

**FRANCE AVIATION
CIVILE SERVICES**



AIR TRANSPORT

DATA BULLETIN

JULY 2025

**FIRST QUARTER
2025 RESULTS
AND MAIN
AIRLINES FLEETS**

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3 PUBLICATION OF OUR 2025 SURVEY



Dear Readers,

As it has every year since 1996, our global air traffic survey aims to provide an accurate picture of airport activity around the world.

For this 2024 edition, nearly 3,000 airports worldwide were consulted, thanks to the active collaboration of their authorities, operators, and managers. This effort enables us to present precise, sourced, and verified data.

This survey lies at the heart of our mission: to offer our clients a consolidated, reliable, and analytical view of global air traffic.

Beyond the statistics, the survey also highlights the major trends that shaped 2024: uneven regional recoveries, the growing importance of certain hubs, and the impact of new connectivity strategies.

The global aviation landscape is being redrawn, supported by the numbers: some giants are reaffirming their dominance, others are declining, while new players are steadily emerging—sometimes in the most unexpected places.

A detailed version of the survey is now available.

In addition, we offer a dedicated support service, including the possibility to submit custom requests to help refine your interpretation of the results or obtain targeted data extractions based on your specific needs.

To order your copy of the annual survey or to learn more, feel free to contact us at:

atd@fracs.aero

Wishing you a pleasant summer,
The ATD Team

SINCE 1996

3000 CONTACTED AIRPORTS

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ATD@FRACS.AERO



FIRST QUARTER 2025 RESULTS AND MAIN AIRLINES FLEETS

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

This quarter you will find:

- Main airlines Q1 2025 results with 2025/2024 comparison
- Main airlines current fleets (in April 2025) with planned orders and options
- Top 50 airports by number of passengers carried in Q1 2025
- Airliners Q1 2025 orders and deliveries with 2025/2024 evolution

We wish you a pleasant reading!

Every question or suggestion related to this publication or our services is welcome at:

atd@fracs.aero

If you have missed the last report, please click on the following link :

[Main airports traffic 2024](#)

Summary

1 - Main Airlines' traffic Q1 2025

2 - Main Airports' traffic Q1 2025

3 - Main Airlines current and planned fleets (April 2025) by region

AFRICA &
MIDDLE EAST

ASIA &
PACIFIC

EUROPE

NORTH
AMERICA

LATIN AMERICA
& CARIBBEAN

5 - Airliners' Orders and Deliveries Q1 2025

6 - Our Databases and Services



5 MAIN AIRLINES' TRAFFIC - Q1 2025

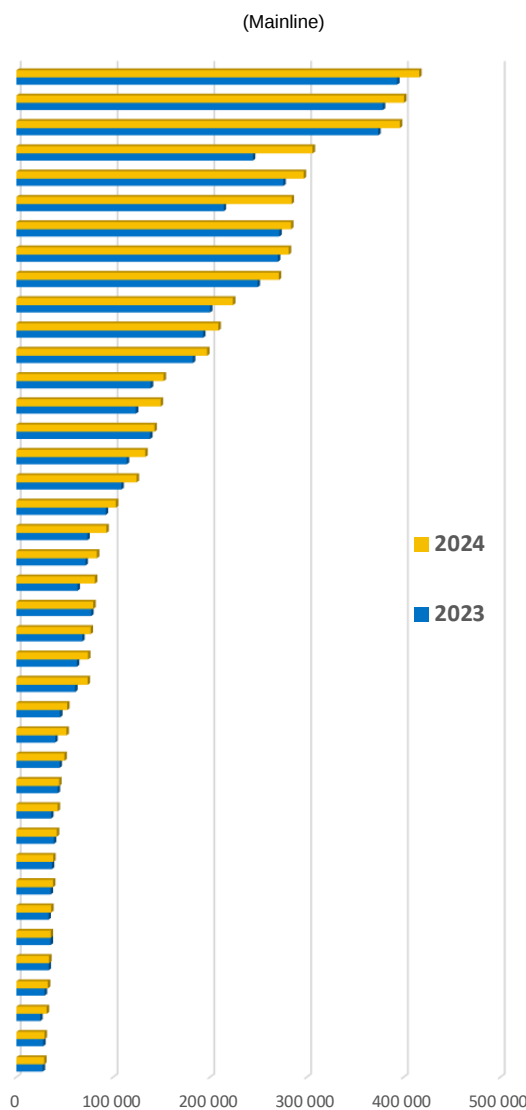
In the first quarter of 2025, the trend is positive for most of the world's airlines. While most companies are reporting results slightly above those of the previous first quarter, Asia's Cathay Pacific and Air India are showing a strong upturn in business in the first few months of 2025.

A slight slowdown in traffic is to be noted on the American side, with low-cost carrier Southwest in particular posting results below last year's figures (-9.2% over 2024).

Top Airlines by PKT - 2024/23

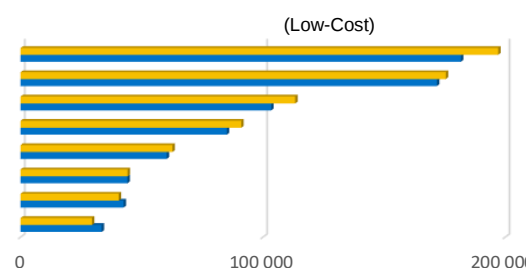
Rank 2024	AIRLINES	RPK ¹ (millions) 2024	RPK1 (millions) 2023	24/23 (%)	Q1 25/24 (%)	April 25/24 (%)	May 25/24 (%)
1	UNITED HOLDING	416 019	393 379	5,8	3,6	-	-
2	AMERICAN AL GROUP	400 396	378 568	5,8	-1,9	-	-
3	DELTA AIR LINES GROUP	396 131	373 755	6,0	2,7	-	-
4	CHINA SOUTHERN AIR HOLD.	305 976	244 226	25,3	-	-	-
5	INTL AL GROUP (IAG)	296 877	275 727	7,7	-	-	-
6	AIR CHINA GROUP	284 332	214 174	32,8	3,5	-4,5	-
7	EMIRATES AL	283,731*	271 601	4,5	-	-	-
8	AIR FRANCE/KLM	281 381	270 135	4,2	3,4	-	-
9	LUFTHANSA GROUP	271 038	249 157	8,8	3,3	-	-
10	QATAR AW	223 696	200 088	11,8	0,5	-	-
11	TURKISH AL/THY	208 663	192 828	8,2	4,5	10,1	7,5
12	CHINA EASTERN AL	196 958	182 295	8,0	-	-	-
13	SINGAPORE INT'L GROUP	152 101	138 760	9,6	2,8	4,8	3,1
14	AEROFLOT RUSSIAN GROUP	149 074	123 421	20,8	2,2	8,0	3,7
15	AIR CANADA GROUP	142 657	138 085	3,3	-3,1	-	-
16	LATAM AL GROUP	133 137	113 993	16,8	5,7	9,9	9,6
17	QANTAS GROUP	124 243	108 360	14,7	-	-	-
18	ALASKA AIR GROUP	102 790	92 313	11,3	37,8	-	-
19	CATHAY PACIFIC	93 016	73 340	26,8	26,0	34,7	38,4
20	SAUDIA	83 164	71 324	16,6	-	-	-
21	ETIHAD AW	81 058	63 129	28,4	-	-	-
22	ALL NIPPON AW GROUP	79 371	77 252	2,7	6,0	12,1	8,6
23	KOREAN AIR/KAL	76 666	68 054	12,7	4,3	-	-
24	JAPAN AL	74 002	62 452	18,5	15,3	14,3	12,7
25	AIR INDIA	73 588	60 714	21,2	39,0	38,0	-
26	AVIANCA HOLD.	52 419	45 070	16,3	-	-	-
27	THAI AW	51 740	40 083	29,1	20,8	-	-
28	AEROMEXICO GROUP	49 645	44 624	11,3	-1,3	5,9	-
29	TAP AIR PORTUGAL	44 135	42 667	3,4	-1,1	-	-
30	ASIANA	42 607	35 777	19,1	8,3	-	-
31	COPA AIRLINES	41 788	38 706	8,0	10,0	-	-
32	TUI UK	38 026	36 670	3,7	-	-	-
33	AZUL LINHAS AEREAS	37 718	35 400	6,5	-	-	-
34	SAS	35,915*	33 165	8,3	-	-	-
35	PHILIPPINE AL/PAL	35 377	35 338	0,1	-	-	-
36	AIR NEW ZEALAND	33 778	33 261	1,6	-1,6	-	-
37	SKYWEST AL	32 514	29 175	11,4	-	-	-
38	GARUDA GROUP	31 250	24 579	27,1	-	-	-
39	FINNAIR	29 124	27 626	5,4	2,6	10,5	8,3
40	HAWAIIAN HOLDINGS	28 708	27 139	5,8	5,8	-	-

*Fiscal Year



Rank 2024	AIRLINES (low-cost)	PAX ² (000') 2024	PAX2 (000') 2023	24/23 (%)	Q1 25/24 (%)	April 25/24 (%)	May 25/24 (%)
1	RYANAIR	197 100	181 740	8,5	11,1	5,8	3,7
2	SOUTHWEST AL	175 469	171 817	2,1	-9,2	-	-
3	INDIGO AL	113 367	103 405	9,6	18,9	-	-
4	EASYJET AL	91 077	85 115	7,0	8,3	-	-
5	WIZZ AIR	62 686	60 314	3,9	5,1	10,8	-
6	SPIRIT AL	44 180	44 105	0,2	-	-	-
7	JETBLUE AW	40 526	42 535	-4,7	-3,3	-	-
8	VOLARIS	29 473	33 497	-12,0	-	-	-

Top Airlines by PAX - 2024/23



¹ Revenue Passenger-Kilometers

² Revenue Passengers carried

Sources : FRACS Air transport data



6 MAIN AIRPORTS' TRAFFIC - Q1 2025

For this first quarter, the trend reported in our last bulletin is confirmed, with a recovery in Asian traffic and increased traffic for the majority of the Asian airports in the top 50, despite results in some places still being slightly below 2019.

Conversely, the American network seems to have lost momentum slightly over the first few months, with results below last year's level at Los Angeles, Charlotte and Mexico City. The trend seems to be confirmed for the following quarter, with results for April and May.

In Europe, the main regional hubs continue to see their traffic growing, despite a slight stagnation in the first quarter for the region's leaders, London-Heathrow and Istanbul.

Rank 2024	Rank Var.	Code IATA	AIRPORTS	REGION	PAX (000) 2024	24/19 (%)	24/23 (%)	Q1 25/24 (%)	April 25/24 (%)	May 25/24 (%)
1	0	ATL	ATLANTA, GEORGIA, USA	NORTH AMERICA	108 068	-2,2	3,3	-1,3	-2,8	-2,7
2	0	DXB	DUBAI, U. A. EMIRATES	AFRICA & MIDDLE EAST	92 300	6,8	6,1	1,5	13,2	-
3	0	DFW	DALLAS/FT. WORTH, TEXAS-LOVE, USA	NORTH AMERICA	87 818	17,0	7,4	0,0	-3,1	-0,1
4	1	HND	TOKYO-HANEDA, JAPAN	ASIA PACIFIC	84 967	-0,6	8,5	10,7	10,9	8,4
5	-1	LHR	LONDON-HEATHROW, ENGLAND UK	EUROPE	83 860	3,7	5,9	-1,5	5,9	0,4
6	0	DEN	DENVER, COLORADO, USA	NORTH AMERICA	82 359	19,3	5,8	-0,4	-4,7	-2,1
7	0	IST	ISTANBUL, TURKEY	EUROPE	80 456	54,8	5,8	1,6	5,8	2,8
8	1	ORD	CHICAGO, ILLINOIS-O'HARE, USA	NORTH AMERICA	79 988	-5,2	8,2	4,5	1,8	-
9	1	DEL	DELHI, INDIA	ASIA PACIFIC	77 821	13,6	7,8	7,5	6,2	-4,5
10	11	PVG	SHANGHAI-PUDONG, P. R. CHINA	ASIA PACIFIC	76 790	0,8	41,0	11,2	13,1	13,0
11	-3	LAX	LOS ANGELES, CALIFORNIA-INTL, USA	NORTH AMERICA	76 586	-13,1	2,0	-4,6	-1,5	-4,3
12	0	CAN	GUANGZHOU-BAIYUN, P. R. CHINA	ASIA PACIFIC	76 365	4,0	20,9	2,3	26,3	14,3
13	7	ICN	SEOUL-INCHEON, REPUBLIC OF KOREA	ASIA PACIFIC	71 157	0,0	26,8	7,9	4,7	5,4
14	-3	CDG	PARIS-DE GAULLE, FRANCE	EUROPE	70 290	-7,7	4,3	5,6	5,3	1,6
15	2	SIN	SINGAPORE, SINGAPORE	ASIA PACIFIC	67 700	-1,0	14,9	4,3	7,0	6,2
16	7	PEK	BEIJING-CAPITAL, P. R. CHINA	ASIA PACIFIC	67 367	-32,6	27,4	2,0	7,7	9,4
17	-3	AMS	AMSTERDAM, NETHERLANDS	EUROPE	66 828	-6,8	8,0	3,0	6,5	1,9
18	-3	MAD	MADRID, BARAJAS, SPAIN	EUROPE	66 159	7,1	9,9	4,8	5,5	1,0
19	-6	JFK	NEW YORK, NEW YORK-KENNEDY, USA	NORTH AMERICA	63 521	1,4	1,7	-1,3	-0,2	0,1
20	6	BKK	BANGKOK-NEW SUVANNABHU, THAILAND	ASIA PACIFIC	62 235	-4,9	20,4	5,6	1,7	-0,5
21	-5	FRA	FRANKFURT, GERMANY	EUROPE	61 561	-12,7	3,7	-0,9	4,8	1,8
22	2	SZX	SHENZHEN-BAO'AN, P. R. CHINA	ASIA PACIFIC	61 477	16,1	16,6	6,3	23,5	-
23	-1	CLT	CHARLOTTE, NORTH CAROLINA, USA	NORTH AMERICA	58 812	17,2	10,0	-7,7	-8,2	-10,2
24	-5	LAS	LAS VEGAS, NEVADA-MCCARRAN, USA	NORTH AMERICA	58 482	13,1	1,4	-3,7	-0,6	-4,3
25	-7	MCO	ORLANDO, FLORIDA-INTL, USA	NORTH AMERICA	57 212	13,0	-0,9	-4,0	0,7	-2,6
26	10	KUL	KUALA LUMPUR, MALAYSIA	ASIA PACIFIC	57 106	-7,9	20,9	8,5	11,3	-
27	-2	MIA	MIAMI, FLORIDA, USA	NORTH AMERICA	55 927	19,9	6,9	-1,7	9,0	6,9
28	3	BCN	BARCELONA, SPAIN	EUROPE	55 003	4,1	10,3	4,3	9,4	3,7
29	11	TFU	CHENGDU-TIANFU, P. R. CHINA	ASIA PACIFIC	54 906	-	22,6	2,0	5,8	6,0
30	-3	BOM	MUMBAI, INDIA	ASIA PACIFIC	54 821	16,5	6,3	2,2	4,7	-1,9
31	2	CGK	JAKARTA-SOEKARNO-HATTA, INDONESIA	ASIA PACIFIC	54 766	0,5	8,1	8,2	3,8	-5,1
32	24	HKG	HONG KONG, HONG KONG	ASIA PACIFIC	52 964	-25,7	34,4	14,8	22,8	19,5
33	4	DOH	DOHA, QATAR	AFRICA & MIDDLE EAST	52 700	35,9	14,8	-1,4	4,7	1,0
34	-5	SEA	SEATTLE/TACOMA, WASHINGTON, USA	NORTH AMERICA	52 638	1,6	3,4	2,0	3,3	-0,3
35	-1	PHX	PHOENIX, ARIZONA-SKY HARBOR INTL, USA	NORTH AMERICA	52 325	13,0	7,5	-0,6	1,2	-
36	-6	SFO	SAN FRANCISCO, CALIFORNIA, USA	NORTH AMERICA	52 211	-8,9	4,1	6,1	7,6	8,1
37	2	MNL	MANILA, PHILIPPINES	ASIA PACIFIC	50 356	4,7	11,2	7,4	8,1	-
38	17	PKX	BEIJING DAXING, P. R. CHINA	ASIA PACIFIC	49 441	-	25,5	-	-	-
39	5	JED	JEDDAH, SAUDIA ARABIA	AFRICA & MIDDLE EAST	49 072	30,8	14,4	-	5,7	-
40	12	FCO	ROME-DA VINCI, ITALY	EUROPE	48 879	12,3	20,7	5,7	5,7	3,4
41	-9	EWR	NEW YORK, NEW YORK-NEWARK INTL, USA	NORTH AMERICA	48 854	5,7	-0,5	-0,7	-6,3	-20,6
42	-1	CKG	CHONGQING-JIANGBEI, P. R. CHINA	ASIA PACIFIC	48 677	8,7	9,0	3,7	5,6	4,9
43	-5	IAH	HOUSTON, TEXAS-INTERCONT, USA	NORTH AMERICA	48 449	7,7	4,9	0,4	-2,9	0,6
44	9	HGH	HANGZHOU, P. R. CHINA	ASIA PACIFIC	48 054	19,8	16,7	2,1	8,1	6,9
45	0	SHA	SHANGHAI-HONGQIAO, P. R. CHINA	ASIA PACIFIC	47 944	5,0	12,8	2,2	11,1	-
46	0	KMG	KUNMING-WUJIABA, P. R. CHINA	ASIA PACIFIC	47 178	-1,9	12,2	2,0	5,7	-
47	0	XIY	XI AN-XIANYANG, P. R. CHINA	ASIA PACIFIC	47 030	-0,4	13,7	-	-	-
48	-5	YYZ	TORONTO, ONTARIO-PEARSON, CANADA	NORTH AMERICA	46 622	-7,3	4,2	-1,9	2,4	2,3
49	5	BOG	BOGOTA, COLOMBIA	LATIN AMERICA & CARIBBEAN	45 798	32,2	16,0	-1,3	0,9	-
50	-15	MEX	MEXICO CITY, MEXICO	LATIN AMERICA & CARIBBEAN	45 359	-9,8	-6,2	-3,6	-0,3	-4,1



7 MAIN AIRLINES' CURRENT AND PLANNED FLEETS BY REGION

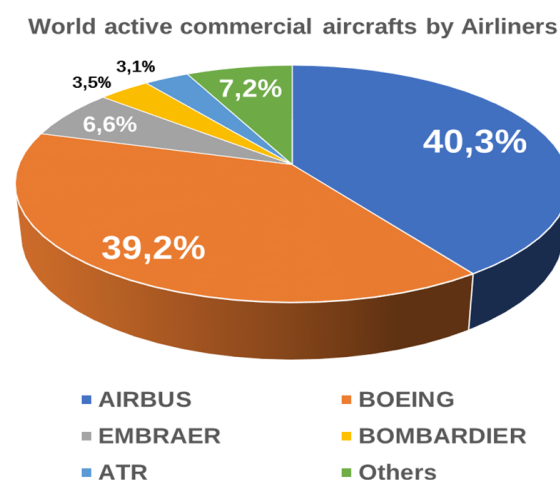
The number of commercial aircraft in operation continues to grow, increasing by +3.9% in 2025 compared with 2024, adding 1130 aircraft to the global fleet.

Having moved into first place in the global breakdown, Airbus widens the gap with its American rival, accounting for 40.3% of the global commercial fleet in circulation. Boeing remains in second place, with a share comparable to last year (+0.1%).

As for the smaller manufacturers, the trend remains largely downward, especially for the smallest companies, whose share of the market is shrinking year by year. As for Embraer, Bombardier and ATR, their figures are similar to last year.

	04/2025	04/2024	25/24 %
Number of aircraft *	29,778	28,648	3.9%

* based on 673 airlines fleets



In the following pages you will find the detailed fleets of the main airlines by regions. The airlines classified by region :

AFRICA & MIDDLE-EAST	ASIA-PACIFIC	EUROPE
TURKISH AIRLINES EMIRATES AL ETHIOPIAN AL QATAR AW SAUDIA	CHINA SOUTHERN AL AIR CHINA CHINA EASTERN AL HAINAN AL INDIGO AL	AIR FRANCE LUFTHANSA RYANAIR BRITISH AW (BA) EASYJET AL
LATIN AMERICA & CARIBBEAN	NORTH AMERICA	
AZULU LINHAS AEREAS LATAM AL BRESIL VOLARIS GOL TRANSPORTES AVIANCA	AMERICAN AL DELTA AIRLINES SKYWEST AL SOUTHWEST AL UNITED AL	

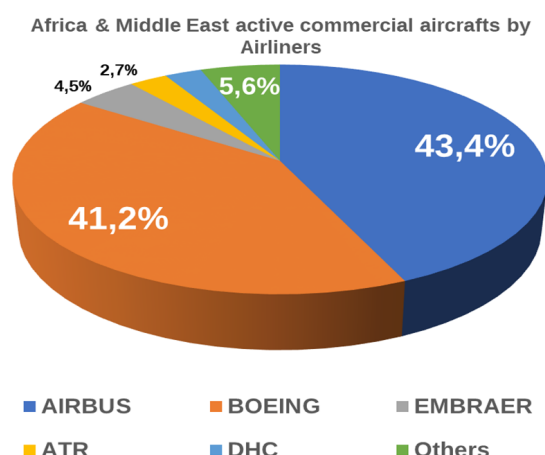
Sources : FRACS Air transport data, ACI



8 AFRICA & MIDDLE EAST

In the Africa & Middle East region, the number of aircraft in service has risen by +3.0% since April 2024.

After a neck-and-neck year in 2024, the gap is widening between the two largest manufacturers in the region. While the region has so far been dominated by Boeing, Airbus now has the largest share of the regional fleet, with more and more aircraft in service in Africa & the Middle East.



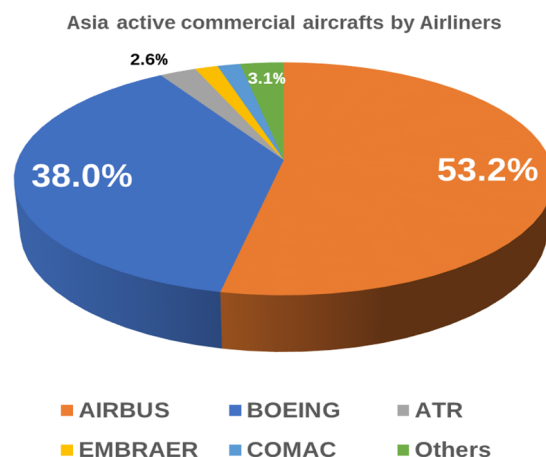
Airline	Model	In Serv.	Ord/Opt.
TURKISH AIRLINES (TK)	A310	3	
	A320	139	210
	A330	59	
	A350	24	86
	B737	80	35
	B777	41	4
	B787	23	9
Total TURKISH AL		369	344
EMIRATES (EK)	A320	1	
	A350	2	63
	A380	118	
	B747	3	
	B777	140	223
	B787		30
Total EMIRATES		264	316
QATAR AIRWAYS (QR)	A320	30	50
	A330	10	
	A350	58	18
	A380	10	
	B737	2	25
	B777	92	94
	B787	49	12
Total QATAR AW		251	199

Airline	Model	In Serv.	Ord/Opt.
SAUDIA (SV)	A320	63	118
	A330	35	2
	B747	3	
	B777	54	
	B787	21	39
Total SAUDIA		176	159
ETHIOPIAN AIRLINES (ET)	A350	23	12
	B737	30	34
	B767	5	
	B777	21	10
	B787	29	11
Q400	29		
Total ETHIOPIAN AL		137	67

9 ASIA-PACIFIC

In Asia-Pacific, the number of aircraft in service rose by +3.5%, bearing in mind that 2024 had already been a year of growth for the region's airlines, with an increase of +7.7% reported between 2023 and 2024. Despite a lesser impact of Boeing's delivery problems in the region, Airbus aircraft still account for the majority of the commercial fleet.

COMAC, and more specifically the C919 (designed to be a direct competitor to the A320 and B737), is registering a large number of orders despite its still limited production capacity and a lack of certification to fly outside China, for the time being.



Airline	Model	In Serv.	Ord/Opt.
CHINA SOUTHERN AL (CZ)	A320	320	84
	A330	29	
	A350	20	
	B737	203	27
	B777	23	
	B787	28	2
	C909	33	2
	C919	3	102
	Total CHINA SOUTHERN AL		659
AIR CHINA (CA)	A320	214	61
	A330	47	
	A350	30	
	B737	129	14
	B747	9	
	B777	28	
	B787	14	
	C909	33	2
	C919	3	102
Total AIR CHINA		507	179

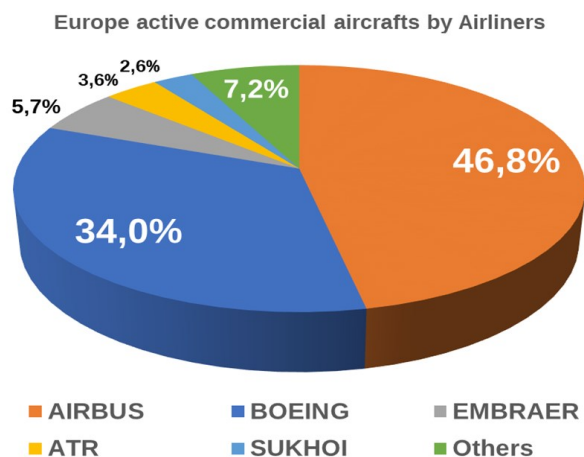
Airline	Model	In Serv.	Ord/Opt.
CHINA EASTERN AL (MU)	A320	313	86
	A330	55	
	A350	20	
	B737	25	7
	B777	20	
	B787		1
	C909	24	11
	C919	10	100
	Total CHINA EASTERN AL		467
INDIGO (6E)	A320	370	903
	A350		30
	B737	11	2
	B777	2	1
	B787		1
	ATR72	47	2
	Total INDIGO		430
HAINAN AIRLINES (HU)	A320	7	8
	A330	27	1
	B737	151	10
	B787	38	
	C909		40
	C919		21
Total HAINAN AL		223	80



10 EUROPE

At the start of 2025, Europe is the region with the highest proportion of new aircraft in service, with an increase of +8.9% on last year. As in Asia-Pacific, this region is less affected by the American manufacturer’s delivery problems, with a majority of Airbus aircraft making up the local commercial fleet.

The major European low-cost airlines are placing a large number of orders in 2025 in the region, a sign of steadily increasing activity.



Airline	Model	In Serv.	Ord/Opt.
AIR FRANCE (AF)	A220	41	19
	A320	67	
	A330	13	
	A350	35	10
	A380	3	
	B777	63	
	B787	10	
Total AIR FRANCE		232	29
LUFTHANSA (LH)	A320	180	43
	A330	9	
	A340	34	
	A350	33	34
	A380	8	
	B747	27	
	B777		20
B787	5	29	
Total LUFTHANSA		296	126

Airline	Model	In Serv.	Ord/Opt.
RYANAIR (FR)	B737	320	183
Total RYANAIR		320	183
BRITISH AIRWAYS (BA)	A320	120	17
	A350	18	
	A380	12	
	B777	59	18
	B787	41	7
Total BRITISH AIRWAYS		250	42
EASYJET (U2)	A320	186	240
Total EASYJET		186	240

Sources : FRACS Air transport data, ACI



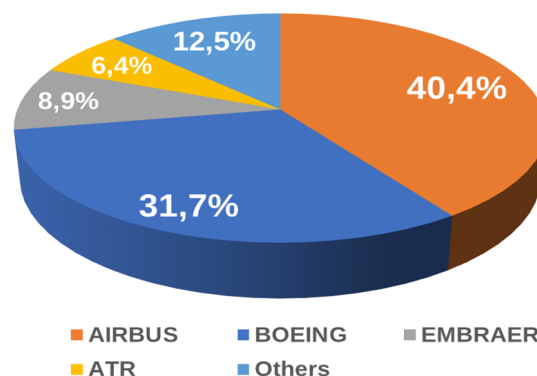
11 LATIN AMERICA & CARIBBEAN

In Latin America & Caribbean, the regional fleet grew by +6.3% year-on-year.

In this region too, Airbus is widening the gap with Boeing, with over 2% more than Boeing in the local breakdown. This trend is set to continue over the coming years.

Currently, more than two out of every three aircraft ordered are A320s or 321 Neos. Boeing, all models combined, accounts for less than a fifth of orders in the region.

Latin America active commercial aircrafts by Airlines



Airline	Model	In Serv.	Ord/Opt.
AZUL (AD)	A320	59	23
	A330	13	7
	B737	1	
	B767		1
	ATR72	40	5
	EMB195	76	48
Total AZUL		189	84
LATAM AL BRAZIL (JJ)	A320	142	23
	B777	10	
	B787	12	
Total LATAM AL BR		320	183

Airline	Model	In Serv.	Ord/Opt.
GOL (G3)	B737	137	80
Total GOL		137	80
VOLARIS (Y4)	A320	136	131
Total VOLARIS		136	131
AVIANCA (AV)	A320	106	86
	A330	2	1
	B787	16	
Total AVIANCA		124	87

Sources : FRACS Air transport data, ACI



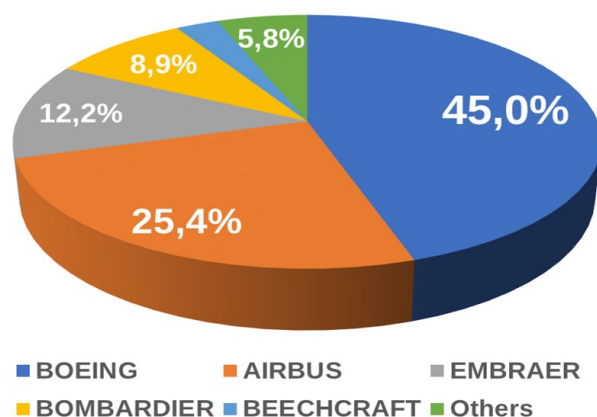
12 NORTH AMERICA

North America, the cradle of Boeing, is the region with the lowest fleet growth (+1.2%), particularly after major investments by US airlines in large aircraft orders in previous years.

The most ordered model in the region remains the Boeing 737 Max in its many variants. US airlines currently account for over 40% of total B737 orders, according to the manufacturer’s backlog.

Despite commercial tensions, Airbus is progressing slightly progress in the region. In particular, the A320 order book from US airlines is on a par with European orders.

North America active commercial aircrafts by Airlines



Airline	Model	In Serv.	Ord/Opt.
DELTA AIR LINES (DL)	A220	73	72
	A320	311	86
	A330	74	7
	A350	35	29
	B717	95	
	B737	240	100
	B757	126	
	B767	63	
	CRJ700	3	
	CRJ200	13	
Total DELTA AL		1033	294
UNITED AIRLINES (UA)	A320	189	183
	A350		45
	B737	521	321
	B757	61	
	B767	53	
	B777	96	
	B787	74	147
	CRJ700	4	
Total UNITED AL		998	696

Airline	Model	In Serv.	Ord/Opt.
AMERICAN AIRLINES (AA)	A320	482	147
	A330	10	
	B737	369	149
	B777	67	
	B787	59	30
	EMB145	1	
	CRJ900		1
	Total AMERICAN AL		988
SOUTHWEST AIRLINES (WN)	B737	795	478
Total SOUTHWEST AL		795	478
SKYWEST AIRLINES (OO)	B737	97	21
	B787	22	
Total SKYWEST AL		119	21

Sources : FRACS Air transport data, ACI



13 AIRLINERS' ORDERS AND DELIVERIES 2024

For manufacturers, the first quarter of 2025 was rich in new orders, with a similar increase for Airbus and Boeing of 110 aircraft on order. For Airbus, strong demand for the A320 stabilized the order book, despite lower demand for the A350. Regarding Boeing, the increase was more generalized across the aircraft range, with the exception of the B767.

In terms of deliveries, a slight drop compared with the previous quarter is noteworthy for both major manufacturers. As with orders, the decline is similar between the two rivals, at -6 aircraft.

Deliveries	Q1 2024	Q1 2025	Q1 25/24 Variation	2024
Airbus	142	136	-6	766
Boeing	83	77	-6	348
Embraer	7	7	0	73
ATR	n.a.	n.a.	-	35
Comac	n.a.	n.a.	-	48

Orders	Q1 2024	Q1 2025	Q1 25/24 Variation	2024
Airbus	170	280	110	878
Boeing	131	241	110	569
Embraer	90	0	-90	118
ATR	n.a.	n.a.	-	56
Comac	n.a.	n.a.	-	n.a.

Deliveries	Deliveries	Q1 2024	Q1 2025	Q1 25/24 Variation	2024
Airbus	A220	12	17	5	75
	A320	116	106	-10	602
	A330	7	4	-3	32
	A350	7	9	2	57
Boeing	B737	67	53	-14	265
	B767	3	3	0	18
	B777	0	7	7	14
	B787	13	14	1	51
Embraer	EMB170	0	0	0	0
	EMB175	3	4	1	26
	EMB190	0	0	0	11
	EMB195	4	3	-1	36
ATR	ATR-42	n.a.	n.a.	-	35
	ATR-72	n.a.	n.a.	-	
Comac	C909	n.a.	n.a.	-	35
	C919	n.a.	n.a.	-	13

Orders	Type	Q1 2024	Q1 2025	Q1 25/24 Variation	2024
Airbus	A220	1	0	-1	18
	A320	95	233	138	636
	A330	3	10	7	82
	A350	71	37	-34	142
Boeing	B737	98	135	37	417
	B767	0	0	0	23
	B777	29	53	24	66
	B787	4	53	49	63
Embraer	EMB170	0	0	0	0
	EMB175	90	0	-90	90
	EMB190	-1	0	1	17
	EMB195	1	0	-1	11
ATR	ATR-42	n.a.	n.a.	-	56
	ATR-72	n.a.	n.a.	-	
Comac	C909	n.a.	n.a.	-	n.a.
	C919	n.a.	n.a.	-	300

OUR DATABASES AND SERVICES

We are grateful for your reading and your interest. Don't miss our upcoming issue next July 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 ASSEMAT**, **Morgan SIMORRE** and **Clémence CHAMBAUD** to get a personal solution to your needs.

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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-pairs for over 200 countries and 2500 airports world-wide since 1970.
- Traffic, financial and fleets detailed information for 600 airlines throughout the world since 1980.

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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.

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