

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Ort Ended Aug 2022	Avge Daily Utilisation Per A/C (Hours) Ort Ended Aug 2022
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
CESSNA 510 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
CESSNA 525 NO MASTER SERIES ASSIGNED	13	-	10	-	20	-	-	41	89	4	0.2
CESSNA 560 NO MASTER SERIES ASSIGNED	32	-	29	-	51	-	-	137	282	4	1.1
CESSNA F406 NO MASTER SERIES ASSIGNED	-	3	-	6	-	8	-	-	-	6	0.1
DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED	21	-	6	-	27	-	30	118	212	3	0.5
DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED	22	-	12	-	30	-	65	111	303	4	0.3
DE HAVILLAND DHC6 400	57	-	338	-	307	-	3,237	551	1,087	3	3.1
DE HAVILLAND DHC8 400	374	-	926	-	842	-	37,632	15,680	29,160	4	4.5
DORNIER 228 200	31	-	399	-	179	-	5,498	451	572	2	2.6
EMBRAER EMB135 NO MASTER SERIES ASSIGNED	80	-	106	-	151	-	2,529	1,507	2,022	6	1.5
EMBRAER EMB145 NO MASTER SERIES ASSIGNED	1,067	-	2,159	-	2,529	-	71,625	36,142	52,260	15	5.0
EMBRAER EMB505 NO MASTER SERIES ASSIGNED	26	-	27	-	44	-	-	74	225	3	0.1
EMBRAER ERJ190 100	2,781	-	3,009	-	5,040	-	222,877	219,517	274,014	24	5.5
EMBRAER ERJ190 200	75	-	228	-	230	-	22,620	7,167	9,147	1	7.0
GULFSTREAM GIV NO MASTER SERIES ASSIGNED	3	-	4	-	6	-	18	13	48	2	0.2
GULFSTREAM GULFSTREAM G280 NO MASTER SERIES ASSIGNED	11	-	12	-	16	-	53	48	94	1	0.5
GULFSTREAM GV NO MASTER SERIES ASSIGNED	81	-	18	-	91	-	75	290	1,233	2	0.7
GULFSTREAM GVI NO MASTER SERIES ASSIGNED	18	-	11	-	24	-	37	63	208	3	0.4
GULFSTREAM GVII NO MASTER SERIES ASSIGNED	1	-	1	-	2	-	7	7	15	2	0.6
HAWKER HAWKER 800 NO MASTER SERIES ASSIGNED	9	-	7	-	12	-	-	36	80	1	0.9
SAAB 340 NO MASTER SERIES ASSIGNED	236	2	989	1	840	4	18,016	4,931	7,803	15	1.8
Total	154,157	4,042	77,586	2,126	234,176	6,198	11,253,088	28,786,267	33,140,042	884	8.2

(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