

FRANCE AVIATION
CIVILE SERVICES



AIR TRANSPORT

DATA BULLETIN

JULY 2026

**FIRST QUARTER
2026 RESULTS
AND MAIN
AIRLINES FLEETS**



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3 PUBLICATION OF OUR 2026 SURVEY

Dear Readers,

As every year since 1996, our annual survey on global air traffic aims to provide a precise, consolidated and verified overview of airport activity worldwide.

For this new edition, nearly 3,000 airports were contacted thanks to the active collaboration of their authorities, operators and managers. This work of collection, verification and cross-checking forms the foundation of our approach: providing our clients with reliable, sourced and comparable data, enabling them to analyse the evolution of air traffic on a global scale.

While the methodology remains faithful to the standards that have structured this survey for nearly thirty years, our work is also part of an ongoing modernisation process. The gradual improvement of our data collection, archiving and processing tools aims to strengthen the quality and readability of the information made available.

Beyond the figures themselves, this survey also makes it possible to identify the major trends that shaped the year: regional recompositions, the consolidation of certain hubs, the gradual recovery of several markets, and the evolving balance between the world's leading airport platforms.



A detailed version of the survey is now available.

In addition, we offer a dedicated post-publication support service, including the possibility to submit customised requests in order to refine your interpretation of the results or obtain targeted data extracts according to your needs.

To order your copy of the annual survey or to find out more, please do not hesitate to contact us at the following address:

atd@fracs.aero

Wishing you a pleasant summer,

The ATD Team

SINCE **1996**

3000 CONTACTED AIRPORTS

CONTACT US AT:

ATD@FRACS.AERO





FIRST QUARTER 2026 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 2026 results with 2026/2025 comparison
- Main airlines current fleets (in April 2026) with planned orders and options
- Top 50 airports by number of passengers carried in Q1 2026
- Airliners Q1 2026 orders and deliveries with 2026/2025 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 - 2025](#)

Summary

1 - Main Airlines' traffic Q1 2026

2 - Main Airports' traffic Q1 2026

3 - Main Airlines current and planned fleets (April 2026) by region

AFRICA &
MIDDLE EAST

ASIA-PACIFIC

EUROPE

LATIN AMERICA
& CARIBBEAN

NORTH
AMERICA

5 - Airliners' Orders and Deliveries Q1 2026

6 - Our Databases and Services

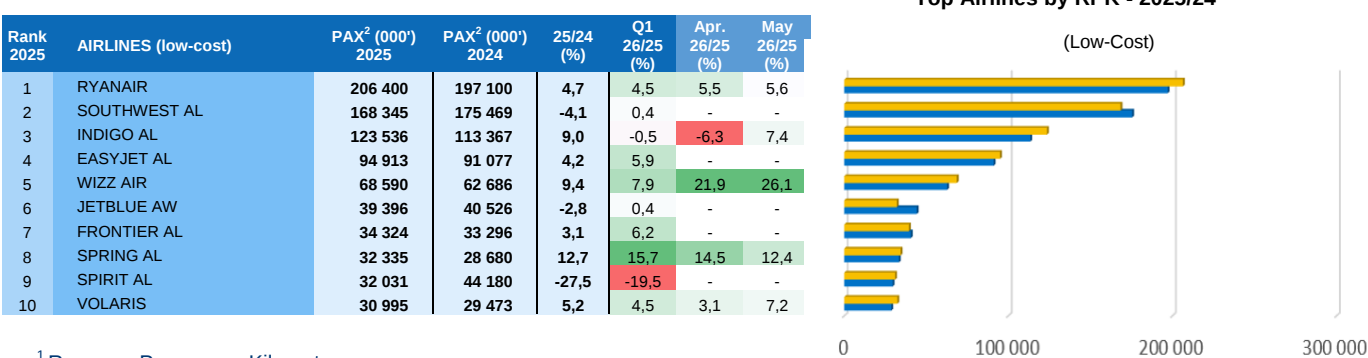
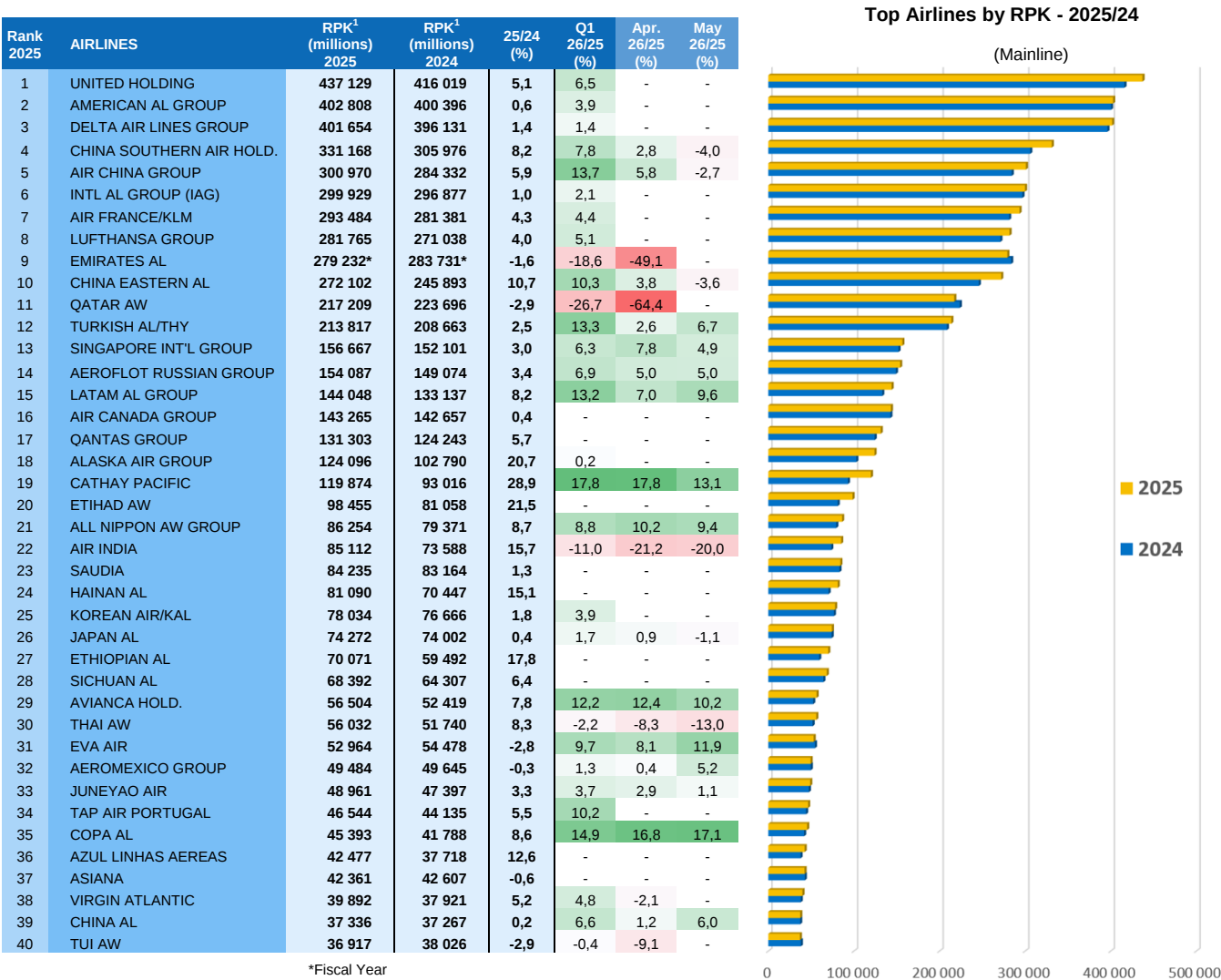


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MAIN AIRLINES'

TRAFFIC - Q1 2026

The first available results for the first quarter of 2026 confirm an overall positive trend for the majority of major airlines. Several carriers show particularly strong momentum, such as Cathay Pacific (+17.8%), Copa Airlines (+14.9%) and Air China (+13.7%). Major European and North American groups recorded more moderate increases, including United (+6.5%), Lufthansa (+5.1%), Air France-KLM (+4.4%), American Airlines (+3.9%) and IAG (+2.1%). However, the impact of the conflicts in the Middle East can be observed, particularly among Gulf carriers such as Qatar Airways (-26.7%) and Emirates (-18.6%).



¹ Revenue Passenger-Kilometers

² Passengers carried

Sources : FRACS Air transport data

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MAIN AIRPORTS'

TRAFFIC - Q1 2026

In the first quarter of 2026, the trend observed over recent months continued, with traffic growth recorded by the majority of the world's major airports. The recovery of the Asian region remains the clearest dynamic, with all airports in the region posting growth, driven in particular by Kuala Lumpur (+12.4%) and Beijing-Capital (+9.3%).

In the Africa/Middle East region, which has been strongly affected by the geopolitical tensions of recent months, traffic at Dubai and Doha airports was significantly impacted.

In Europe, the main hubs maintained moderate growth during the first quarter, with London-Heathrow (+3.7%), Istanbul (+6.4%) and Madrid (+4.3%), despite some declines, such as Amsterdam (-3.1%).

Rank 2025	Rank Var.	Code IATA	AIRPORTS	REGION	PAX (000) 2025	25/19 (%)	25/24 (%)	Q1 26/25 (%)	Apr. 26/25 (%)	May. 26/25 (%)
1	0	ATL	ATLANTA, GEORGIA, USA	NORTH AMERICA	106 301	-3,8	-2,0	0,1	0,7	-1,1
2	0	DXB	DUBAI, U. A. EMIRATES	AFRICA & MIDDLE EAST	95 143	10,1	3,0	-20,6	-56,4	-
3	1	HND	TOKYO-HANEDA, JAPAN	ASIA PACIFIC	90 884	6,3	7,0	4,0	5,1	-
4	-1	DFW	DALLAS/FT. WORTH, USA	NORTH AMERICA	85 911	14,4	-2,0	-1,4	1,0	-0,5
5	5	PVG	SHANGHAI-PUDONG, P. R. CHINA	ASIA PACIFIC	84 940	11,5	11,0	7,0	3,1	-
6	2	ORD	CHICAGO, ILLINOIS-O'HARE, USA	NORTH AMERICA	84 814	0,5	6,0	8,2	9,7	-
7	-2	LHR	LONDON-HEATHROW, ENGLAND UK	EUROPE	84 463	4,4	1,0	3,7	-5,3	-1,2
8	-1	IST	ISTANBUL, TURKEY	EUROPE	84 457	60,6	6,0	6,4	-5,7	2,3
9	3	CAN	GUANGZHOU-BAIYUN, P. R. CHINA	ASIA PACIFIC	83 582	13,9	9,0	12,4	6,9	-
10	-4	DEN	DENVER, COLORADO, USA	NORTH AMERICA	82 428	19,4	0,0	1,3	1,5	-
11	-2	DEL	DELHI, INDIA	ASIA PACIFIC	78 148	14,1	0,0	2,7	-0,3	14,7
12	1	ICN	SEOUL-INCHEON, REPUBLIC OF KOREA	ASIA PACIFIC	74 115	4,1	4,0	6,9	9,5	5,4
13	-2	LAX	LOS ANGELES, CALIFORNIA, USA	NORTH AMERICA	73 716	-16,3	-4,0	0,5	-3,1	-2,5
14	0	CDG	PARIS-DE GAULLE, FRANCE	EUROPE	73 224	-3,8	4,0	0,2	0,0	3,2
15	1	PEK	BEIJING-CAPITAL, P. R. CHINA	ASIA PACIFIC	70 764	-29,2	5,0	9,3	5,3	-3,1
16	-1	SIN	SINGAPORE, SINGAPORE	ASIA PACIFIC	69 980	2,5	3,0	2,3	-0,9	-2,4
17	0	AMS	AMSTERDAM, NETHERLANDS	EUROPE	68 771	-4,1	3,0	-3,1	2,7	-
18	0	MAD	MADRID, BARAJAS, SPAIN	EUROPE	68 179	10,5	3,0	4,3	3,3	4,8
19	3	SZX	SHENZHEN-BAO'AN, P. R. CHINA	ASIA PACIFIC	66 485	25,6	8,0	5,9	2,7	-
20	6	KUL	KUALA LUMPUR, MALAYSIA	ASIA PACIFIC	63 299	1,6	10,0	14,3	0,9	-
21	0	FRA	FRANKFURT, GERMANY	EUROPE	63 189	-10,4	3,0	2,3	-11,0	-
22	-2	BKK	BANGKOK-SUVANNABHU, THAILAND	ASIA PACIFIC	62 902	-3,9	1,0	5,7	1,0	-0,3
23	-4	JFK	NEW YORK, JF. KENNEDY, USA	NORTH AMERICA	62 630	0,0	-1,0	-3,7	-5,3	-
24	8	HKG	HONG KONG, HONG KONG	ASIA PACIFIC	61 045	-14,7	15,0	14,3	8,9	10,0
25	0	MCO	ORLANDO, FLORIDA-INTL, USA	NORTH AMERICA	57 669	13,8	1,0	4,1	5,2	-
26	2	BCN	BARCELONA, SPAIN	EUROPE	57 483	9,2	5,0	4,1	4,1	6,4
27	2	TFU	CHENGDU-TIANFU, P. R. CHINA	ASIA PACIFIC	56 687	0,0	3,0	-	-	-
28	2	BOM	MUMBAI, INDIA	EUROPE	55 492	17,9	-1,0	-1,4	-11,4	-
29	-2	MIA	MIAMI, FLORIDA, USA	NORTH AMERICA	55 278	20,4	0,0	-0,3	-2,0	0,5
30	-6	LAS	LAS VEGAS, NEVADA-MCCARRAN, USA	NORTH AMERICA	54 987	6,4	-6,0	-5,1	-7,1	-
31	0	CGK	JAKARTA-SOEKARNO-HATTA, INDONESIA	ASIA PACIFIC	54 941	0,8	3,0	5,5	-10,4	-
32	4	SFO	SAN FRANCISCO, CALIFORNIA, USA	NORTH AMERICA	54 533	-4,9	4,0	3,4	1,1	-
33	0	DOH	DOHA, QATAR	AFRICA & MIDDLE EAST	54 351	40,1	3,0	-25,9	-66,5	-
34	4	PKX	BEIJING-DAXING, P. R. CHINA	ASIA PACIFIC	53 619	0,0	8,0	-	-	-
35	-12	CLT	CHARLOTTE, NORTH CAROLINA, USA	NORTH AMERICA	53 574	6,8	-9,0	-9,8	-4,9	-
36	3	JED	JEDDAH, SAUDIA ARABIA	AFRICA & MIDDLE EAST	53 400	42,2	9,0	-	-	-
37	-3	SEA	SEATTLE/TACOMA, WASHINGTON, USA	NORTH AMERICA	52 699	1,7	0,0	0,9	-2,6	1,4
38	-1	MNL	MANILA, PHILIPPINES	ASIA PACIFIC	52 108	8,8	4,0	-	-	-
39	-4	PHX	PHOENIX, ARIZONA-SKY HARBOR, USA	NORTH AMERICA	51 605	11,5	-1,0	2,3	-1,5	-
40	1	FCO	ROME-DA VINCI, ITALY	EUROPE	51 285	17,8	5,0	0,4	-0,1	-
41	3	HGH	HANGZHOU, P. R. CHINA	ASIA PACIFIC	50 459	25,8	16,0	5,5	2,3	-
42	3	SHA	SHANGHAI-HONGQIAO, P. R. CHINA	ASIA PACIFIC	50 101	9,8	4,0	4,3	2,9	-
43	-1	CKG	CHONGQING-JIANGBEI, P. R. CHINA	ASIA PACIFIC	50 095	11,8	-6,0	3,8	0,9	-
44	2	KMG	KUNMING-WUJIABA, P. R. CHINA	ASIA PACIFIC	49 702	3,4	5,0	3,7	-	-
45	2	XIY	XI AN-XIANYANG, P. R. CHINA	ASIA PACIFIC	48 536	2,8	3,0	-	-	-
46	11	SAW	IST - SABIHA GOKCEN, TURKEY	EUROPE	48 421	36,5	17,0	12,4	-3,4	2,9
47	-4	IAH	HOUSTON, TEXAS-INTERCONT, USA	NORTH AMERICA	48 131	7,0	-1,0	1,6	-	-
48	3	TPE	TAIPEI, TAIWAN	ASIA PACIFIC	47 796	-1,8	6,0	12,2	8,1	7,9
49	4	GRU	SAO - GUARULHOS, BRAZIL	LATIN AMERICA & CARIBBEAN	47 186	9,3	8,0	8,1	-1,9	2,6
50	-2	YYZ	TORONTO-PEARSON, CANADA	NORTH AMERICA	47 100	-6,7	1,0	4,2	2,4	-

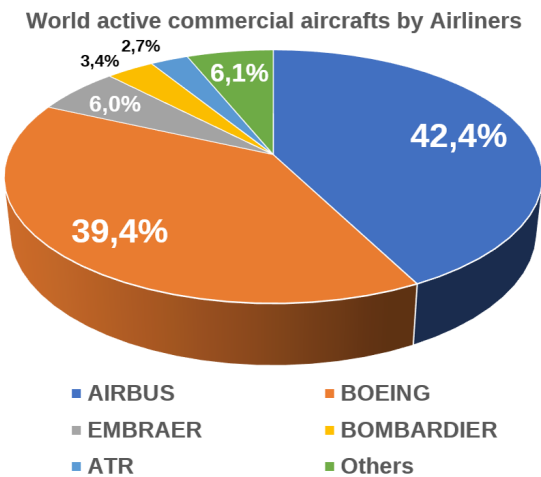
7 MAIN AIRLINES' CURRENT AND PLANNED FLEETS BY REGION (2026)

At the global level, the commercial fleet in operation remains largely structured around the Airbus-Boeing duopoly, which together accounts for nearly 80% of aircraft in service.

Airbus is strengthening its lead in the overall distribution, representing 42.4% of the global fleet, ahead of Boeing at 39.4%. The gap between the two competitors is tending to stabilise, supported by the recovery in Boeing deliveries and a slight slowdown at Airbus.

Behind them, the Brazilian manufacturer Embraer holds third place, ahead of Bombardier and ATR, whose respective shares remain more limited.

The other manufacturers, grouped here under the “Others” category, account for 8.4% of the total, illustrating the residual diversity of the market beyond the leading aircraft manufacturers.



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
EMIRATES AL ETHIOPIAN AL ETIHAD AW QATAR AW SAUDIA	AIR CHINA CHINA EASTERN AL CHINA SOUTHERN AL HAINAN AL INDIGO AL	AIR FRANCE BRITISH AW (BA) LUFTHANSA RYANAIR TURKISH AL
LATIN AMERICA & CARIBBEAN		NORTH AMERICA
AEROMEXICO AZULU LINHAS AEREAS COPA AL GOL TRANSPORTES LATAM AL BRESIL		AMERICAN AL DELTA AIRLINES SKYWEST AL SOUTHWEST AL UNITED AL

Sources : FRACS Air transport data, ACI

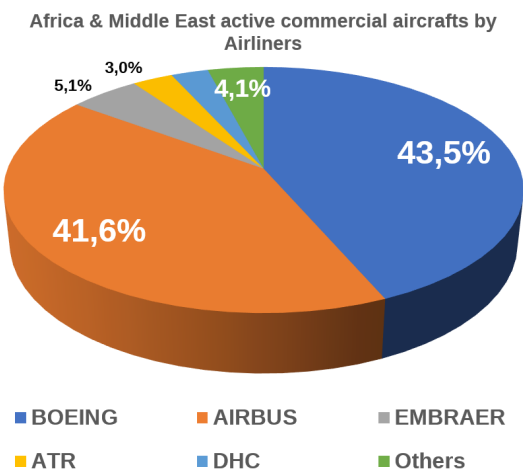
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AFRICA
& MIDDLE-EAST

In the Africa & Middle East region, the commercial fleet in service appears to be relatively evenly split between the two main manufacturers.

Boeing’s slight advantage notably reflects the weight of the major Gulf and East African carriers, whose long-haul fleets rely heavily on the B777 and B787 families, while maintaining a significant presence of Airbus aircraft.

The other manufacturers occupy a more limited but still significant position, with Embraer, ATR and De Havilland mainly represented on regional and short-haul segments.



Airline	Model	In Serv.	Ord/Opt.
EMIRATES (EK)	B747	5	
	B777	139	285
	B787		30
	A319	1	
	A350	16	57
	A380	110	4
Total EMIRATES		271	372
ETHIOPIAN AIRLINES (ET)	B737 Max	22	48
	B737 NG	13	
	B767	2	
	B777	23	8
	B787	28	20
	A350	26	17
	ATR 72		2
	DHC-6		2
	DHC-8	28	
Total ETHIOPIAN AL		142	97
ETIHAD AIRWAYS (EY)	B777	15	27
	B787	49	29
	A320	20	
	A321	25	33
	A330	2	15
	A350	10	27
	A380	7	
Total ETIHAD AW		128	131

Airline	Model	In Serv.	Ord/Opt.
QATAR AIRWAYS (QR)	B777	92	216
	B787	58	159
	A320	27	
	A321	2	50
	A330	13	
	A350	62	14
	A380	8	
Total QATAR AW		262	439
SAUDIA (SV)	B747	4	
	B777	43	
	B787	21	39
	A318	1	
	A320	37	35
	A321	26	116
	A330	35	
TOTAL SAUDIA		167	190

Sources : FRACS Air transport data, ACI



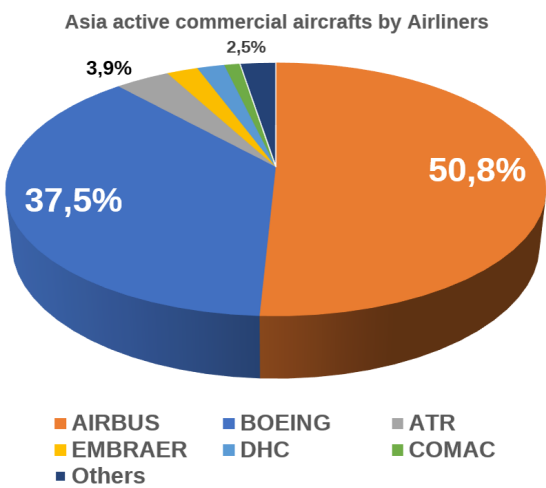
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ASIE-PACIFIQUE

In the Asia-Pacific region, the distribution of the commercial fleet shows a clear lead for Airbus, which accounts for more than half of the aircraft in service. This position is supported by the significant use of A320 family aircraft within the fleets of major Chinese and Indian carriers.

Boeing nevertheless retains an important share of regional fleets, through the use of B737 aircraft on medium-haul routes and B777 and B787 aircraft on long-haul services.

The regional landscape is also marked by the increasingly visible presence of Comac, mainly concentrated among Chinese airlines.



Airline	Model	In Serv.	Ord/Opt.
CHINA SOUTHERN AL (CZ)	B737 Max	42	23
	B737 NG	154	
	B777	22	
	B787	21	5
	A319	9	
	A320	166	5
	A321	176	40
	A330	22	
	A350	20	
	C909	35	1
	C919	9	96
Total CHINA SOUTHERN AL		676	170
HAINAN AIRLINES (HU)	B737 Max	26	7
	B737 NG	122	
	B787	34	
	A320	11	4
	A321	2	2
	A330	27	3
	C909		40
	C919		80
Total HAINAN AL		222	136
INDIGO (6E)	B737 Max	1	
	B737 NG	4	
	B777	2	
	B787	6	
	A320	171	232
	A321	160	616
	A350		60
	ATR 72	45	
Total INDIGO		389	908

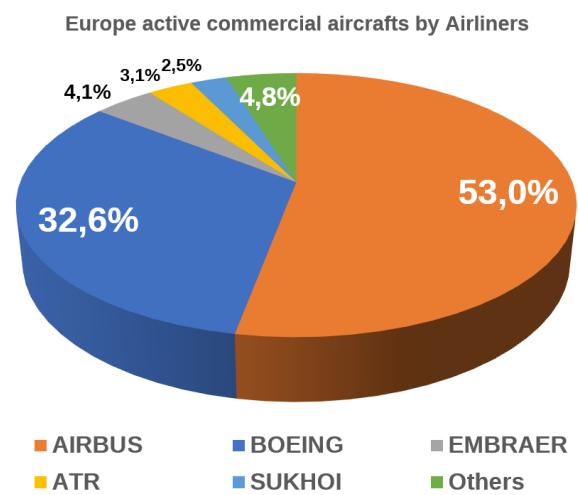
Airline	Model	In Serv.	Ord/Opt.
AIR CHINA (CA)	B737 Max	31	7
	B737 NG	101	
	B747	9	
	B777	28	
	B787	13	2
	A319	28	4
	A320	70	1
	A321	101	97
	A330	43	
	A350	28	
	C909	35	
	C919	9	96
Total AIR CHINA		496	207
CHINA EASTERN AL (MU)	B737 Max	2	5
	B737 NG	25	
	B777	20	
	B787	4	2
	A319	31	
	A320	255	17
	A321	99	41
	A330	55	
	A350	19	
	C909	31	4
	C919	14	96
Total CHINA EASTERN AL		555	165

Sources : FRACS Air transport data, ACI

10 EUROPE

In Europe, the distribution of the commercial fleet shows a clearly dominant position for Airbus, which accounts for more than half of the aircraft in service in the region. The European manufacturer is supported by the weight of A320 aircraft in the short- and medium-haul fleets of the region's main carriers, whether traditional airlines or some of the major low-cost players.

Boeing nevertheless retains an important position, driven in particular by the fleets of Ryanair, Turkish Airlines and British Airways. The other manufacturers occupy a more secondary role, mainly represented on regional segments or in more specific markets.



Airline	Model	In Serv.	Ord/Opt.
AIR FRANCE (AF)	B777	63	
	B787	10	
	A220	41	7
	A318	4	
	A319	1	
	A320	35	
	A321	11	
	A330	7	
	A350	41	5
Total AIR FRANCE		213	12
BRITISH AIRWAYS (BA)	B777	59	42
	B787	37	38
	A319	21	
	A320	79	4
	A321	20	2
	A350	18	18
	A380	12	
Total BRITISH AIRWAYS		246	104
RYANAIR (FR)	B737 Max	142	151
	B737 NG	198	
Total RYANAIR		340	151

Airline	Model	In Serv.	Ord/Opt.
LUFTHANSA (LH)	B747	26	
	B777	1	43
	B787	13	34
	A319	23	
	A320	69	41
	A321	58	7
	A330	7	
	A340	18	
	A350	31	58
	A380	8	
Total LUFTHANSA		254	183
TURKISH AIRLINES (TK)	B737 Max	24	30
	B737 NG	55	
	B747	1	
	B777	45	
	B787	26	87
	A310	1	
	A319	6	
	A320	10	
	A321	125	203
	A330	56	
	A350	33	77
Total TURKISH AL		382	397

Sources : FRACS Air transport data, ACI

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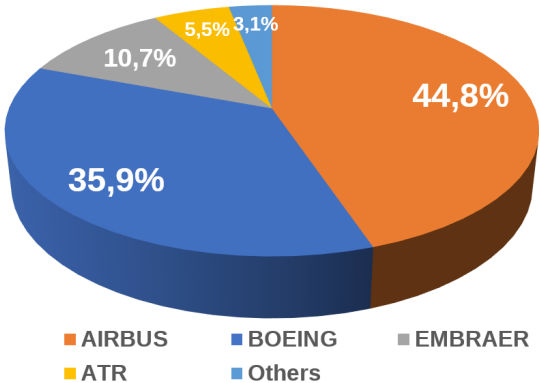
AMÉRIQUE LATINE
& CARAÏBES

As regards the Latin America & Caribbean region, the commercial fleet in service is more segmented than in other regions of the world. Airbus also ranks first among the aircraft operated by local carriers, notably through the use of medium-haul aircraft from the A320 family.

Boeing nevertheless retains a significant position, in particular through B737 aircraft operated by companies such as Aeromexico, Copa Airlines and GOL, as well as through the presence of long-haul aircraft within some major groups.

The region also stands out for the more visible representation of Embraer and ATR, particularly on regional routes.

Latin America active commercial aircrafts by Airliners



Airline	Model	In Serv.	Ord/Opt.
AEROMEXICO (AM)	B737 Max	73	1
	B737 NG	34	
	B787	23	1
Total AEROMEXICO		130	2
AZUL (AD)	B767	2	
	B777	1	
	A320	47	3
	A321	8	18
	A330	10	7
	ATR 72	25	2
	E195	56	52
Total AZUL		149	82

Airline	Model	In Serv.	Ord/Opt.
COPA AIRLINES (CM)	B737 Max	48	21
	B737 NG	66	
Total COPA AL		114	21
GOL (G3)	B737 Max	59	74
	B737 NG	83	
Total GOL		142	74
LATAM AIRLINES BR. (LA)	B777	10	
	B787	12	
	A319	18	
	A320	82	3
	A321	47	13
Total LATAM AL BR		169	16

Sources : FRACS Air transport data, ACI

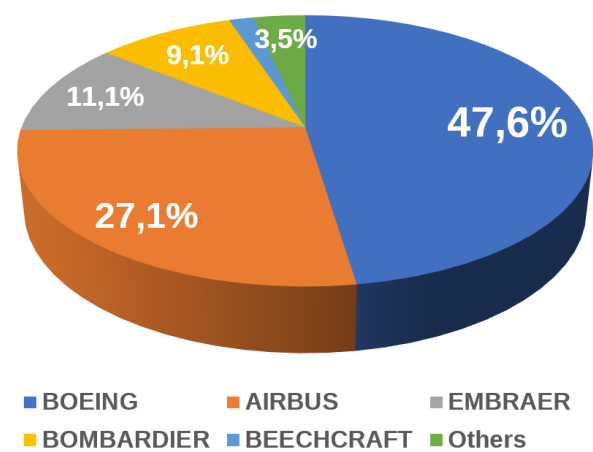


12 AMÉRIQUE DU NORD

North America differs from the other regions studied through a fleet structure more strongly shaped by the needs of the U.S. domestic market and the importance of major connecting networks. In this context, Boeing plays a central role, particularly thanks to the various generations of B737 aircraft widely used on domestic and continental routes.

Airbus nevertheless remains firmly established, notably through A320 family aircraft, which are operated by several major North American carriers.

North America active commercial aircrafts by Airliners



Airline	Model	In Serv.	Ord/Opt.
AMERICAN AIRLINES (AA)	B737 Max	93	197
	B737 NG	303	
	B777	67	
	B787	70	47
	A319	131	
	A320	48	
	A321	304	149
Total AMERICAN AL		1016	393
DELTA AIR LINES (DL)	B171	76	
	B737 Max		130
	B737 NG	239	
	B757	90	
	B767	57	
	B787		30
	A220	72	76
	A319	54	
	A320	45	
	A321	206	137
	A330	81	16
	A350	40	49
	CRJ700	1	
Total DELTA AL		961	438

Airline	Model	In Serv.	Ord/Opt.
SKYWEST AIRLINES (OO)	CRJ100/200	76	
	CRJ700	121	
	CRJ900	38	
	E175	270	69
Total SKYWEST AL		505	69
SOUTHWEST AIRLINES (WN)	B737 Max	302	590
	B737 NG	496	
Total SOUTHWEST AL		798	590
UNITED AIRLINES (UA)	B737 Max	252	418
	B737 NG	326	
	B757	61	
	B767	53	
	B777	88	
	B787	81	240
	A319	66	
	A320	65	
	A321	60	192
	A350		45
	E175		19
Total UNITED AL		1052	914

Sources : FRACS Air transport data, ACI

13 AIRLINERS' ORDERS AND DELIVERIES Q1 2026

The beginning of 2026 highlights contrasting dynamics among the main aircraft manufacturers. Airbus stands out with a significant strengthening of its order book, with 408 aircraft recorded in the first quarter compared with 280 one year earlier, representing an increase of 128 units. Boeing, by contrast, experienced a marked commercial slowdown, with 161 orders compared with 241 in the first quarter of 2025, notably affected by the absence of B777 orders during the period.

In terms of deliveries, however, the picture is different: Airbus recorded a decrease of 22 aircraft delivered, mainly linked to the A320 family, while Boeing posted an increase of 13 deliveries, driven by the B737.

Deliveries	Q1 2026	Q1 2025	Q1 26/25 Variation	2025
Airbus	114	136	-22	793
Boeing	143	130	13	600
Embraer	10	7	3	78
ATR	n.d.	n.d.	-	32
Comac	4	6	-2	37

Orders	Q1 2026	Q1 2025	Q1 26/25 Variation	2025
Airbus	408	280	128	1000
Boeing	161	241	-80	1175
Embraer	21	0	21	194
ATR	n.d.	n.d.	-	60
Comac	n.d.	n.d.	-	10

Deliveries	Type	Q1 2026	Q1 2025	Q1 26/25 Variation	2025
Airbus	A220	19	17	2	93
	A320	81	106	-25	607
	A330	3	4	-1	36
	A350	11	9	2	57
Boeing	B737	114	105	9	447
	B767	6	5	1	30
	B777	8	7	1	35
	B787	15	13	2	88
Embraer	EMB170	0	0	0	0
	EMB175	6	4	2	34
	EMB190	1	0	1	6
	EMB195	3	3	0	38
ATR	ATR-42	n.d.	n.d.	-	32
	ATR-72	n.d.	n.d.	-	
Comac	C909	1	5	-4	21
	C919	3	1	2	16

Orders	Type	Q1 2026	Q1 2025	Q1 26/25 Variation	2025
Airbus	A220	20	0	20	49
	A320	336	223	103	656
	A330	17	10	7	102
	A350	35	37	-2	193
Boeing	B737	105	135	-30	601
	B767	6	0	6	15
	B777	0	53	-53	178
	B787	50	53	-3	381
Embraer	EMB170	0	0	0	0
	EMB175	0	0	0	60
	EMB190	-2	0	-2	15
	EMB195	23	0	23	119
ATR	ATR-42	n.d.	n.d.	-	60
	ATR-72	n.d.	n.d.	-	
Comac	C909	n.d.	n.d.	-	10
	C919	n.d.	n.d.	-	0

Source : FRACS Air transport data



OUR DATABASES AND SERVICES

We are grateful for your reading and your interest. Don't miss our upcoming issue next October 2026 !

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** 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-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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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.

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France Aviation Civile Services is the Expertise and Consultancy Office of the 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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