

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Year Ended Dec 2020	Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2020
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
AGUSTA AW139 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	2	-
AIRBUS A318 100	1,182	9	317	3	1,667	11	3,679	18,395	37,833	2	2.3
AIRBUS A319 100	44,845	22	53,013	26	89,437	44	5,473,618	4,659,266	6,600,963	120	2.2
AIRBUS A320 200	81,459	32	65,368	24	141,373	55	7,435,169	9,412,778	14,226,159	136	3.0
AIRBUS A320 200N	55,060	49	35,765	27	89,587	77	4,042,735	6,362,536	9,698,847	51	5.1
AIRBUS A321 200	16,099	43	10,113	72	26,657	89	1,377,152	2,204,709	3,502,237	30	2.5
AIRBUS A321 200N	18,626	31	10,696	25	29,810	55	1,483,239	2,658,287	4,085,492	21	4.5
AIRBUS A330 200	6,913	11	1,208	13	9,072	22	137,536	1,282,180	2,043,973	7	3.3
AIRBUS A330 300	7,670	-	1,341	-	10,256	-	239,311	1,389,371	2,040,150	10	2.8
AIRBUS A340 600	1,098	-	179	-	1,425	-	37,649	225,733	338,218	-	4.4
AIRBUS A350 1000	19,423	8,477	3,305	1,577	24,911	10,637	472,965	2,710,223	6,456,922	15	9.1
AIRBUS A380 800	9,053	6	1,019	2	11,243	9	335,906	3,021,499	4,245,751	12	2.6
AIRBUS HELICOPTERS MBB BK117 C	-	-	-	-	-	-	-	-	-	3	-
ATR ATR42 300	114	-	715	-	481	-	15,873	2,732	5,223	1	1.3
ATR ATR42 500	780	203	2,175	597	2,426	672	25,309	9,736	37,444	4	2.7
ATR ATR72 200	1,677	122	6,241	379	5,731	419	173,920	46,849	119,104	14	1.3
BAE AVRO146RJ 100	91	-	136	-	181	-	6,259	5,088	8,703	1	0.5
BAE AVRO146RJ 85	83	-	117	-	163	-	4,750	4,006	7,610	1	0.4
BAE BAE146 200	17	-	40	-	45	-	1,375	848	1,520	-	0.2
BAE BAE146 300	-	526	-	510	-	810	-	-	-	3	1.0
BAE JETSTREAM 4100 4100	926	-	2,731	-	2,380	-	28,900	10,087	26,866	13	0.5
BEECH 200 NO MASTER SERIES ASSIGNED	184	44	374	89	436	106	-	513	1,315	16	0.1
BOEING 737 300	848	1,587	639	2,438	1,461	3,286	68,146	93,038	110,397	15	0.9
BOEING 737 400	-	5,117	-	8,964	-	11,231	-	-	-	9	2.3
BOEING 737 8	-	-	-	-	-	-	-	-	-	6	-
BOEING 737 800	63,532	2,407	25,945	2,983	94,877	4,338	3,561,955	9,108,730	12,007,550	103	2.7
BOEING 747 400	29,633	3,538	4,277	616	37,325	4,503	1,057,295	7,427,470	9,589,273	17	4.8
BOEING 757 200	8,072	12,701	2,936	15,619	11,767	24,540	537,810	1,495,669	1,784,874	37	2.5
BOEING 767 300F	1,402	8,403	471	2,943	2,003	12,225	122,642	391,403	452,246	6	7.0
BOEING 777 200	57,423	12,015	9,423	1,654	74,435	15,261	1,460,380	9,802,155	14,819,898	45	5.6
BOEING 777 300ER	22,893	12,930	2,827	1,523	28,825	16,190	421,240	3,585,479	6,760,148	16	9.5
BOEING 787 10	-	-	-	-	-	-	-	-	-	2	-
BOEING 787 8	23,981	10,504	3,766	1,427	30,764	13,047	566,066	3,755,046	5,553,204	20	6.0

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km	Seat-Km	Aircraft in	Avg Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Uplifted	Used	Available	Service at	Utilisation
	(000)	(000)						(000)	(000)	Year Ended	Per A/C
										Dec 2020	(Hours)
											Year Ended
											Dec 2020
BOEING 787 9	77,049	35,275	10,379	4,928	95,951	43,777	1,545,684	11,466,746	19,875,974	53	7.1
BOMBARDIER BD100 1A10	236	-	156	-	333	-	520	841	2,359	2	0.8
BOMBARDIER BD700 1A10	1,335	-	377	-	1,697	-	1,255	4,897	18,418	6	0.6
BOMBARDIER BD700 1A11	101	-	74	-	146	-	240	389	1,397	2	0.2
BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES	152	-	4,222	-	1,064	-	11,671	528	1,214	2	1.5
CANADAIR CL600 2B16 600	351	-	233	-	500	-	1,013	1,605	3,739	7	0.2
CESSNA 310 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	2	-
CESSNA 402 NO MASTER SERIES ASSIGNED	1	2	2	3	2	6	-	-	3	1	-
CESSNA 404 NO MASTER SERIES ASSIGNED	-	-	-	1	-	1	-	-	-	2	-
CESSNA 510 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
CESSNA 525 NO MASTER SERIES ASSIGNED	106	-	115	-	178	-	-	308	652	3	0.2
CESSNA 550 NO MASTER SERIES ASSIGNED	16	-	23	-	34	-	-	39	124	1	0.2
CESSNA 560 NO MASTER SERIES ASSIGNED	778	-	758	-	1,259	-	-	2,402	7,005	10	0.3
CESSNA F406 NO MASTER SERIES ASSIGNED	3	240	8	494	9	663	-	5	22	6	0.3
DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED	219	-	102	-	308	-	285	843	2,176	4	0.2
DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED	251	-	77	-	313	-	350	1,139	3,319	7	0.2
DASSAULT FALCON 900EX NO MASTER SERIES ASSIGNED	158	-	68	-	210	-	511	1,116	2,377	3	0.4
DE HAVILLAND DHC6 400	399	-	2,401	-	2,158	-	11,789	2,083	7,587	3	2.0
DE HAVILLAND DHC8 400	2,899	-	7,151	-	8,587	-	352,986	145,875	226,158	-	-
DORNIER 228 200	124	-	2,262	-	805	-	25,685	1,414	2,328	3	0.7
EMBRAER EMB135 NO MASTER SERIES ASSIGNED	1,303	-	2,090	-	2,707	-	26,817	15,360	37,483	8	0.9
EMBRAER EMB145 NO MASTER SERIES ASSIGNED	4,011	-	9,677	-	10,016	-	164,610	75,733	196,808	17	1.6
EMBRAER EMB505 NO MASTER SERIES ASSIGNED	122	-	110	-	191	-	-	334	898	4	0.1
EMBRAER ERJ170 100	1,427	-	2,521	-	3,228	-	115,927	65,781	108,434	7	1.3
EMBRAER ERJ170 200	666	-	1,208	-	1,599	-	73,204	40,087	58,631	-	-
EMBRAER ERJ190 100	4,933	-	6,543	-	10,024	-	387,673	301,138	483,422	22	1.5
EMBRAER ERJ190 200	202	-	618	-	611	-	45,149	14,990	24,576	1	1.7
EUROCOPTER AS365 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	-	-
GULFSTREAM GIV NO MASTER SERIES ASSIGNED	4	-	4	-	5	-	11	7	49	1	-

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km	Seat-Km	Aircraft in	Avg Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Uplifted	Used	Available	Service at	Utilisation
	(000)	(000)						(000)	(000)	Year Ended	Per A/C
										Dec 2020	(Hours)
										Year Ended	Year Ended
										Dec 2020	Dec 2020
GULFSTREAM GV NO MASTER SERIES ASSIGNED	326	-	98	-	404	-	356	1,371	5,455	2	0.6
GULFSTREAM GVI NO MASTER SERIES ASSIGNED	262	-	135	-	339	-	315	662	3,133	3	0.3
HAWKER HAWKER 800 NO MASTER SERIES ASSIGNED	413	-	322	-	637	-	-	1,550	3,602	5	0.3
SAAB 2000 NO MASTER SERIES ASSIGNED	345	-	981	-	891	-	12,866	5,745	17,268	1	0.8
SAAB 340 NO MASTER SERIES ASSIGNED	2,461	-	9,348	-	8,493	-	112,011	36,171	81,139	15	1.5
Total	573,737	114,294	307,200	46,937	881,431	162,074	31,981,807	81,872,985	125,737,670	942	3.1

(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