

Aviation Global Replacement Ratio in EU Taxonomy

The Aviation Global Replacement Ratio (GRR) is calculated annually using data from Cirium's Fleets Analyzer, tracking aircraft deliveries and retirements¹. Only aircraft delivered to commercial operators are included, and those moved to non-commercial roles (e.g., humanitarian, firefighting, and military) are counted as retirements only when permanently withdrawn from use. The GRR uses a ten-year average to account for market fluctuations.

The GRR for 2025 is estimated to be 46.1%, based upon the ten-year historical delivery and retirement data for the period 2015-2024. The evolution of the GRR over the past ten-years illustrated in the table below.

	Deliveries	Retirements	Rolling ten-year total		GRR
			Deliveries	Retirements	
2015	1,655	783	13,227	6,521	49.3%
2016	1,709	667	13,887	6,732	48.5%
2017	1,730	683	14,457	6,957	48.1%
2018	1,815	619	15,105	6,972	46.2%
2019	1,407	721	15,276	7,091	46.4%
2020	803	686	14,884	7,167	48.2%
2021	1,037	477	14,655	7,012	47.8%
2022	1,238	531	14,503	6,759	46.6%
2023	1,377	720	14,383	6,618	46.0%
2024	1,263	587	14,034	6,474	46.1%

This estimation is based upon data extracted from the Cirium database on 27 June 2025. Retrospective adjustments to historical data can marginally change delivery and retirement totals but the data for 2024 is believed to be mature and hence any changes are likely to be marginal and will not impact the 2025 GRR to the one decimal place stated above.

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¹ The full methodology used is available at EASA website: [EU Taxonomy for Sustainable Activities | EASA](#).