



	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Ort Ended Feb 2024	Avge Daily Utilisation Per A/C (Hours) Ort Ended Feb 2024
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
CESSNA 560 NO MASTER SERIES ASSIGNED	8	-	10	-	15	-	-	34	70	4	0.1
CESSNA F406 NO MASTER SERIES ASSIGNED	-	-	-	1	-	1	-	-	-	6	-
DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED	4	-	6	-	7	-	20	15	37	3	0.4
DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED	22	-	3	-	26	-	3	21	304	4	-
DE HAVILLAND DHC6 400	36	-	224	-	202	-	1,773	299	690	3	2.4
DORNIER 228 200	26	-	336	-	115	-	3,074	236	496	2	2.4
EMBRAER EMB135 NO MASTER SERIES ASSIGNED	27	-	18	-	40	-	81	125	351	3	0.5
EMBRAER EMB145 NO MASTER SERIES ASSIGNED	754	-	1,669	-	1,880	-	47,296	21,996	36,921	15	4.8
EMBRAER EMB505 NO MASTER SERIES ASSIGNED	2	-	2	-	4	-	-	10	10	3	0.2
EMBRAER EMB550 NO MASTER SERIES ASSIGNED	51	-	21	-	72	-	43	127	455	2	0.5
EMBRAER ERJ170 100	30	-	69	-	61	-	2,430	961	2,262	2	0.6
EMBRAER ERJ190 100	1,585	-	2,517	-	3,500	-	168,660	111,361	155,406	22	5.7
EMBRAER ERJ190 200	18	-	72	-	62	-	5,816	1,506	2,248	1	6.3
GULFSTREAM GIV NO MASTER SERIES ASSIGNED	3	-	4	-	5	-	8	5	39	2	0.1
GULFSTREAM GV NO MASTER SERIES ASSIGNED	27	-	4	-	33	-	11	73	382	1	0.5
GULFSTREAM GVI NO MASTER SERIES ASSIGNED	70	-	12	-	52	-	33	131	859	2	0.5
GULFSTREAM GVII NO MASTER SERIES ASSIGNED	4	-	4	-	6	-	45	42	59	2	0.3
HAWKER HAWKER 800 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
SAAB 340 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	3	3.0
<b>Total</b>	<b>117,885</b>	<b>4,807</b>	<b>61,800</b>	<b>2,217</b>	<b>185,097</b>	<b>7,219</b>	<b>8,503,610</b>	<b>21,590,602</b>	<b>26,741,239</b>	<b>920</b>	<b>8.0</b>

(a) Excludes some charter operations performed by aircraft below 15 MTOM

(b) Excludes small airlines' public transport operations (see table 10)

(c) Excludes passengers uplifted on sub-charter operations

(d) The figures in this table relate only to operations conducted with the airlines' own aircraft and therefore are inconsistent with data presented elsewhere in this publication