

|  | Aircraft-Km     |             | Stage Flights |       | Aircraft Hours |       | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Qrt Ended Nov 2021 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Nov 2021 |
|--|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|---|
|  | Passenger (000) | Cargo (000) | Passenger     | Cargo | Passenger      | Cargo |                     |                    |                         |   |   |
| AGUSTA AW139 NO MASTER SERIES ASSIGNED         | -               | -           | -             | -     | -              | -     | -                   | -                  | -                       | 3   | -   |
| AIRBUS A319 100                                | 2,623           | -           | 3,520         | -     | 5,426          | -     | 368,262             | 279,843            | 380,414                 | 103                                       | 2.7   |
| AIRBUS A320 200                                | 8,175           | -           | 8,466         | -     | 15,278         | -     | 1,041,359           | 1,026,180          | 1,415,688               | 131                                       | 4.7   |
| AIRBUS A320 200N                               | 6,846           | -           | 4,814         | -     | 11,430         | -     | 616,747             | 899,740            | 1,184,931               | 54  | 8.0   |
| AIRBUS A321 200                                | 630             | 152         | 293           | 95    | 970            | 235   | 37,722              | 85,875             | 143,191                 | 30  | 2.1   |
| AIRBUS A321 200N                               | 3,208           | -           | 1,904         | -     | 5,167          | -     | 288,040             | 497,632            | 712,615                 | 26  | 7.3   |
| AIRBUS A330 200                                | 248             | -           | 44            | -     | 328            | -     | 2,929               | 23,016             | 71,428                  | 6   | 1.3   |
| AIRBUS A330 300                                | 2,033           | 560         | 381           | 178   | 2,673          | 812   | 58,963              | 339,635            | 548,607                 | 11  | 5.4   |
| AIRBUS A350 1000                               | 3,712           | 671         | 547           | 90    | 4,780          | 864   | 115,506             | 750,667            | 1,235,838               | 15  | 11.3  |
| AIRBUS A380 800                                | 80              | -           | 85            | -     | 163            | -     | 10,102              | 10,330             | 37,535                  | 12  | -   |
| AIRBUS HELICOPTERS MBB BK117 C                 | -               | -           | -             | -     | -              | -     | -                   | -                  | -                       | 3   | -   |
| ATR ATR42 300                                  | 17              | -           | 92            | -     | 69             | -     | 2,765               | 542                | 778                     | 1   | 3.7   |
| ATR ATR42 500                                  | 246             | -           | 655           | -     | 760            | -     | 11,445              | 4,192              | 11,798                  | 4   | 5.9   |
| ATR ATR72 200                                  | 335             | 61          | 1,366         | 217   | 1,201          | 226   | 44,920              | 11,165             | 23,724                  | 15  | 3.1   |
| BAE AVRO146RJ 100                              | 3               | -           | 4             | -     | 5              | -     | 189                 | 128                | 259                     | 1   | 0.2   |
| BAE AVRO146RJ 85                               | 6               | -           | 13            | -     | 13             | -     | 552                 | 266                | 316                     | 1   | 0.3   |
| BAE BAE146 300                                 | -               | 16          | -             | 12    | -              | 28    | -                   | -                  | -                       | 3   | 0.2   |
| BAE JETSTREAM 4100 4100                        | 94              | -           | 255           | -     | 244            | -     | 2,859               | 1,112              | 2,713                   | 13  | 0.6   |
| BEECH 200 NO MASTER SERIES ASSIGNED            | 23              | 3           | 58            | 3     | 62             | 6     | -                   | 75                 | 162                     | 16  | 0.3   |
| BOEING 737 300                                 | 43              | 136         | 28            | 220   | 65             | 284   | 1,196               | 1,880              | 2,683                   | 15  | 1.3   |
| BOEING 737 400                                 | -               | 182         | -             | 427   | -              | 433   | -                   | -                  | -                       | 8   | 2.2   |
| BOEING 737 8                                   | 1,879           | -           | 569           | -     | 2,649          | -     | 92,631              | 306,986            | 355,049                 | 15  | 5.2   |
| BOEING 737 800                                 | 10,606          | 57          | 4,239         | 114   | 15,783         | 130   | 601,982             | 1,546,352          | 2,004,548               | 107                                       | 6.5   |
| BOEING 747 400                                 | -               | 456         | -             | 86    | -              | 586   | -                   | -                  | -                       | 2   | 11.3  |
| BOEING 757 200                                 | 180             | 1,165       | 68            | 1,388 | 266            | 2,278 | 11,302              | 30,650             | 40,591                  | 37  | 2.8   |
| BOEING 767 300F                                | 36              | 838         | 14            | 224   | 53             | 1,133 | 3,058               | 8,460              | 11,768                  | 7   | 5.1   |
| BOEING 777 200                                 | 9,096           | 312         | 1,500         | 34    | 11,696         | 394   | 269,616             | 1,768,651          | 2,489,684               | 43  | 4.0   |
| BOEING 777 300ER                               | 4,362           | 260         | 567           | 28    | 5,459          | 330   | 105,983             | 787,876            | 1,224,499               | 16  | 10.4  |
| BOEING 787 10                                  | 676             | -           | 103           | -     | 849            | -     | 17,474              | 115,715            | 172,941                 | 2   | 14.8  |
| BOEING 787 8                                   | 3,527           | 970         | 589           | 112   | 4,562          | 1,226 | 90,808              | 670,046            | 872,070                 | 20  | 3.6   |
| BOEING 787 9                                   | 9,838           | 2,088       | 1,404         | 285   | 12,364         | 2,664 | 222,351             | 1,557,468          | 2,380,450               | 40  | 8.3   |
| BOMBARDIER BD100 1A10                          | 28              | -           | 28            | -     | 43             | -     | 68                  | 69                 | 254                     | 2   | 0.8   |
| BOMBARDIER BD700 1A10                          | 204             | -           | 60            | -     | 259            | -     | 240                 | 797                | 2,812                   | 6   | 1.0   |
| BOMBARDIER BD700 1A11                          | 77              | -           | 23            | -     | 97             | -     | 120                 | 408                | 1,055                   | 4   | 0.6   |
| BOMBARDIER BD700 2A12                          | 35              | -           | 12            | -     | 43             | -     | 34                  | 97                 | 588                     | 1   | 1.1   |
| BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES | 15              | -           | 444           | -     | 111            | -     | 1,361               | 60                 | 123                     | 2   | 1.6   |

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|--|-----------------|-------------|---------------|-------|----------------|--------|---------------------|--------------------|-------------------------|---|---|
|  | Passenger (000) | Cargo (000) | Passenger     | Cargo | Passenger      | Cargo  |                     |                    |                         |   |   |
| CANADAIR CL600 2B16 600                              | 39              | -           | 23            | -     | 58             | -      | 110                 | 162                | 447                     | 7   | 0.2   |
| CESSNA 404 NO MASTER SERIES ASSIGNED                 | -               | -           | -             | -     | -              | -      | -                   | -                  | -                       | 2   | -   |
| CESSNA 510 NO MASTER SERIES ASSIGNED                 | -               | -           | -             | -     | -              | -      | -                   | -                  | -                       | 1   | -   |
| CESSNA 525 NO MASTER SERIES ASSIGNED                 | 12              | -           | 15            | -     | 22             | -      | -                   | 29                 | 87                      | 3   | 0.3   |
| CESSNA 550 NO MASTER SERIES ASSIGNED                 | -               | -           | -             | -     | -              | -      | -                   | -                  | -                       | 1   | 0.5   |
| CESSNA 560 NO MASTER SERIES ASSIGNED                 | 58              | -           | 58            | -     | 97             | -      | -                   | 159                | 479                     | 7   | 0.9   |
| CESSNA F406 NO MASTER SERIES ASSIGNED                | -               | 3           | -             | 4     | -              | 10     | -                   | -                  | -                       | 6   | -   |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED       | 11              | -           | 8             | -     | 17             | -      | 27                  | 39                 | 107                     | 3   | 0.5   |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED         | 60              | -           | 27            | -     | 78             | -      | 90                  | 234                | 827                     | 7   | 0.3   |
| DASSAULT FALCON 900EX NO MASTER SERIES ASSIGNED      | 5               | -           | 1             | -     | 7              | -      | 4                   | 19                 | 72                      | 2   | 0.6   |
| DE HAVILLAND DHC6 400                                | 35              | -           | 203           | -     | 195            | -      | 1,308               | 230                | 662                     | 3   | 2.9   |
| DORNIER 228 200                                      | 24              | -           | 307           | -     | 137            | -      | 3,151               | 237                | 413                     | 3   | 1.9   |
| EMBRAER EMB135 NO MASTER SERIES ASSIGNED             | 94              | -           | 162           | -     | 208            | -      | 1,780               | 762                | 2,226                   | 9   | 1.7   |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED             | 877             | -           | 1,862         | -     | 2,148          | -      | 48,982              | 23,222             | 42,958                  | 15  | 4.4   |
| EMBRAER EMB505 NO MASTER SERIES ASSIGNED             | 12              | -           | 10            | -     | 19             | -      | -                   | 39                 | 86                      | 4   | 0.3   |
| EMBRAER ERJ170 100                                   | -               | -           | -             | -     | -              | -      | -                   | -                  | -                       | 3   | 1.6   |
| EMBRAER ERJ190 100                                   | 1,199           | -           | 2,014         | -     | 2,537          | -      | 120,816             | 77,028             | 117,522                 | 25  | 3.0   |
| EMBRAER ERJ190 200                                   | 48              | -           | 178           | -     | 154            | -      | 13,954              | 3,678              | 5,805                   | 1   | 3.9   |
| GULFSTREAM GIV NO MASTER SERIES ASSIGNED             | -               | -           | -             | -     | -              | -      | -                   | -                  | -                       | 1   | -   |
| GULFSTREAM GULFSTREAM G280 NO MASTER SERIES ASSIGNED | 3               | -           | 4             | -     | 4              | -      | 16                  | 9                  | 31                      | 1   | 0.4   |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED              | 100             | -           | 23            | -     | 125            | -      | 74                  | 314                | 1,523                   | 3   | 0.9   |
| GULFSTREAM GVI NO MASTER SERIES ASSIGNED             | 59              | -           | 7             | -     | 68             | -      | 14                  | 115                | 733                     | 3   | 0.4   |
| GULFSTREAM GVII NO MASTER SERIES ASSIGNED            | 32              | -           | 13            | -     | 38             | -      | 31                  | 61                 | 574                     | 1   | 1.1   |
| HAWKER HAWKER 800 NO MASTER SERIES ASSIGNED          | 28              | -           | 31            | -     | 46             | -      | -                   | 60                 | 250                     | 2   | 1.0   |
| SAAB 340 NO MASTER SERIES ASSIGNED                   | 211             | 15          | 873           | 19    | 756            | 35     | 11,823              | 3,384              | 6,965                   | 15  | 2.0   |
| Total  | 71,788          | 7,943       | 37,964        | 3,536 | 109,578        | 11,673 | 4,222,764           | 10,835,694         | 15,510,879              | 903                                       | 4.4   |

- (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