

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Qrt Ended Dec 2024	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 2024
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
AGUSTA AW139 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	3	-
AIRBUS A319 100	8,160	-	8,917	-	16,762	-	1,083,029	999,319	1,209,858	75	7.6
AIRBUS A320 200	19,192	-	17,651	-	36,773	-	2,525,333	2,754,486	3,369,522	147	8.5
AIRBUS A320 200N	12,484	-	8,402	-	21,642	-	1,205,618	1,820,188	2,198,893	75	9.8
AIRBUS A321 200	1,684	5	863	5	2,779	9	128,200	252,567	346,873	17	6.5
AIRBUS A321 200N	10,229	-	5,722	-	16,963	-	1,015,839	1,838,962	2,350,522	60	9.9
AIRBUS A330 200	253	-	52	-	336	-	3,428	41,556	74,737	4	4.4
AIRBUS A330 300	3,070	209	523	53	3,963	326	110,154	690,058	849,005	11	11.8
AIRBUS A330 900	2,513	-	408	-	3,346	-	87,607	551,322	658,505	8	13.6
AIRBUS A340 600	-	501	-	68	-	763	-	-	-	5	6.7
AIRBUS A350 1000	10,403	11	1,521	32	13,330	38	435,772	3,057,719	3,556,834	30	14.3
AIRBUS A380 800	3,472	-	427	-	4,407	-	171,952	1,398,588	1,628,595	12	12.0
ATR ATR42 500	219	-	684	-	716	-	14,990	5,100	10,489	6	4.2
ATR ATR72 200	1,090	140	3,662	430	3,403	474	157,436	47,508	78,124	37	3.7
BAE JETSTREAM 4100 4100	39	-	146	-	107	-	1,728	519	1,122	9	0.4
BEECH 200 NO MASTER SERIES ASSIGNED	23	3	64	9	64	9	-	54	162	8	0.3
BOEING 737 300	266	6	211	16	479	15	25,914	32,742	39,077	9	2.6
BOEING 737 400	-	102	-	258	-	254	-	-	-	5	1.3
BOEING 737 700	9	-	15	-	16	-	760	491	560	1	1.1
BOEING 737 8	3,764	-	1,160	-	5,336	-	188,026	610,187	711,351	23	8.9
BOEING 737 800	15,863	83	7,818	115	24,899	174	1,201,874	2,431,596	2,998,040	140	7.6
BOEING 747 400F	-	235	-	42	-	317	-	-	-	3	3.6
BOEING 757 200	85	242	45	226	141	450	8,266	16,179	20,046	8	3.6
BOEING 767 300F	-	1,927	-	501	-	2,701	-	-	-	9	9.2
BOEING 777 200	12,541	-	2,046	-	16,553	-	445,149	2,959,542	3,461,609	43	12.6
BOEING 777 300ER	5,389	-	695	-	6,856	-	149,701	1,225,691	1,368,730	16	13.5
BOEING 777 F	-	2,217	-	346	-	2,810	-	-	-	7	12.9
BOEING 787 10	3,411	-	551	-	4,402	-	124,636	771,203	873,129	11	13.0
BOEING 787 8	4,822	-	708	-	6,288	-	152,348	1,054,758	1,178,478	20	10.6
BOEING 787 9	13,471	-	1,822	1	17,355	1	387,913	2,926,042	3,497,691	45	12.8
BOMBARDIER BD100 1A10	12	-	8	-	18	-	23	35	106	1	0.9
BOMBARDIER BD700 1A10	122	-	28	-	148	-	70	333	1,752	10	0.5
BOMBARDIER BD700 1A11	43	-	10	-	54	-	51	172	601	3	0.5
BOMBARDIER BD700 2A12	18	-	3	-	22	-	9	51	247	4	0.2
BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES	14	-	403	-	103	-	1,442	64	110	2	1.9
CANADAIR CL600 2B16 600	8	-	8	-	13	-	32	35	75	1	0.4

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Ort Ended Dec 2024	Avge Daily Utilisation Per A/C (Hours) Ort Ended Dec 2024
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
CESSNA 525 NO MASTER SERIES ASSIGNED	9	-	16	-	18	-	-	19	53	3	0.2
CESSNA 560 NO MASTER SERIES ASSIGNED	16	-	16	-	25	-	-	64	140	4	0.1
CESSNA F406 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	6	-
DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED	14	-	6	-	19	-	30	51	135	2	0.6
DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED	22	-	3	-	26	-	10	76	304	2	0.2
DE HAVILLAND DHC6 400	32	-	190	-	180	-	1,184	201	605	3	2.3
DORNIER 228 200	26	-	330	-	121	-	3,142	256	493	2	2.3
EMBRAER EMB135 NO MASTER SERIES ASSIGNED	19	-	16	-	29	-	128	132	243	3	0.2
EMBRAER EMB145 NO MASTER SERIES ASSIGNED	636	-	1,384	-	1,605	-	41,962	19,441	31,169	15	3.9
EMBRAER EMB505 NO MASTER SERIES ASSIGNED	7	-	13	-	14	-	-	22	50	2	0.3
EMBRAER EMB550 NO MASTER SERIES ASSIGNED	20	-	9	-	28	-	29	60	175	2	0.5
EMBRAER ERJ170 100	140	-	332	-	259	-	381	8,173	10,603	2	2.8
EMBRAER ERJ190 100	1,573	-	2,486	-	3,470	-	181,710	128,677	166,741	23	5.7
GULFSTREAM GIV NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
GULFSTREAM GV NO MASTER SERIES ASSIGNED	14	-	4	-	18	-	13	26	194	1	1.2
GULFSTREAM GVI NO MASTER SERIES ASSIGNED	9	-	5	-	12	-	11	29	117	1	0.5
GULFSTREAM GVII NO MASTER SERIES ASSIGNED	5	-	8	-	8	-	44	18	77	1	0.1
<b>Total</b>	<b>135,207</b>	<b>5,680</b>	<b>69,391</b>	<b>2,102</b>	<b>213,100</b>	<b>8,339</b>	<b>9,855,944</b>	<b>25,644,312</b>	<b>30,695,942</b>	<b>941</b>	<b>8.2</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