

Year	Month	Aircraft Type	Rank	Total aircraft hours	Total crew block hours	Number of utilized crew	Utilized crew Productivity	Number of Pay-audit crew	Pay-audit crew Productivity	Total Absenteeism	Absenteeism per Day	Percentage of Absenteeism per Day
2017	Jan	A320	CA	17,924	19,382	333	58.2	378	51.3	568	19	5.68%
2017	Jan	A320	FO	17,924	18,363	308	59.6	400	45.9	192	6	2.08%
2017	Jan	A330	CA	6,197	7,017	141	49.8	160	43.9	285	10	6.74%
2017	Jan	A330	FO	6,197	5,655	130	43.5	140	40.4	388	13	9.92%
2017	Jan	B777	CA	18,302	29,335	378	77.6	425	69.0	568	19	5.00%
2017	Jan	B777	FO	18,302	25,891	370	70.0	416	62.2	574	19	5.16%
2017	Jan	B787	CA	1,434	1,737	50	34.7	55	31.6	203	7	13.60%
2017	Jan	B787	FO	1,434	1,304	34	38.4	40	32.6	215	7	21.18%
2017	Feb	A320	CA	16,455	17,827	339	52.6	389	45.8	642	21	6.31%
2017	Feb	A320	FO	16,455	16,067	274	58.6	403	39.9	227	8	2.77%
2017	Feb	A330	CA	6,128	6,896	148	46.6	166	41.5	333	11	7.50%
2017	Feb	A330	FO	6,128	5,702	121	47.1	137	41.6	272	9	7.52%
2017	Feb	B777	CA	15,278	24,734	375	66.0	417	59.3	630	21	5.60%
2017	Feb	B777	FO	15,278	21,771	370	58.8	407	53.5	571	19	5.14%
2017	Feb	B787	CA	1,309	1,736	50	34.7	55	31.6	316	11	21.00%
2017	Feb	B787	FO	1,309	1,303	35	37.2	40	32.6	117	4	11.14%
2017	Mar	A320	CA	18,370	20,349	332	61.3	386	52.7	766	26	7.68%
2017	Mar	A320	FO	18,370	17,571	302	58.2	403	43.6	273	9	3.01%
2017	Mar	A330	CA	7,035	8,256	144	57.3	165	50.0	301	10	6.94%
2017	Mar	A330	FO	7,035	6,540	126	51.9	137	47.7	313	10	8.25%
2017	Mar	B777	CA	16,964	27,365	358	76.4	416	65.8	811	27	7.54%
2017	Mar	B777	FO	16,964	24,894	362	68.8	402	61.9	563	19	5.19%
2017	Mar	B787	CA	1,364	2,056	48	42.8	55	37.4	248	8	17.29%
2017	Mar	B787	FO	1,364	1,016	34	29.9	40	25.4	81	3	7.94%
2017	April	A320	CA	18,282	19,801	303	65.3	374	52.9	794	27	8.75%
2017	April	A320	FO	18,282	17,553	309	56.8	420	41.8	287	10	3.11%
2017	April	A330	CA	7,163	8,716	154	56.6	182	47.9	296	10	6.43%
2017	April	A330	FO	7,163	7,140	125	57.1	142	50.3	370	12	9.84%
2017	April	B777	CA	16,840	26,087	359	72.7	411	63.5	700	23	6.49%
2017	April	B777	FO	16,840	24,053	354	67.9	401	60.0	516	17	4.86%
2017	April	B787	CA	1,351	1,869	57	32.8	68	27.5	239	8	14.04%
2017	April	B787	FO	1,351	1,111	39	28.5	43	25.8	130	4	11.03%
2017	May	A320	CA	18,679	20,249	342	59.2	388	52.2	632	21	6.17%
2017	May	A320	FO	18,679	18,287	297	61.6	413	44.3	301	10	3.37%
2017	May	A330	CA	8,433	9,672	147	65.8	177	54.6	291	10	6.60%
2017	May	A330	FO	8,433	7,728	129	59.9	145	53.3	391	13	10.08%
2017	May	B777	CA	16,046	25,291	365	69.3	401	63.1	426	14	3.89%
2017	May	B777	FO	16,046	23,264	357	65.2	392	59.3	572	19	5.35%
2017	May	B787	CA	2,155	3,764	63	59.7	71	53.0	142	5	7.46%
2017	May	B787	FO	2,155	2,267	39	58.1	43	52.7	109	4	9.23%
2017	June	A320	CA	16,683	18,906	321	58.9	387	48.9	668	22	6.95%
2017	June	A320	FO	16,683	17,117	331	51.7	436	39.3	369	12	3.72%
2017	June	A330	CA	7,872	9,613	158	60.8	192	50.1	276	9	5.82%
2017	June	A330	FO	7,872	8,350	127	65.7	143	58.4	466	16	12.20%
2017	June	B777	CA	14,849	22,582	340	66.4	391	57.8	637	21	6.24%
2017	June	B777	FO	14,849	21,217	333	63.7	383	55.4	623	21	6.25%
2017	June	B787	CA	1,215	4,097	70	58.5	82	50.0	217	7	10.29%
2017	June	B787	FO	1,215	2,570	47	54.7	49	52.4	105	4	7.45%
2017	July	A320	CA	17,794	19,596	331	59.2	403	48.6	759	25	7.64%
2017	July	A320	FO	17,794	18,090	329	55.0	444	40.7	286	10	2.89%
2017	July	A330	CA	9,336	10,091	168	60.1	193	52.3	244	8	4.82%
2017	July	A330	FO	9,336	8,869	135	65.7	144	61.6	385	13	9.48%
2017	July	B777	CA	15,153	24,039	339	70.9	385	62.4	682	23	6.70%
2017	July	B777	FO	15,153	22,344	316	70.7	363	61.6	663	22	6.99%
2017	July	B787	CA	2,814	4,576	83	55.1	90	50.8	158	5	6.39%
2017	July	B787	FO	2,814	2,815	48	58.6	53	53.1	101	3	7.08%
2017	Aug	A320	CA	17,928	19,851	334	59.4	393	50.5	525	18	5.24%

2017	Aug	A320	FO	17,928	18,788	319	58.9	443	42.4	210	7	2.19%
2017	Aug	A330	CA	10,108	10,724	166	64.6	197	54.4	266	9	5.36%
2017	Aug	A330	FO	10,108	9,632	134	71.9	156	61.7	255	9	6.34%
2017	Aug	B777	CA	16,698	26,730	349	76.6	383	69.8	751	25	7.16%
2017	Aug	B777	FO	16,698	25,422	334	76.1	363	70.0	597	20	5.96%
2017	Aug	B787	CA	3,376	5,626	78	72.1	93	60.5	159	5	6.79%
2017	Aug	B787	FO	3,376	3,600	47	76.6	52	69.2	120	4	8.51%
2017	Sep	A320	CA	17,138	19,309	325	59.4	387	49.9	624	21	6.40%
2017	Sep	A320	FO	17,138	17,230	384	44.9	446	38.6	334	11	2.89%
2017	Sep	A330	CA	9,287	9,910	164	60.4	197	50.3	415	14	8.41%
2017	Sep	A330	FO	9,287	9,086	148	61.4	164	55.4	369	12	8.31%
2017	Sep	B777	CA	15,573	24,988	325	76.9	382	65.4	866	29	8.89%
2017	Sep	B777	FO	15,573	23,634	315	75.0	358	66.0	629	21	6.67%
2017	Sep	B787	CA	3,419	6,067	74	82.0	94	64.5	237	8	10.68%
2017	Sep	B787	FO	3,419	4,250	48	88.5	57	74.6	133	4	9.17%
2017	Oct	A320	CA	16,676	19,826	306	64.8	382	51.9	609	20	6.63%
2017	Oct	A320	FO	16,676	16,381	396	41.4	455	36.0	922	31	7.75%
2017	Oct	A330	CA	8,103	8,818	165	53.4	194	45.5	271	9	5.45%
2017	Oct	A330	FO	8,103	8,665	151	57.4	176	49.2	499	17	10.99%
2017	Oct	B777	CA	12,205	19,325	328	58.9	381	50.7	652	22	6.62%
2017	Oct	B777	FO	12,205	18,624	305	61.1	350	53.2	689	23	7.54%
2017	Oct	B787	CA	3,054	5,407	80	67.6	100	54.1	200	7	8.38%
2017	Oct	B787	FO	3,054	3,645	59	61.8	69	52.8	89	3	5.08%
2017	Nov	A320	CA	17,375	19,243	310	62.1	383	50.2	477	16	5.13%
2017	Nov	A320	FO	17,375	16,444	319	51.5	455	36.1	297	10	3.10%
2017	Nov	A330	CA	9,416	9,708	163	59.6	196	49.5	429	14	8.77%
2017	Nov	A330	FO	9,416	9,575	156	61.4	175	54.7	390	13	8.33%
2017	Nov	B777	CA	13,689	22,997	346	66.5	380	60.5	585	20	5.64%
2017	Nov	B777	FO	13,689	21,354	327	65.3	348	61.4	451	15	4.59%
2017	Nov	B787	CA	3,943	6,125	82	74.7	100	61.3	252	8	10.24%
2017	Nov	B787	FO	3,943	4,093	61	67.1	68	60.2	121	4	6.56%
2017	Dec	A320	CA	17,697	19,685	296	66.5	380	51.8	645	22	7.26%
2017	Dec	A320	FO	17,697	16,803	402	41.8	467	36.0	414	14	3.43%
2017	Dec	A330	CA	10,367	10,624	165	64.4	194	54.8	354	12	7.15%
2017	Dec	A330	FO	10,367	10,395	152	68.4	179	58.1	472	16	10.33%
2017	Dec	B777	CA	15,922	27,465	316	86.9	376	73.0	661	22	6.96%
2017	Dec	B777	FO	15,922	24,481	307	79.7	345	71.0	650	22	7.07%
2017	Dec	B787	CA	4,267	6,442	83	77.6	101	63.8	143	5	5.78%
2017	Dec	B787	FO	4,267	4,622	63	73.4	74	62.5	150	5	7.94%
2018	Jan	A320	CA	18,460	20,511	331	62.0	380	54.0	580	19	5.83%
2018	Jan	A320	FO	18,460	16,804	309	54.4	453	37.1	547	18	5.89%
2018	Jan	A330	CA	10,526	10,989	179	61.4	201	54.7	328	11	6.09%
2018	Jan	A330	FO	10,526	10,854	173	62.7	196	55.4	548	18	10.58%
2018	Jan	B777	CA	14,180	23,250	339	68.6	377	61.7	666	22	6.55%
2018	Jan	B777	FO	14,180	21,012	298	70.5	328	64.1	608	20	6.81%
2018	Jan	B787	CA	3,930	6,126	94	65.2	104	58.9	130	4	4.57%
2018	Jan	B787	FO	3,930	4,167	67	62.2	77	54.1	103	3	5.07%
2018	Feb	A320	CA	18,533	20,167	336	60.0	380	53.1	431	14	4.29%
2018	Feb	A320	FO	18,533	17,369	333	52.2	431	40.3	335	11	3.36%
2018	Feb	A330	CA	10,179	10,175	180	56.5	204	49.9	332	11	6.17%
2018	Feb	A330	FO	10,179	10,170	185	55.0	198	51.4	360	12	6.49%
2018	Feb	B777	CA	14,049	21,683	335	64.7	378	57.4	653	22	6.51%
2018	Feb	B777	FO	14,049	17,631	292	60.4	329	53.6	810	27	9.25%
2018	Feb	B787	CA	3,860	6,186	94	65.8	105	58.9	99	3	3.51%
2018	Feb	B787	FO	3,860	4,021	68	59.1	79	50.9	128	4	6.32%
2018	Mar	A320	CA	18,548	19,770	319	62.0	370	53.4	460	15	4.80%
2018	Mar	A320	FO	18,548	18,320	336	54.5	446	41.1	421	14	4.17%
2018	Mar	A330	CA	10,079	10,487	181	57.9	208	50.4	383	13	7.07%

2018	Mar	A330	FO	10,079	10,153	186	54.6	202	50.3	453	15	8.12%
2018	Mar	B777	CA	14,262	22,871	324	70.6	375	61.0	537	18	5.52%
2018	Mar	B777	FO	14,262	18,541	295	62.9	329	56.4	566	19	6.41%
2018	Mar	B787	CA	3,803	5,972	90	66.4	103	58.0	63	2	2.33%
2018	Mar	B787	FO	3,803	4,082	68	60.0	81	50.4	160	5	7.79%
2018	April	A320	CA	19,131	20,205	311	65.0	380	53.2	601	20	6.43%
2018	April	A320	FO	19,131	19,286	333	57.9	451	42.8	468	16	4.68%
2018	April	A330	CA	10,056	10,491	180	58.3	207	50.7	405	14	7.50%
2018	April	A330	FO	10,056	10,234	193	53.0	206	49.7	443	15	7.67%
2018	April	B777	CA	14,054	22,784	329	69.3	373	61.1	472	16	4.77%
2018	April	B777	FO	14,054	18,020	281	64.1	322	56.0	517	17	6.12%
2018	April	B787	CA	4,356	6,544	97	67.5	106	61.7	131	4	4.54%
2018	April	B787	FO	4,356	4,596	74	62.1	81	56.7	156	5	7.03%
2018	May	A320	CA	19,676	20,342	310	65.6	374	54.4	590	20	6.35%
2018	May	A320	FO	19,676	19,483	336	58.0	444	43.9	485	16	4.82%
2018	May	A330	CA	10,836	11,258	171	65.8	208	54.1	424	14	8.25%
2018	May	A330	FO	10,836	10,973	189	58.1	213	51.5	480	16	8.47%
2018	May	B777	CA	14,378	23,368	323	72.3	373	62.6	457	15	4.71%
2018	May	B777	FO	14,378	18,347	281	65.3	322	57.0	459	15	5.44%
2018	May	B787	CA	4,448	6,707	92	72.9	108	62.1	138	5	5.00%
2018	May	B787	FO	4,448	4,667	77	60.6	81	57.6	150	5	6.49%
2018	June	A320	CA	19,082	20,211	301	67.1	370	54.6	685	23	7.57%
2018	June	A320	FO	19,082	18,694	318	58.8	433	43.2	568	19	5.94%
2018	June	A330	CA	10,326	10,852	171	63.5	211	51.4	351	12	6.84%
2018	June	A330	FO	10,326	10,672	189	56.5	219	48.7	466	16	8.20%
2018	June	B777	CA	14,420	23,299	321	72.6	368	63.3	535	18	5.55%
2018	June	B777	FO	14,420	18,842	272	69.3	310	60.8	452	15	5.55%
2018	June	B787	CA	4,310	6,381	90	70.9	108	59.1	142	5	5.22%
2018	June	B787	FO	4,310	4,727	74	63.9	81	58.4	179	6	8.11%
2018	July	A320	CA	19,938	21,619	320	67.6	363	59.6	777	26	8.09%
2018	July	A320	FO	19,938	19,521	330	59.2	457	42.7	595	20	6.00%
2018	July	A330	CA	9,942	10,405	168	61.9	202	51.5	390	13	7.74%
2018	July	A330	FO	9,942	10,194	198	51.5	223	45.7	423	14	7.12%
2018	July	B777	CA	14,933	25,643	332	77.2	365	70.3	483	16	4.85%
2018	July	B777	FO	14,933	20,045	285	70.3	314	63.8	692	23	8.11%
2018	July	B787	CA	4,576	6,685	92	72.7	105	63.7	213	7	7.72%
2018	July	B787	FO	4,576	4,959	74	67.0	81	61.2	228	8	10.27%
2018	Aug	A320	CA	19,736	20,607	299	68.9	352	58.5	751	25	8.36%
2018	Aug	A320	FO	19,736	19,599	342	57.3	473	41.4	581	19	5.67%
2018	Aug	A330	CA	10,818	11,543	172	67.1	205	56.3	326	11	6.34%
2018	Aug	A330	FO	10,818	11,307	195	58.0	226	50.0	359	12	6.15%
2018	Aug	B777	CA	15,097	26,322	332	79.3	363	72.5	576	19	5.78%
2018	Aug	B777	FO	15,097	20,815	288	72.3	314	66.3	375	13	4.34%
2018	Aug	B787	CA	4,375	6,460	88	73.4	105	61.5	184	6	6.93%
2018	Aug	B787	FO	4,375	4,549	74	61.5	81	56.2	181	6	8.11%
2018	Sep	A320	CA	19,541	19,887	289	68.8	358	55.6	699	23	8.06%
2018	Sep	A320	FO	19,541	19,588	333	58.8	476	41.2	496	17	4.95%
2018	Sep	A330	CA	9,375	9,754	175	55.7	211	46.2	319	11	6.06%
2018	Sep	A330	FO	9,375	9,868	209	47.2	236	41.8	338	11	5.41%
2018	Sep	B777	CA	15,832	25,095	329	76.3	361	69.5	444	15	4.50%
2018	Sep	B777	FO	15,832	19,643	288	68.2	308	63.8	504	17	5.83%
2018	Sep	B787	CA	3,951	5,442	88	61.8	107	50.9	123	4	4.66%
2018	Sep	B787	FO	3,951	3,860	71	54.4	80	48.3	153	5	7.18%
2018	Oct	A320	CA	19,534	20,080	292	68.8	349	57.5	613	20	6.99%
2018	Oct	A320	FO	19,534	20,353	347	58.7	402	50.6	343	11	3.29%
2018	Oct	A330	CA	8,724	9,212	169	54.5	204	45.2	283	9	5.56%
2018	Oct	A330	FO	8,724	8,955	194	46.2	215	41.7	397	13	6.80%
2018	Oct	B777	CA	12,244	20,009	307	65.2	362	55.3	455	15	4.95%

2018	Oct	B777	FO	12,244	16,192	260	62.3	294	55.1	530	18	6.81%
2018	Oct	B787	CA	3,471	4,979	86	57.9	109	45.7	140	5	5.47%
2018	Oct	B787	FO	3,471	3,420	67	51.0	80	42.8	167	6	8.36%
2018	Nov	A320	CA	19,568	20,090	296	67.9	368	54.6	451	15	5.07%
2018	Nov	A320	FO	19,568	19,555	348	56.2	398	49.1	318	11	3.05%
2018	Nov	A330	CA	8,479	9,090	174	52.2	205	44.3	211	7	4.02%
2018	Nov	A330	FO	8,479	8,703	202	43.1	236	36.9	339	11	5.59%
2018	Nov	B777	CA	13,504	22,176	315	70.4	365	60.8	323	11	3.43%
2018	Nov	B777	FO	13,504	17,489	252	69.4	291	60.1	437	15	5.79%
2018	Nov	B787	CA	4,132	6,342	91	69.7	114	55.6	53	2	1.98%
2018	Nov	B787	FO	4,132	3,990	69	57.8	80	49.9	151	5	7.25%
2018	Dec	A320	CA	20,024	20,991	290	72.4	372	56.4	539	18	6.21%
2018	Dec	A320	FO	20,024	20,128	338	59.6	391	51.5	589	20	5.80%
2018	Dec	A330	CA	9,520	10,042	174	57.7	205	49.0	289	10	5.52%
2018	Dec	A330	FO	9,520	9,819	196	50.1	231	42.5	448	15	7.60%
2018	Dec	B777	CA	14,835	24,318	308	79.0	367	66.3	390	13	4.22%
2018	Dec	B777	FO	14,835	19,305	254	76.0	286	67.5	494	17	6.50%
2018	Dec	B787	CA	4,304	6,712	95	70.7	116	57.9	128	4	4.53%
2018	Dec	B787	FO	4,304	4,135	70	59.1	82	50.4	260	9	12.43%
2019	Jan	A320	CA	20,444	21,101	311	67.8	371	56.9	677	23	7.27%
2019	Jan	A320	FO	20,444	18,437	357	51.6	410	45.0	727	24	6.78%
2019	Jan	A330	CA	9,587	9,857	162	60.8	198	49.8	238	8	4.88%
2019	Jan	A330	FO	9,587	10,171	205	49.6	233	43.7	449	15	7.32%
2019	Jan	B777	CA	15,244	23,098	324	71.3	369	62.6	769	26	7.90%
2019	Jan	B777	FO	15,244	18,062	242	74.6	285	63.4	703	23	9.67%
2019	Jan	B787	CA	4,595	6,738	104	64.8	125	53.9	207	7	6.63%
2019	Jan	B787	FO	4,595	4,075	71	57.4	84	48.5	218	7	10.28%
2019	Feb	A320	CA	18,320	21,693	325	66.7	373	58.2	516	17	5.29%
2019	Feb	A320	FO	18,320	18,885	372	50.8	413	45.7	488	16	4.38%
2019	Feb	A330	CA	8,725	9,807	173	56.7	194	50.5	198	7	3.82%
2019	Feb	A330	FO	8,725	9,728	203	47.9	222	43.8	392	13	6.45%
2019	Feb	B777	CA	12,813	22,613	313	72.2	363	62.3	373	12	3.96%
2019	Feb	B777	FO	12,813	17,659	237	74.5	277	63.8	693	23	9.75%
2019	Feb	B787	CA	4,037	6,365	91	69.9	115	55.3	165	6	6.04%
2019	Feb	B787	FO	4,037	4,210	74	56.9	84	50.1	196	7	8.78%
2019	Mar	A320	CA	20,316	21,008	314	66.9	368	57.1	598	20	6.34%
2019	Mar	A320	FO	20,316	18,984	371	51.2	400	47.5	310	10	2.78%
2019	Mar	A330	CA	10,021	10,148	166	61.1	192	52.9	282	9	5.66%
2019	Mar	A330	FO	10,021	10,140	200	50.7	227	44.7	481	16	8.00%
2019	Mar	B777	CA	14,153	22,661	315	71.9	366	61.9	385	13	4.06%
2019	Mar	B777	FO	14,153	18,107	243	74.5	278	65.1	729	24	10.00%
2019	Mar	B787	CA	4,309	6,279	102	61.6	115	54.6	145	5	4.71%
2019	Mar	B787	FO	4,309	4,001	72	55.6	84	47.6	143	5	6.67%
2019	April	A320	CA	19,380	20,746	310	66.9	367	56.5	729	24	7.84%
2019	April	A320	FO	19,380	18,623	341	54.6	387	48.1	371	12	3.64%
2019	April	A330	CA	10,051	10,411	166	62.7	189	55.1	263	9	5.30%
2019	April	A330	FO	10,051	10,528	204	51.6	234	45.0	504	17	8.24%
2019	April	B777	CA	13,301	21,779	304	71.6	361	60.3	510	17	5.59%
2019	April	B777	FO	13,301	17,212	244	70.5	281	61.3	605	20	8.28%
2019	April	B787	CA	4,363	7,044	106	66.4	117	60.2	130	4	4.06%
2019	April	B787	FO	4,363	4,029	74	54.4	85	47.4	428	14	19.32%
2019	May	A320	CA	19,448	20,140	290	69.4	361	55.8	735	25	8.45%
2019	May	A320	FO	19,448	19,030	322	59.1	367	51.9	418	14	4.32%
2019	May	A330	CA	10,640	11,040	165	66.9	187	59.0	375	13	7.58%
2019	May	A330	FO	10,640	10,844	209	51.9	231	46.9	488	16	7.80%
2019	May	B777	CA	14,112	23,341	303	77.0	358	65.2	433	14	4.75%
2019	May	B777	FO	14,112	18,637	240	77.7	285	65.4	736	25	10.21%
2019	May	B787	CA	4,515	7,228	98	73.8	118	61.3	189	6	6.43%

2019	May	B787	FO	4,515	4,303	74	58.2	90	47.8	167	6	7.57%
2019	June	A320	CA	19,562	20,626	305	67.6	362	57.0	674	23	7.38%
2019	June	A320	FO	19,562	18,451	329	56.1	362	51.0	433	14	4.38%
2019	June	A330	CA	10,408	10,866	167	65.1	185	58.7	318	11	6.35%
2019	June	A330	FO	10,408	11,142	207	53.8	228	48.9	374	13	6.04%
2019	June	B777	CA	14,086	22,993	314	73.2	361	63.7	623	21	6.62%
2019	June	B777	FO	14,086	18,575	249	74.6	288	64.5	627	21	8.39%
2019	June	B787	CA	4,700	7,390	101	73.2	118	62.6	231	8	7.62%
2019	June	B787	FO	4,700	4,635	77	60.2	89	52.1	135	5	5.84%
2019	July	A320	CA	19,951	21,792	324	67.3	360	60.5	579	19	5.96%
2019	July	A320	FO	19,951	18,826	344	54.7	370	50.9	413	14	4.01%
2019	July	A330	CA	10,741	11,443	168	68.1	181	63.2	203	7	4.05%
2019	July	A330	FO	10,741	11,499	206	55.8	232	49.6	418	14	6.75%
2019	July	B777	CA	16,501	26,793	332	80.7	348	77.0	523	17	5.24%
2019	July	B777	FO	16,501	20,488	264	77.6	287	71.4	593	20	7.50%
2019	July	B787	CA	4,705	7,324	106	69.1	115	63.7	125	4	3.96%
2019	July	B787	FO	4,705	4,726	85	55.6	89	53.1	175	6	6.82%
2019	Aug	A320	CA	19,375	20,799	346	60.1	358	58.1	610	20	5.87%
2019	Aug	A320	FO	19,375	18,782	352	53.4	371	50.6	442	15	4.18%
2019	Aug	A330	CA	11,849	12,423	170	73.1	179	69.4	390	13	7.65%
2019	Aug	A330	FO	11,849	12,394	211	58.7	224	55.3	231	8	3.65%
2019	Aug	B777	CA	16,380	26,275	337	78.0	347	75.7	535	18	5.28%
2019	Aug	B777	FO	16,380	20,812	271	76.8	293	71.0	679	23	8.34%
2019	Aug	B787	CA	4,952	7,320	111	65.9	117	62.6	137	5	4.14%
2019	Aug	B787	FO	4,952	5,015	89	56.3	91	55.1	169	6	6.29%
2019	Sep	A320	CA	17,839	18,609	301	61.8	354	52.6	515	17	5.71%
2019	Sep	A320	FO	17,839	17,846	351	50.8	384	46.5	395	13	3.76%
2019	Sep	A330	CA	8,702	9,079	154	59.0	179	50.7	385	13	8.31%
2019	Sep	A330	FO	8,702	8,987	195	46.1	216	41.6	449	15	7.69%
2019	Sep	B777	CA	14,088	22,553	291	77.5	345	65.4	455	15	5.22%
2019	Sep	B777	FO	14,088	17,685	248	71.3	301	58.8	508	17	6.81%
2019	Sep	B787	CA	3,652	5,502	93	59.2	121	45.5	176	6	6.34%
2019	Sep	B787	FO	3,652	3,701	77	48.1	91	40.7	93	3	4.03%
2019	Oct	A320	CA	18,421	18,909	297	63.7	349	54.2	538	18	6.03%
2019	Oct	A320	FO	18,421	19,089	352	54.2	391	48.8	435	15	4.12%
2019	Oct	A330	CA	8,109	8,242	153	53.9	179	46.0	372	12	8.10%
2019	Oct	A330	FO	8,109	8,132	195	41.7	214	38.0	320	11	5.49%
2019	Oct	B777	CA	12,968	21,209	295	71.9	341	62.2	388	13	4.37%
2019	Oct	B777	FO	12,968	16,485	255	64.6	298	55.3	628	21	8.20%
2019	Oct	B787	CA	4,382	6,863	101	67.9	122	56.3	192	6	6.34%
2019	Oct	B787	FO	4,382	4,426	82	54.0	91	48.6	139	5	5.61%
2019	Nov	A320	CA	17,620	17,838	294	60.7	344	51.9	391	13	4.42%
2019	Nov	A320	FO	17,620	18,292	362	50.5	401	45.6	419	14	3.87%
2019	Nov	A330	CA	7,932	8,242	142	58.0	172	47.9	412	14	9.65%
2019	Nov	A330	FO	7,932	8,183	194	42.2	214	38.2	406	14	6.96%
2019	Nov	B777	CA	11,966	19,663	289	68.0	338	58.2	408	14	4.71%
2019	Nov	B777	FO	11,966	15,093	246	61.4	298	50.6	527	18	7.15%
2019	Nov	B787	CA	4,913	7,811	112	69.7	125	62.5	159	5	4.73%
2019	Nov	B787	FO	4,913	4,744	80	59.3	93	51.0	146	5	6.13%
2019	Dec	A320	CA	19,255	19,488	305	63.9	343	56.8	508	17	5.54%
2019	Dec	A320	FO	19,255	19,916	382	52.1	447	44.6	422	14	3.69%
2019	Dec	A330	CA	8,458	8,747	144	60.7	170	51.5	283	9	6.53%
2019	Dec	A330	FO	8,458	8,673	185	46.9	208	41.7	368	12	6.65%
2019	Dec	B777	CA	13,437	22,379	299	74.8	339	66.0	524	18	5.85%
2019	Dec	B777	FO	13,437	16,853	257	65.6	294	57.3	667	22	8.64%
2019	Dec	B787	CA	5,315	8,485	112	75.8	123	69.0	179	6	5.36%
2019	Dec	B787	FO	5,315	5,039	87	57.9	92	54.8	262	9	10.00%
2022	Jan	A320	CA	17,396	19,569	292	67.0	311	62.9	791	26	9.04%

2022	Jan	A320	FO	17,396	15,540	341	45.6	397	39.1	709	24	6.92%
2022	Jan	A330	CA	5,531	6,301	125	50.4	144	43.8	332	11	8.88%
2022	Jan	A330	FO	5,531	6,058	157	38.6	169	35.8	351	12	7.45%
2022	Jan	B777	CA	9,968	16,469	230	71.6	257	64.1	318	11	4.61%
2022	Jan	B777	FO	9,968	12,232	179	68.3	219	55.9	411	14	7.65%
2022	Jan	B787	CA	3,187	5,300	102	52.0	120	44.2	214	7	6.96%
2022	Jan	B787	FO	3,187	3,187	70	45.5	79	40.3	172	6	8.14%
2022	Feb	A320	CA	15,086	16,509	292	56.5	326	50.6	549	18	6.27%
2022	Feb	A320	FO	15,086	14,014	321	43.7	357	39.3	380	13	3.96%
2022	Feb	A330	CA	5,233	6,067	125	48.5	143	42.4	224	8	6.00%
2022	Feb	A330	FO	5,233	5,725	141	40.6	169	33.9	164	6	3.90%
2022	Feb	B777	CA	8,092	13,524	236	57.3	262	51.6	205	7	2.88%
2022	Feb	B777	FO	8,092	10,131	177	57.2	235	43.1	285	10	5.37%
2022	Feb	B787	CA	3,186	4,680	97	48.2	132	35.5	113	4	3.92%
2022	Feb	B787	FO	3,186	3,362	71	47.4	95	35.4	39	1	1.83%
2022	Mar	A320	CA	17,631	17,604	285	61.8	317	55.5	457	15	5.33%
2022	Mar	A320	FO	17,631	15,126	312	48.5	353	42.8	370	12	3.94%
2022	Mar	A330	CA	6,330	6,710	131	51.2	140	47.9	249	8	6.34%
2022	Mar	A330	FO	6,330	6,581	142	46.3	173	38.0	184	6	4.30%
2022	Mar	B777	CA	9,931	16,471	219	75.2	261	63.1	291	10	4.43%
2022	Mar	B777	FO	9,931	11,872	175	67.8	243	48.9	334	11	6.34%
2022	Mar	B787	CA	4,782	6,813	110	61.9	133	51.2	133	4	4.00%
2022	Mar	B787	FO	4,782	4,975	77	64.6	99	50.3	80	3	3.51%
2022	April	A320	CA	16,321	17,604	285	61.8	294	59.9	606	20	7.09%
2022	April	A320	FO	16,321	15,126	312	48.5	377	40.1	316	11	3.37%
2022	April	A330	CA	6,622	7,047	120	58.7	138	51.1	259	9	7.17%
2022	April	A330	FO	6,622	6,992	141	49.6	172	40.7	222	7	5.25%
2022	April	B777	CA	11,310	18,563	236	78.7	266	69.8	331	11	4.66%
2022	April	B777	FO	11,310	13,776	195	70.6	241	57.2	540	18	9.23%
2022	April	B787	CA	4,244	6,111	106	57.6	133	45.9	99	3	3.11%
2022	April	B787	FO	4,244	3,994	72	55.5	99	40.3	93	3	4.31%
2022	May	A320	CA	17,417	19,335	283	68.3	345	56.0	551	18	6.50%
2022	May	A320	FO	17,417	15,772	305	51.7	336	46.9	396	13	4.33%
2022	May	A330	CA	7,491	8,247	124	66.5	149	55.4	346	12	9.27%
2022	May	A330	FO	7,491	7,949	145	54.8	162	49.1	282	9	6.48%
2022	May	B777	CA	12,661	19,771	240	82.4	261	75.8	352	12	4.88%
2022	May	B777	FO	12,661	15,345	196	78.3	237	64.7	501	17	8.52%
2022	May	B787	CA	5,501	8,077	115	70.2	140	57.7	132	4	3.83%
2022	May	B787	FO	5,501	5,283	79	66.9	102	51.8	129	4	5.44%
2022	June	A320	CA	16,488	18,459	294	62.8	345	53.5	646	22	7.31%
2022	June	A320	FO	16,488	14,600	313	46.6	329	44.4	513	17	5.46%
2022	June	A330	CA	7,305	8,420	142	59.3	156	54.0	371	12	8.73%
2022	June	A330	FO	7,305	7,748	147	52.7	161	48.1	431	14	9.80%
2022	June	B777	CA	12,815	20,185	252	80.1	271	74.5	498	17	6.59%
2022	June	B777	FO	12,815	15,400	206	74.8	240	64.2	607	20	9.81%
2022	June	B787	CA	5,163	7,369	119	61.9	139	53.0	321	11	8.99%
2022	June	B787	FO	5,163	5,066	80	63.3	98	51.7	159	5	6.63%
2022	July	A320	CA	17,508	19,210	286	67.2	339	56.7	734	25	8.57%
2022	July	A320	FO	17,508	16,080	300	53.6	304	52.9	366	12	4.07%
2022	July	A330	CA	8,772	9,823	138	71.2	153	64.2	432	14	10.43%
2022	July	A330	FO	8,772	9,361	145	64.6	154	60.8	322	11	7.38%
2022	July	B777	CA	13,431	20,219	244	82.9	272	74.3	419	14	5.74%
2022	July	B777	FO	13,431	16,109	207	77.8	243	66.3	550	18	8.84%
2022	July	B787	CA	6,236	8,729	123	71.0	149	58.6	177	6	4.80%
2022	July	B787	FO	6,236	6,498	93	69.9	114	57.0	124	4	4.41%
2022	Aug	A320	CA	18,060	19,889	283	70.3	330	60.3	641	21	7.56%
2022	Aug	A320	FO	18,060	16,726	312	53.6	319	52.4	253	8	2.69%
2022	Aug	A330	CA	9,092	10,052	141	71.3	157	64.0	426	14	10.07%

2022	Aug	A330	FO	9,092	9,844	154	63.9	163	60.4	314	11	6.82%
2022	Aug	B777	CA	13,404	20,105	248	81.1	269	74.7	505	17	6.77%
2022	Aug	B777	FO	13,404	15,820	207	76.4	242	65.4	449	15	7.25%
2022	Aug	B787	CA	6,167	8,992	120	74.9	154	58.4	191	6	5.33%
2022	Aug	B787	FO	6,167	6,331	93	68.1	118	53.7	138	5	4.95%
2022	Sep	A320	CA	15,829	17,670	273	64.7	323	54.7	732	24	8.94%
2022	Sep	A320	FO	15,829	15,306	298	51.4	316	48.4	224	8	2.52%
2022	Sep	A330	CA	7,803	9,081	133	68.3	156	58.2	461	15	11.58%
2022	Sep	A330	FO	7,803	8,910	153	58.2	161	55.3	358	12	7.78%
2022	Sep	B777	CA	12,131	19,938	243	82.0	272	73.3	336	11	4.61%
2022	Sep	B777	FO	12,131	15,375	209	73.6	258	59.6	383	13	6.12%
2022	Sep	B787	CA	5,460	8,649	126	68.6	154	56.2	218	7	5.79%
2022	Sep	B787	FO	5,460	5,372	88	61.0	118	45.5	135	5	5.11%
2022	Oct	A320	CA	16,355	17,456	264	66.1	320	54.6	767	26	9.70%
2022	Oct	A320	FO	16,355	15,943	290	55.0	309	51.6	330	11	3.79%
2022	Oct	A330	CA	7,526	8,633	127	68.0	156	55.3	400	13	10.47%
2022	Oct	A330	FO	7,526	8,279	141	58.7	167	49.6	368	12	8.72%
2022	Oct	B777	CA	12,806	20,015	239	83.7	280	71.5	496	17	6.90%
2022	Oct	B777	FO	12,806	15,541	209	74.4	257	60.5	436	15	6.94%
2022	Oct	B787	CA	6,145	9,256	134	69.1	164	56.4	237	8	5.90%
2022	Oct	B787	FO	6,145	6,239	92	67.8	120	52.0	88	3	3.15%
2022	Nov	A320	CA	16,539	17,468	264	66.2	321	54.4	762	25	9.62%
2022	Nov	A320	FO	16,539	15,970	281	56.8	301	53.1	297	10	3.52%
2022	Nov	A330	CA	8,232	9,484	148	64.1	174	54.5	279	9	6.28%
2022	Nov	A330	FO	8,232	8,882	140	63.4	156	56.9	298	10	7.07%
2022	Nov	B777	CA	12,762	19,882	242	82.2	285	69.8	465	16	6.40%
2022	Nov	B777	FO	12,762	15,157	206	73.6	260	58.3	479	16	7.77%
2022	Nov	B787	CA	6,161	9,695	135	71.8	164	59.1	252	8	6.22%
2022	Nov	B787	FO	6,161	6,681	104	64.2	119	56.1	123	4	3.94%
2022	Dec	A320	CA	17,763	18,718	258	72.6	321	58.3	633	21	8.18%
2022	Dec	A320	FO	17,763	16,801	289	58.1	299	56.2	430	14	4.95%
2022	Dec	A330	CA	8,767	9,878	148	66.7	175	56.4	376	13	8.45%
2022	Dec	A330	FO	8,767	9,194	140	65.7	156	58.9	172	6	4.07%
2022	Dec	B777	CA	13,116	20,280	243	83.5	286	70.9	369	12	5.06%
2022	Dec	B777	FO	13,116	15,840	207	76.5	267	59.3	422	14	6.81%
2022	Dec	B787	CA	6,472	10,420	134	77.8	163	63.9	199	7	4.93%
2022	Dec	B787	FO	6,472	7,188	109	65.9	125	57.5	99	3	3.03%
2023	Jan	A320	CA	17,119	18,414	281	65.5	334	55.1	443	15	5.27%
2023	Jan	A320	FO	17,119	16,755	268	62.5	285	58.8	282	9	3.51%
2023	Jan	A330	CA	8,559	9,977	157	63.5	169	59.0	204	7	4.33%
2023	Jan	A330	FO	8,559	9,077	137	66.3	148	61.3	200	7	4.89%
2023	Jan	B777	CA	12,857	21,031	255	82.5	282	74.6	409	14	5.33%
2023	Jan	B777	FO	12,857	15,884	211	75.3	260	61.1	425	14	6.73%
2023	Jan	B787	CA	6,480	10,402	151	68.9	164	63.4	229	8	5.03%
2023	Jan	B787	FO	6,480	7,061	105	67.2	130	54.3	91	3	2.86%
2023	Feb	A320	CA	14,922	16,141	258	62.6	338	47.8	382	13	4.92%
2023	Feb	A320	FO	14,922	14,515	258	56.3	274	53.0	277	9	3.57%
2023	Feb	A330	CA	8,076	9,041	148	61.1	168	53.8	219	7	4.93%
2023	Feb	A330	FO	8,076	8,853	132	67.1	150	59.0	135	5	3.41%
2023	Feb	B777	CA	11,526	18,726	244	76.7	295	63.5	263	9	3.61%
2023	Feb	B777	FO	11,526	13,051	205	63.7	261	50.0	377	13	6.15%
2023	Feb	B787	CA	5,920	9,344	144	64.9	167	56.0	247	8	5.69%
2023	Feb	B787	FO	5,920	6,502	106	61.3	131	49.6	86	3	2.74%
2023	Mar	A320	CA	16,917	18,880	283	66.7	339	55.7	348	12	4.10%
2023	Mar	A320	FO	16,917	15,844	255	62.1	276	57.4	258	9	3.37%
2023	Mar	A330	CA	9,382	10,693	146	73.2	167	64.0	212	7	4.86%
2023	Mar	A330	FO	9,382	10,056	142	70.8	153	65.7	144	5	3.38%
2023	Mar	B777	CA	12,872	21,306	274	77.8	299	71.3	485	16	5.91%

2023	Mar	B777	FO	12,872	13,910	210	66.2	252	55.2	412	14	6.52%
2023	Mar	B787	CA	6,803	10,599	139	76.3	170	62.3	289	10	6.91%
2023	Mar	B787	FO	6,803	7,519	105	71.6	139	54.1	67	2	2.10%
2023	April	A320	CA	16,112	18,073	280	64.5	346	52.2	506	17	6.04%
2023	April	A320	FO	16,112	15,033	258	58.3	283	53.1	332	11	4.30%
2023	April	A330	CA	9,037	10,078	145	69.5	159	63.4	225	8	5.17%
2023	April	A330	FO	9,037	9,490	141	67.3	150	63.3	154	5	3.62%
2023	April	B777	CA	12,638	20,108	275	73.1	303	66.4	391	13	4.73%
2023	April	B777	FO	12,638	14,273	203	70.3	246	58.0	379	13	6.21%
2023	April	B787	CA	6,244	9,889	145	68.2	173	57.2	255	9	5.86%
2023	April	B787	FO	6,244	6,710	109	61.6	145	46.3	150	5	4.59%
2023	May	A320	CA	16,969	19,167	304	63.0	354	54.1	483	16	5.30%
2023	May	A320	FO	16,969	15,882	273	58.2	292	54.4	414	14	5.05%
2023	May	A330	CA	7,627	9,121	150	60.8	160	57.0	350	12	7.80%
2023	May	A330	FO	7,627	8,428	134	62.9	146	57.7	255	9	6.34%
2023	May	B777	CA	13,294	22,086	271	81.5	308	71.7	242	8	2.99%
2023	May	B777	FO	13,294	15,846	206	76.9	243	65.2	377	13	6.12%
2023	May	B787	CA	6,533	10,575	148	71.5	173	61.1	160	5	3.58%
2023	May	B787	FO	6,533	7,226	111	65.1	141	51.2	148	5	4.41%
2023	June	A320	CA	16,629	18,863	297	63.5	358	52.7	559	19	6.26%
2023	June	A320	FO	16,629	15,140	266	56.9	287	52.8	770	26	9.66%
2023	June	A330	CA	7,627	8,503	144	59.0	163	52.2	512	17	11.88%
2023	June	A330	FO	7,627	7,926	142	55.8	145	54.7	507	17	11.90%
2023	June	B777	CA	13,294	21,096	283	74.5	312	67.6	496	17	5.83%
2023	June	B777	FO	13,294	15,928	222	71.7	251	63.5	404	14	6.08%
2023	June	B787	CA	6,533	9,801	154	63.6	173	56.7	744	25	16.10%
2023	June	B787	FO	6,533	6,962	115	60.5	138	50.4	393	13	11.39%
2023	July	A320	CA	17,625	19,868	295	67.3	356	55.8	411	14	4.64%
2023	July	A320	FO	17,625	16,013	268	59.8	278	57.6	439	15	5.45%
2023	July	A330	CA	9,372	10,240	142	72.1	164	62.4	320	11	7.54%
2023	July	A330	FO	9,372	9,966	134	74.4	145	68.7	298	10	7.39%
2023	July	B777	CA	14,202	22,217	277	80.2	308	72.1	430	14	5.16%
2023	July	B777	FO	14,202	16,793	218	77.0	253	66.4	377	13	5.78%
2023	July	B787	CA	7,208	11,318	161	70.3	181	62.5	483	16	10.00%
2023	July	B787	FO	7,208	7,904	118	67.0	135	58.5	260	9	7.37%
2023	Aug	A320	CA	17,412	19,575	301	65.0	353	55.5	472	16	5.22%
2023	Aug	A320	FO	17,412	16,784	259	64.8	281	59.7	294	10	3.78%
2023	Aug	A330	CA	8,637	9,414	132	71.3	162	58.1	316	11	7.95%
2023	Aug	A330	FO	8,637	9,098	133	68.4	152	59.9	249	8	6.24%
2023	Aug	B777	CA	13,812	22,765	270	84.3	311	73.2	396	13	4.89%
2023	Aug	B777	FO	13,812	15,641	203	77.0	256	61.1	420	14	6.90%
2023	Aug	B787	CA	6,066	8,607	149	57.8	193	44.6	502	17	11.21%
2023	Aug	B787	FO	6,066	6,908	118	58.5	136	50.8	188	6	5.34%
2023	Sep	A320	CA	16,246	18,114	282	64.2	358	50.6	476	16	5.64%
2023	Sep	A320	FO	16,246	15,160	242	62.6	270	56.1	373	12	5.12%
2023	Sep	A330	CA	8,255	8,966	135	66.4	160	56.0	274	9	6.74%
2023	Sep	A330	FO	8,255	8,725	133	65.6	155	56.3	298	10	7.44%
2023	Sep	B777	CA	12,608	19,871	265	75.0	304	65.4	435	15	5.47%
2023	Sep	B777	FO	12,608	14,771	215	68.7	261	56.6	470	16	7.30%
2023	Sep	B787	CA	6,830	10,887	156	69.8	196	55.5	282	9	6.03%
2023	Sep	B787	FO	6,830	7,222	117	61.7	142	50.9	159	5	4.53%
2023	Oct	A320	CA	17,178	19,056	294	64.8	353	54.0	322	11	3.64%
2023	Oct	A320	FO	17,178	16,277	239	68.1	250	65.1	248	8	3.47%
2023	Oct	A330	CA	8,386	9,173	131	70.0	159	57.7	306	10	7.79%
2023	Oct	A330	FO	8,386	8,897	139	64.0	156	57.0	325	11	7.77%
2023	Oct	B777	CA	12,617	19,668	257	76.5	295	66.7	427	14	5.53%
2023	Oct	B777	FO	12,617	14,634	219	66.8	264	55.4	796	27	12.10%
2023	Oct	B787	CA	8,174	13,040	169	77.2	195	66.9	232	8	4.56%



2023	Oct	B787	FO	8,174	8,315	119	69.9	149	55.8	137	5	3.87%
2023	Nov	A320	CA	16,896	18,724	294	63.7	359	52.2	496	17	5.61%
2023	Nov	A320	FO	16,896	15,624	238	65.6	254	61.5	332	11	4.66%
2023	Nov	A330	CA	8,529	9,586	137	70.0	159	60.3	305	10	7.45%
2023	Nov	A330	FO	8,529	9,413	139	67.7	158	59.6	233	8	5.61%
2023	Nov	B777	CA	12,965	20,888	258	81.0	299	69.9	374	13	4.84%
2023	Nov	B777	FO	12,965	14,976	220	68.1	262	57.2	557	19	8.45%
2023	Nov	B787	CA	7,695	12,137	168	72.2	195	62.2	297	10	5.89%
2023	Nov	B787	FO	7,695	8,033	116	69.3	146	55.0	138	5	3.97%
2023	Dec	A320	CA	17,474	19,106	291	65.7	359	53.2	449	15	5.15%
2023	Dec	A320	FO	17,474	16,989	246	69.1	276	61.6	380	13	5.16%
2023	Dec	A330	CA	8,904	10,121	138	73.3	162	62.5	363	12	8.77%
2023	Dec	A330	FO	8,904	9,477	136	69.7	156	60.8	429	14	10.51%
2023	Dec	B777	CA	13,517	22,124	272	81.3	296	74.7	561	19	6.88%
2023	Dec	B777	FO	13,517	15,849	223	71.1	260	61.0	715	24	10.67%
2023	Dec	B787	CA	8,142	12,576	166	75.8	195	64.5	406	14	8.13%
2023	Dec	B787	FO	8,142	8,687	124	70.1	146	59.5	155	5	4.19%
2024	Jan	A320	CA	18,853	20,645	323	63.9	362	57.0	842	28	8.70%
2024	Jan	A320	FO	18,853	18,294	289	63.3	305	60.0	378	13	4.36%
2024	Jan	A330	CA	9,037	10,225	149	68.6	162	63.1	470	16	10.54%
2024	Jan	A330	FO	9,037	9,557	147	65.0	156	61.3	299	10	6.80%
2024	Jan	B777	CA	13,295	21,685	271	80.0	297	73.0	413	14	5.09%
2024	Jan	B777	FO	13,295	15,621	233	67.0	259	60.3	449	15	6.44%
2024	Jan	B787	CA	8,161	13,094	175	74.8	195	67.1	389	13	7.43%
2024	Jan	B787	FO	8,161	8,598	120	71.7	146	58.9	170	6	4.75%
2024	Feb	A320	CA	17,773	19,798	318	62.3	356	55.6	834	28	8.74%
2024	Feb	A320	FO	17,773	16,913	284	59.6	301	56.2	495	17	5.81%
2024	Feb	A330	CA	8,360	9,328	145	64.3	163	57.2	337	11	7.72%
2024	Feb	A330	FO	8,360	8,911	141	63.2	158	56.4	242	8	5.74%
2024	Feb	B777	CA	12,156	18,790	256	73.4	286	65.7	536	18	6.99%
2024	Feb	B777	FO	12,156	14,225	219	65.0	258	55.1	521	17	7.95%
2024	Feb	B787	CA	7,460	12,233	180	68.0	197	62.1	331	11	6.11%
2024	Feb	B787	FO	7,460	7,967	125	63.7	143	55.7	139	5	3.68%
2024	Mar	A320	CA	18,201	20,219	314	64.4	358	56.5	695	23	7.39%
2024	Mar	A320	FO	18,201	17,134	296	57.9	313	54.7	448	15	5.03%
2024	Mar	A330	CA	8,731	9,859	146	67.5	160	61.6	235	8	5.34%
2024	Mar	A330	FO	8,731	9,153	139	65.8	156	58.7	295	10	7.05%
2024	Mar	B777	CA	13,164	20,119	261	77.1	292	68.9	403	13	5.13%
2024	Mar	B777	FO	13,164	15,834	230	68.8	258	61.4	334	11	4.83%
2024	Mar	B787	CA	8,131	13,376	180	74.3	204	65.6	259	9	4.78%
2024	Mar	B787	FO	8,131	8,742	127	68.8	139	62.9	131	4	3.46%
2024	April	A320	CA	17,615	19,327	308	62.7	362	53.4	627	21	6.79%
2024	April	A320	FO	17,615	17,051	283	60.2	301	56.6	350	12	4.13%
2024	April	A330	CA	8,639	9,665	134	72.1	160	60.4	329	11	8.21%
2024	April	A330	FO	8,639	9,130	137	66.6	156	58.5	324	11	7.88%
2024	April	B777	CA	12,928	19,437	266	73.1	292	66.6	375	13	4.70%
2024	April	B777	FO	12,928	14,896	215	69.3	255	58.4	306	10	4.74%
2024	April	B787	CA	8,144	13,346	184	72.5	205	65.1	245	8	4.46%
2024	April	B787	FO	8,144	8,719	133	65.6	139	62.7	153	5	3.83%
2024	May	A320	CA	18,555	20,316	307	66.2	349	58.2	606	20	6.58%
2024	May	A320	FO	18,555	17,850	289	61.8	305	58.5	394	13	4.53%
2024	May	A330	CA	8,471	9,546	153	62.4	167	57.2	353	12	7.71%
2024	May	A330	FO	8,471	8,532	136	62.7	154	55.4	312	10	7.65%
2024	May	B777	CA	13,623	21,530	284	75.8	295	73.0	359	12	4.23%
2024	May	B777	FO	13,623	15,887	222	71.6	254	62.5	282	9	4.23%
2024	May	B787	CA	8,527	13,932	190	73.3	210	66.3	295	10	5.16%
2024	May	B787	FO	8,527	9,354	130	72.0	145	64.5	164	6	4.23%
2024	June	A320	CA	18,765	20,178	306	65.9	350	57.7	411	14	4.48%

2024	June	A320	FO	18,765	17,852	281	63.5	298	59.9	312	10	3.70%
2024	June	A330	CA	9,063	10,438	156	66.9	171	61.0	217	7	4.62%
2024	June	A330	FO	9,063	9,551	141	67.7	152	62.8	245	8	5.82%
2024	June	B777	CA	13,471	21,111	278	75.9	298	70.8	284	10	3.42%
2024	June	B777	FO	13,471	15,373	223	68.9	253	60.8	245	8	3.68%
2024	June	B787	CA	8,832	13,914	195	71.4	210	66.3	321	11	5.49%
2024	June	B787	FO	8,832	9,314	131	71.1	146	63.8	87	3	2.21%