

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Ort Ended Aug 2017 | Avge Daily Utilisation Per A/C (Hours) Ort Ended Aug 2017 |
|---|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| BOMBARDIER BD700 1A10 NO MASTER SERIES ASSIGNED | 25 | - | 8 | - | 29 | - | 37 | 128 | 349 | 8 | 0.1 |
| BOMBARDIER CL600 2B19 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| BRITTEN NORMAN BN2A III | - | - | - | - | - | - | - | - | - | - | 1.1 |
| BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES | 18 | - | 500 | - | 126 | - | 2,067 | 97 | 142 | 2 | 2.0 |
| CANADAIR CL600 2B16 600 | 32 | - | 17 | - | 42 | - | 74 | 115 | 405 | 7 | 0.3 |
| CESSNA 310 NO MASTER SERIES ASSIGNED | - | - | - | 1 | - | 1 | - | - | - | - | - |
| CESSNA 510 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 3 | - |
| CESSNA 560 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 2 | - |
| CESSNA F406 NO MASTER SERIES ASSIGNED | 6 | - | 18 | 1 | 12 | 1 | - | 11 | 45 | - | - |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED | 30 | - | 21 | - | 38 | - | 79 | 106 | 382 | 5 | 0.3 |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED | 31 | - | 11 | - | 41 | - | 25 | 74 | 404 | 4 | 0.4 |
| DASSAULT FALCON 900EX NO MASTER SERIES ASSIGNED | 34 | - | 24 | - | 44 | - | 98 | 167 | 543 | 3 | 0.3 |
| DE HAVILLAND DHC6 400 | 56 | - | 328 | - | 298 | - | 3,649 | 641 | 883 | 3 | 3.0 |
| DE HAVILLAND DHC8 400 | 4,935 | - | 11,002 | - | 13,840 | - | 646,229 | 301,854 | 384,935 | 60 | 7.4 |
| DORNIER 228 200 | 63 | - | 641 | - | 319 | - | 7,070 | 714 | 1,143 | 3 | 2.2 |
| DORNIER 328 NO MASTER SERIES ASSIGNED | 118 | - | 335 | - | 369 | - | 6,602 | 2,421 | 3,671 | 3 | 3.6 |
| EMBRAER EMB135 NO MASTER SERIES ASSIGNED | 318 | - | 463 | - | 650 | - | 10,393 | 7,140 | 11,402 | 6 | 4.3 |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED | 1,418 | - | 2,169 | - | 2,919 | - | 39,512 | 40,769 | 69,596 | 19 | 6.1 |
| EMBRAER EMB505 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| EMBRAER EMB550 NO MASTER SERIES ASSIGNED | 30 | - | 28 | - | 46 | - | 144 | 165 | 303 | 1 | 1.2 |
| EMBRAER ERJ170 100 | 810 | - | 1,148 | - | 1,635 | - | 59,695 | 49,034 | 61,556 | 8 | 5.4 |
| EMBRAER ERJ170 200 | 1,450 | - | 2,019 | - | 3,129 | - | 146,360 | 106,857 | 127,602 | 11 | 8.3 |
| EMBRAER ERJ190 100 | 2,245 | - | 2,131 | - | 4,026 | - | 160,828 | 173,769 | 219,995 | 14 | 7.8 |
| EMBRAER ERJ190 200 | 1,437 | - | 1,735 | - | 2,854 | - | 162,578 | 139,088 | 169,795 | 10 | 5.2 |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED | 61 | - | 32 | - | 80 | - | 168 | 321 | 1,015 | 3 | 0.6 |
| GULFSTREAM GVI NO MASTER SERIES ASSIGNED | 9 | - | 4 | - | 11 | - | 14 | 29 | 95 | 2 | 0.3 |
| LEARJET 45 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| RAYTHEON HAWKER 800 | - | - | - | - | - | - | - | - | - | 3 | - |
| SAAB 2000 NO MASTER SERIES ASSIGNED | 514 | - | 1,422 | - | 1,286 | - | 32,250 | 13,974 | 25,720 | 14 | 3.8 |

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|------------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|--|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| SAAB 340 NO MASTER SERIES ASSIGNED | 585 | - | 2,057 | - | 2,007 | - | 43,017 | 13,355 | 19,640 | 17 | 3.5 |
| Total | 193,045 | 3,271 | 120,714 | 2,853 | 310,374 | 5,568 | 16,439,819 | 36,362,517 | 40,593,338 | 1,082 | 9.3 |

(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