GAULLE	LE RAIZET	6770	262,511	69.8	304.4
SCHIPHOL	JORGE CHAVEZ	10521	252,284	-5.8	131.4



Europe - Latin America traffic distribution



There are few changes in the distribution of traffic by country between Europe and Latin America. Spain confirms and strengthens its leading position, with nearly a third of total passengers passing through its airports. The most notable change is the return of the United Kingdom, which also regains the position it held before the COVID-19 crisis in this region (3rd place with 13%).

Source: FRACS Air transport database

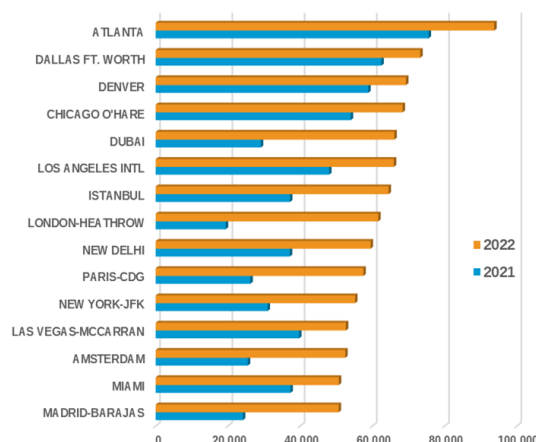


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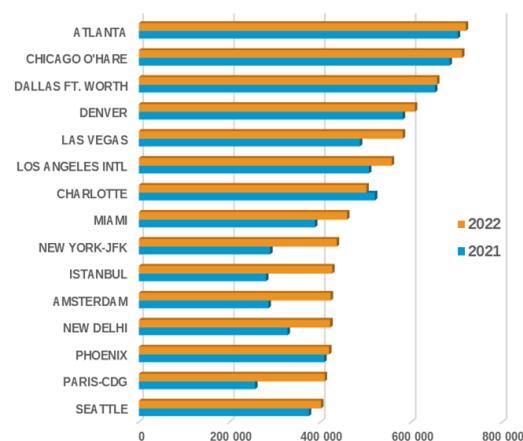


Main Airport's traffic Q2 2023 - Top 15

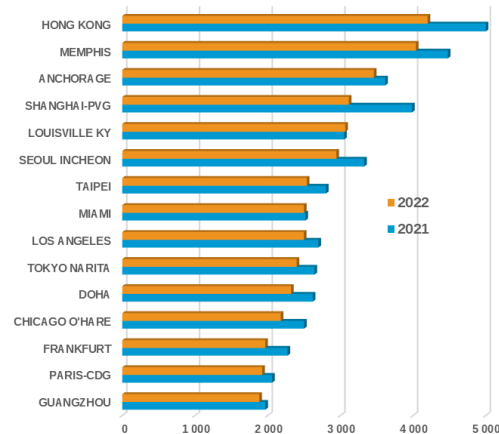
Airports	Passengers 2022 ('000)	22/21 (%)	Q1 23/22 (%)	Q2 23/22 (%)
ATLANTA	93,697	24.0	14.7	11.6
DALLAS FT. WORTH	73,237	17.2	19.0	7.3
DENVER	69,286	17.8	18.8	9.4
CHICAGO O'HARE	68,340	26.5	16.9	5.1
DUBAI	66,070	127.0	55.8	42.7
LOS ANGELES INTL	65,919	37.3	23.2	11.1
ISTANBUL	64,465	73.4	43.9	19.5
LONDON-HEATHROW	61,599	217.6	75.1	22.9
NEW DELHI	59,490	60.2	49.1	17.8
PARIS-CDG	57,479	119.4	49.6	14.3
NEW YORK-JFK	55,175	78.1	33.9	13.0
LAS VEGAS-MCCARRAN	52,646	32.6	25.5	8.3
AMSTERDAM	52,471	105.8	38.1	10.1
MIAMI	50,684	35.9	6.8	-1.4
MADRID-BARAJAS	50,634	109.8	47.1	16.7
Total*	6,196,914	45.5		



Airports	Movements 2022	22/21 (%)	Q1 23/22 (%)	Q2 23/22 (%)
ATLANTA	719,834	2.5	7.1	8.5
CHICAGO O'HARE	711,561	4.0	2.2	-1.2
DALLAS FT. WORTH	656,676	0.7	4.0	9.4
DENVER	607,784	4.6	9.2	6.6
LAS VEGAS	581,116	19.4	12.1	5.0
LOS ANGELES INTL	556,913	9.9	0.3	1.7
CHARLOTTE	500,993	-3.6	1.8	6.7
MIAMI	458,478	18.2	-1.4	-2.6
NEW YORK-JFK	435,748	50.7	13.4	9.4
ISTANBUL	425,890	52.0	39.0	19.6
AMSTERDAM	422,307	47.9	13.2	4.9
NEW DELHI	421,479	28.7	23.7	2.3
PHOENIX	418,856	2.6	11.5	38.2
PARIS-CDG	409,102	59.8	26.4	8.7
SEATTLE	401,351	7.2	5.2	4.7
Total*	74,959,389	18.0		



Airports	Cargo 2022 (('000 tons)	22/21 (%)	Q1 23/22 (%)	Q2 23/22 (%)
HONG KONG	4,201	-16.4	-6.3	-4.5
MEMPHIS	4,040	-9.8	-3.5	-6.7
ANCHORAGE	3,462	-4.3	-12.6	-4.9
SHANGHAI-PVG	3,117	-21.8	-14.3	43.9
LOUISVILLE KY	3,068	0.5	-8.1	-10.6
SEOUL INCHEON	2,946	-11.5	-18.0	-12.6
TAIPEI	2,539	-9.4	-24.8	-21.1
MIAMI	2,500	-0.8	-1.0	3.3
LOS ANGELES	2,499	-7.4	-19.4	-20.3
TOKYO NARITA	2,399	-9.3	-25.0	43.5
DOHA	2,322	-11.4	-7.5	-2.9
CHICAGO O'HARE	2,181	-12.8	-21.9	-16.7
FRANKFURT	1,967	-13.5	-12.8	-9.2
PARIS-CDG	1,926	-6.6	2.2	-8.9
GUANGZHOU	1,886	-4.2	-16.6	-0.4
Total*	115,940	-4.0		



* Preliminary results based on 2000 airports

Sources: ACI and FRACS Air transport database





AIR TRANSPORT TREND BULLETIN



Airliners Orders and Deliveries Q2 2023

After a first quarter below their results from last year, the two giants of the aerospace industry had a much better second quarter, roughly doubling their number of orders compared to the first half of 2022.

Primarily, massive orders for A320s and B737s tipped the scales. However, there was a slight decline in orders for A220s and B777s.

Deliveries

Deliveries	Q1 2023	Q2 2023	H1 2023	H1 23/22 Variation	2022
Airbus	127	189	316	21	661
Boeing	130	136	266	51	479
Embraer	7	17	24	7	57
ATR	n.a.	n.a.	n.a.	n.a.	25
Sukhoi	n.a.	n.a.	n.a.	n.a.	n.a.

Orders

Orders	Q1 2023	Q2 2023	H1 2023	H1 23/22 Variation	2022
Airbus	156	924	1080	638	1069
Boeing	120	412	532	246	935
Embraer	-3	7	4	0	23
ATR	n.a.	n.a.	n.a.	n.a.	26
Sukhoi	n.a.	n.a.	n.a.	n.a.	n.a.

Deliveries by aircraft type

Deliveries	Type	Q1 2023	Q2 2023	H1 2023	H1 23/22 Variation	2022
Airbus	A220	10	15	25	0	51
	A320	106	150	256	26	516
	A330	6	8	14	1	32
	A350	5	16	21	-8	62
	A380	0	0	0	0	0
Boeing	B737	113	103	216	28	386
	B747	1	0	1	-2	5
	B767	1	8	9	-3	33
	B777	4	5	9	-3	24
	B787	11	20	31	31	31
Embraer	EMB170	0	0	0	0	0
	EMB175	2	10	12	0	35
	EMB190	0	0	0	0	4
	EMB195	5	7	12	7	18
ATR	ATR-42	n.a.	n.a.	n.a.	n.a.	25
	ATR-72	n.a.	n.a.	n.a.	n.a.	
Sukhoi	SSJ100	n.a.	n.a.	n.a.	n.a.	n.a.

Orders by aircraft type

Orders	Type	Q1 2023	Q2 2023	H1 2023	H1 23/22 Variation	2022
Airbus	A220	12	21	33	-61	127
	A320	102	836	938	630	879
	A330	0	8	8	4	19
	A350	42	59	101	65	44
	A380	0	0	0	0	0
Boeing	B737	78	293	371	138	697
	B747	0	0	0	0	0
	B767	15	0	15	15	31
	B777	0	31	31	-15	68
	B787	27	88	115	108	139
Embraer	EMB170	0	0	0	0	0
	EMB175	-3	7	4	-4	-22
	EMB190	0	9	9	11	3
	EMB195	0	-9	-9	-7	42
ATR	ATR-42	n.a.	n.a.	n.a.	n.a.	26
	ATR-72	n.a.	n.a.	n.a.	n.a.	26
Sukhoi	SSJ100	n.a.	n.a.	n.a.	n.a.	n.a.

n.a.: not available

Source: FRACS Air transport database





AIR TRANSPORT TREND BULLETIN

Our Databases and Services



We are grateful for your reading and your interest.

Don't miss our upcoming issue next January 2024!

Feel free to **contact us** if you are interested in this data or for more details than showed up in this newsletter.

You can also directly contact our database managers **Jean-Pierre ASSÉMAT**, **Mehrdad FARZIN POUR** and **Morgan SIMORRE** to get a personal solution to your needs.

Find more information and previous publications on our website:

<https://fracs.aero/products-and-services/#atd>

About our databases:

Our Air Transport databases are updated on a regular basis and contain long historical data series regarding:

- Traffic data for more than 2500 airports world-wide, collected from a variety of sources since 1970.
- Traffic flows : country pair and city pair in over 200 countries and 2500 airports world-wide since 1970.
- Traffic, financial and fleets detailed information for 600 airlines throughout the world since 1980.

About ENAC:

ENAC is the French National School of Civil Aviation and is the largest of the major aeronautical schools or universities in Europe.

ENAC supports all the training needs of all public (civil aviation authorities, air traffic control, etc.) and private (aircraft manufacturers, engine manufacturers, equipment suppliers, airports, airlines, etc.) of these areas. in France, in Europe and in the world.

About France Aviation Civile Services:

France Aviation Civile Services is the Expertise and Consultancy Office of Civil Aviation founded by the General Directorate of Civil Aviation (DGAC) and the French National School of Civil Aviation (ENAC).

FRACS provides tailored solutions to customer challenges, while providing strong operational expertise with an agile and flexible approach in the areas of regulation, safety oversight and air navigation.

FRACS supports their clients in meeting ICAO and EASA standards, improving operational performance and achieving strategic capabilities.

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