

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Qrt Ended Sep 2020 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 2020 |
|--|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| AGUSTA AW139 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 2 | - |
| AIRBUS A318 100 | 66 | - | 15 | - | 93 | - | 129 | 779 | 2,104 | 2 | 1.7 |
| AIRBUS A319 100 | 3,607 | - | 3,571 | - | 6,449 | - | 285,319 | 273,764 | 526,662 | 121 | 1.8 |
| AIRBUS A320 200 | 9,236 | 7 | 6,434 | 2 | 14,879 | 10 | 640,306 | 924,330 | 1,633,074 | 132 | 3.7 |
| AIRBUS A320 200N | 9,104 | - | 5,041 | - | 13,943 | - | 509,540 | 959,387 | 1,613,168 | 50 | 7.9 |
| AIRBUS A321 200 | 1,661 | 12 | 805 | 22 | 2,510 | 25 | 92,027 | 192,131 | 380,122 | 30 | 2.9 |
| AIRBUS A321 200N | 3,342 | - | 1,542 | - | 4,965 | - | 223,196 | 494,182 | 740,791 | 20 | 6.2 |
| AIRBUS A330 200 | 237 | - | 40 | - | 313 | - | 1,942 | 12,339 | 73,334 | 7 | 1.2 |
| AIRBUS A330 300 | - | - | - | - | - | - | - | - | - | 10 | - |
| AIRBUS A350 1000 | 2,251 | 463 | 372 | 108 | 2,847 | 594 | 27,281 | 156,201 | 747,076 | 12 | 9.9 |
| AIRBUS A380 800 | - | - | - | - | - | - | - | - | - | 12 | - |
| AIRBUS HELICOPTERS BK117 C | - | - | - | - | - | - | - | - | - | 3 | - |
| ATR ATR42 300 | 15 | - | 74 | - | 60 | - | 1,929 | 440 | 682 | 1 | 0.6 |
| ATR ATR42 500 | 126 | 15 | 308 | 39 | 375 | 49 | 4,360 | 1,607 | 6,036 | 4 | 3.2 |
| ATR ATR72 200 | 170 | - | 530 | - | 552 | - | 12,566 | 3,876 | 11,980 | 14 | 0.9 |
| BAE AVRO146RJ 100 | 4 | - | 11 | - | 9 | - | 411 | 169 | 411 | 1 | 0.4 |
| BAE AVRO146RJ 85 | 9 | - | 18 | - | 18 | - | 695 | 351 | 900 | 1 | 0.5 |
| BAE BAE146 200 | - | - | - | - | - | - | - | - | - | - | 0.3 |
| BAE BAE146 300 | - | 56 | - | 52 | - | 82 | - | - | - | 2 | 1.2 |
| BAE JETSTREAM 4100 4100 | 129 | - | 347 | - | 325 | - | 3,980 | 1,528 | 3,740 | 13 | 0.7 |
| BEECH 200 NO MASTER SERIES ASSIGNED | 27 | 13 | 55 | 34 | 70 | 34 | - | 77 | 207 | 15 | 0.2 |
| BOEING 737 300 | 43 | 128 | 22 | 201 | 62 | 260 | 923 | 1,788 | 2,647 | 15 | 0.7 |
| BOEING 737 400 | - | 539 | - | 902 | - | 1,161 | - | - | - | 13 | 2.6 |
| BOEING 737 8 | - | - | - | - | - | - | - | - | - | 6 | - |
| BOEING 737 800 | 11,224 | 235 | 4,167 | 280 | 16,217 | 417 | 521,539 | 1,457,938 | 2,121,404 | 104 | 3.9 |
| BOEING 747 400 | - | 344 | - | 76 | - | 448 | - | - | - | 37 | 1.7 |
| BOEING 757 200 | 797 | 1,151 | 285 | 1,308 | 1,130 | 2,136 | 48,862 | 137,593 | 176,572 | 38 | 2.4 |
| BOEING 767 300F | 209 | 660 | 72 | 244 | 295 | 965 | 21,882 | 63,798 | 68,562 | 6 | 6.8 |
| BOEING 777 200 | 2,224 | 892 | 379 | 101 | 2,837 | 1,108 | 40,069 | 240,026 | 555,331 | 45 | 2.7 |
| BOEING 777 300ER | 1,794 | 743 | 219 | 101 | 2,245 | 939 | 24,721 | 201,221 | 532,706 | 12 | 8.2 |
| BOEING 787 10 | - | - | - | - | - | - | - | - | - | 2 | - |
| BOEING 787 8 | 1,318 | 757 | 326 | 85 | 1,759 | 927 | 42,409 | 155,993 | 300,221 | 20 | 3.8 |
| BOEING 787 9 | 5,145 | 2,768 | 751 | 370 | 6,367 | 3,410 | 61,626 | 349,504 | 1,238,218 | 54 | 5.8 |
| BOMBARDIER BD100 1A10 | 25 | - | 13 | - | 34 | - | 43 | 86 | 253 | 1 | 1.3 |
| BOMBARDIER BD700 1A10 | 85 | - | 29 | - | 109 | - | 93 | 307 | 1,193 | 8 | 0.7 |
| BOMBARDIER BD700 1A11 | 11 | - | 11 | - | 17 | - | 24 | 25 | 149 | 2 | 0.3 |

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|---|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES | 17 | - | 469 | - | 117 | - | 1,428 | 67 | 136 | 2 | 1.7 |
| CANADAIR CL600 2B16 600 | 20 | - | 16 | - | 29 | - | 78 | 105 | 231 | 8 | 0.3 |
| CESSNA 310 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 3 | - |
| CESSNA 402 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | 0.1 |
| CESSNA 404 NO MASTER SERIES ASSIGNED | - | - | - | 1 | - | 1 | - | - | - | 3 | - |
| CESSNA 510 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 2 | - |
| CESSNA 525 NO MASTER SERIES ASSIGNED | 20 | - | 17 | - | 32 | - | - | 51 | 120 | 3 | 0.4 |
| CESSNA 550 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | 0.4 |
| CESSNA 560 NO MASTER SERIES ASSIGNED | 101 | - | 93 | - | 161 | - | - | 281 | 912 | 10 | 0.7 |
| CESSNA F406 NO MASTER SERIES ASSIGNED | - | 17 | - | 31 | - | 46 | - | - | - | 6 | 0.3 |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED | 7 | - | 8 | - | 12 | - | 32 | 39 | 72 | 4 | 0.1 |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED | 16 | - | 11 | - | 21 | - | 42 | 63 | 198 | 6 | 0.1 |
| DASSAULT FALCON 900EX NO MASTER SERIES ASSIGNED | 29 | - | 15 | - | 38 | - | 129 | 243 | 428 | 3 | 0.3 |
| DE HAVILLAND DHC6 400 | 47 | - | 279 | - | 251 | - | 1,849 | 323 | 896 | 3 | 2.2 |
| DORNIER 228 200 | 7 | - | 179 | - | 60 | - | 2,593 | 106 | 139 | 3 | 0.7 |
| EMBRAER EMB135 NO MASTER SERIES ASSIGNED | 175 | - | 333 | - | 382 | - | 4,207 | 2,044 | 5,658 | 8 | 1.1 |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED | 418 | - | 1,018 | - | 1,047 | - | 16,688 | 7,362 | 20,494 | 17 | 1.5 |
| EMBRAER EMB505 NO MASTER SERIES ASSIGNED | 17 | - | 17 | - | 27 | - | - | 48 | 124 | 6 | 0.2 |
| EMBRAER ERJ170 100 | 118 | - | 185 | - | 229 | - | 7,699 | 5,166 | 8,937 | 7 | 0.6 |
| EMBRAER ERJ190 100 | 226 | - | 235 | - | 401 | - | 14,634 | 14,376 | 22,131 | 19 | 0.7 |
| EMBRAER ERJ190 200 | 7 | - | 15 | - | 16 | - | 1,446 | 748 | 899 | 1 | 0.9 |
| EUROCOPTER AS365 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| GULFSTREAM GIV NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED | 15 | - | 4 | - | 19 | - | 20 | 91 | 221 | 2 | 0.3 |
| GULFSTREAM GVI NO MASTER SERIES ASSIGNED | 56 | - | 18 | - | 70 | - | 33 | 91 | 665 | 3 | 0.4 |
| HAWKER HAWKER 800 NO MASTER SERIES ASSIGNED | 50 | - | 39 | - | 77 | - | - | 190 | 446 | 6 | 0.7 |
| SAAB 2000 NO MASTER SERIES ASSIGNED | 13 | - | 32 | - | 27 | - | 549 | 249 | 646 | 1 | 1.0 |

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|------------------------------------|--------------------|----------------|---------------|-------|----------------|--------|------------------------|--------------------------|-------------------------------|--|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| SAAB 340 NO MASTER SERIES ASSIGNED | 223 | - | 894 | - | 785 | - | 9,039 | 2,999 | 7,347 | 15 | 1.4 |
| Total | 54,441 | 8,799 | 29,314 | 3,957 | 82,278 | 12,612 | 2,626,338 | 5,664,082 | 10,808,243 | 960 | 3.0 |

(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