

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Year Ended Dec 2018	Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2018
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
	2	-	1	-	4	-	-	335	335	-	-
AEROSPATIALE AS365 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
AGUSTA AW139 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	2	-
AIRBUS A318 100	2,961	-	838	-	4,224	-	12,005	60,542	94,764	2	5.8
AIRBUS A319 100	214,934	-	244,477	-	425,534	-	31,438,401	28,162,627	32,151,175	121	8.9
AIRBUS A320 200	306,625	-	252,097	-	543,632	-	36,857,293	46,469,328	53,592,979	134	9.7
AIRBUS A320 200N	29,132	-	18,794	-	48,113	-	3,020,965	4,775,543	5,317,294	27	10.5
AIRBUS A321 200	100,395	-	52,505	-	159,594	-	8,514,176	18,375,335	20,965,859	44	10.0
AIRBUS A321 200N	3,051	-	1,498	-	4,781	-	307,378	637,233	713,959	4	11.4
AIRBUS A330 200	46,376	-	7,442	-	59,857	-	1,399,173	12,379,409	14,385,527	16	11.6
AIRBUS A330 300	39,504	-	6,678	-	52,294	-	1,382,858	8,469,885	10,691,353	10	13.9
AIRBUS A340-600	20,131	13	3,371	2	26,335	17	803,879	4,767,552	6,200,372	7	9.8
AIRBUS A380 800	45,962	-	5,249	-	57,045	-	2,105,531	18,462,772	21,556,094	12	13.0
ATR ATR42 300	128	-	1,842	-	810	-	50,603	3,926	5,880	1	2.2
ATR ATR42 500	390	-	1,645	-	1,523	-	46,927	11,753	18,918	1	2.4
ATR ATR72 200	7,704	-	25,495	-	25,051	-	600,522	338,037	543,170	14	5.2
BAE AVRO146RJ 100	1,286	-	2,338	-	2,766	-	1,145	85,548	124,422	1	5.1
BAE AVRO146RJ 85	451	-	840	-	1,250	-	3,076	30,173	42,701	1	3.4
BAE BAE146 200	341	-	405	-	673	-	10,092	12,184	25,603	2	0.8
BAE BAE146 300	2	20	3	17	5	40	-	134	175	2	0.3
BAE JETSTREAM 4100 4100	2,203	-	7,746	-	5,935	-	101,653	31,853	63,895	17	1.0
BEECH 200 NO MASTER SERIES ASSIGNED	138	2	320	2	387	4	-	462	968	9	0.1
BOEING 737 300	19,708	1,556	12,321	2,380	32,628	3,343	1,584,847	2,606,162	2,899,157	19	4.1
BOEING 737 400	710	4,769	619	9,185	1,312	10,937	17,704	85,945	103,663	14	2.4
BOEING 737 8	288	-	106	-	425	-	17,546	47,130	54,391	2	7.2
BOEING 737-800	185,439	622	81,829	965	280,580	1,238	13,859,390	32,072,872	35,039,248	86	9.4
BOEING 747 400	160,971	5,850	23,500	1,291	202,320	7,802	6,392,492	44,356,696	54,104,670	46	12.5
BOEING 747 8	-	3,238	-	637	-	4,310	-	-	-	1	11.8
BOEING 757 200	53,006	12,757	21,255	15,292	78,101	24,796	4,199,933	10,895,986	11,841,657	52	5.5
BOEING 757-300	5,786	-	2,105	-	8,460	-	524,322	1,474,758	1,616,554	1	10.3
BOEING 767 300	21,604	10,584	9,789	2,998	33,247	14,409	1,586,489	5,502,794	6,218,455	8	9.5
BOEING 777 200	183,588	-	29,649	-	237,412	-	5,514,861	36,705,179	45,297,292	46	14.1
BOEING 777 300	50,484	-	6,309	-	63,515	-	1,423,804	12,455,242	14,993,045	12	14.5

	Aircraft-Km Passenger (000)	Cargo (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Year Ended Dec 2018	Avg Daily Utilisation Per A/C (Hours) Year Ended Dec 2018
BOEING 787 8	71,625	-	10,809	-	90,466	-	2,386,885	16,240,455	18,335,010	20	13.6
BOEING 787 9	182,184	-	23,939	-	227,449	-	5,239,484	40,230,528	48,973,028	51	13.7
BOMBARDIER BD100 1A10 NO MASTER SERIES ASSIGNED	1	-	1	-	1	-	2	2	9	1	-
BOMBARDIER BD700 1A10 NO MASTER SERIES ASSIGNED	618	-	345	-	802	-	1,034	2,173	8,729	8	0.3
BOMBARDIER BD700 1A11 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
BOMBARDIER CL600 2B19 NO MASTER SERIES ASSIGNED	33	-	41	-	46	-	411	355	463	1	0.1
BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES	199	-	5,630	-	1,419	-	21,277	972	1,589	2	1.9
CANADAIR CL600 2B16 600	364	-	342	-	521	-	1,314	1,166	3,593	7	0.2
CESSNA 310 NO MASTER SERIES ASSIGNED	-	1	-	3	-	4	-	-	-	4	-
CESSNA 402 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
CESSNA 404 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	4	-
CESSNA 510 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	3	-
CESSNA 560 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	3	-
CESSNA F406 NO MASTER SERIES ASSIGNED	34	14	104	28	84	38	-	89	263	6	0.1
DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED	41	-	30	-	56	-	77	107	372	2	0.1
DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED	348	-	145	-	424	-	553	1,351	4,848	4	0.3
DASSAULT FALCON 900EX NO MASTER SERIES ASSIGNED	211	-	167	-	269	-	660	894	3,003	3	0.2
DE HAVILLAND DHC6 400	578	-	3,437	-	3,199	-	33,150	5,771	10,984	3	2.9
DE HAVILLAND DHC8 400	46,661	-	107,054	-	129,111	-	6,394,801	2,840,309	3,639,574	54	6.5
DORNIER 228 200	434	-	4,941	-	2,332	-	54,939	4,972	7,842	4	1.6
DORNIER 328 NO MASTER SERIES ASSIGNED	1,088	-	2,918	-	3,335	-	52,737	20,789	33,810	2	4.6
EMBRAER EMB135 NO MASTER SERIES ASSIGNED	3,442	-	5,567	-	7,253	-	122,308	75,989	121,258	3	4.1
EMBRAER EMB145 NO MASTER SERIES ASSIGNED	15,834	-	25,854	-	33,556	-	538,861	478,859	776,831	6	5.5
EMBRAER EMB505 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
EMBRAER EMB550 NO MASTER SERIES ASSIGNED	218	-	218	-	336	-	800	800	2,182	1	0.9
EMBRAER ERJ170 100	6,956	-	12,466	-	15,815	-	596,007	407,132	528,671	6	5.7
EMBRAER ERJ170 200	14,296	-	21,009	-	30,375	-	1,484,448	1,025,067	1,257,990	11	7.6

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Year Ended Dec 2018	Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2018
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
EMBRAER ERJ190 100	22,338	-	27,464	-	44,048	-	1,948,803	1,640,401	2,189,162	16	7.6
EMBRAER ERJ190 200	8,255	-	12,148	-	17,167	-	1,082,591	757,456	976,631	7	6.3
GULFSTREAM GV NO MASTER SERIES ASSIGNED	719	-	241	-	878	-	925	2,823	11,790	3	0.8
GULFSTREAM GVI NO MASTER SERIES ASSIGNED	246	-	68	-	294	-	159	514	2,754	2	0.5
HAWKER HAWKER 800 NO MASTER SERIES ASSIGNED	46	6	27	2	73	8	-	168	377	8	-
LEARJET 45 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	-	-
SAAB 2000 NO MASTER SERIES ASSIGNED	4,487	-	12,462	-	11,619	-	281,723	127,193	224,348	12	2.5
SAAB 340 NO MASTER SERIES ASSIGNED	5,961	-	21,371	1	20,637	2	409,878	123,935	199,960	16	3.5
<b>Total</b>	<b>1,890,513</b>	<b>39,432</b>	<b>1,119,864</b>	<b>32,803</b>	<b>2,999,376</b>	<b>66,946</b>	<b>142,430,892</b>	<b>353,267,665</b>	<b>415,978,646</b>	<b>991</b>	<b>8.3</b>

(a) Excludes small airlines' public transport operations (see table 1.13)

(b) Excludes passengers uplifted on sub-charter operations

(c) 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