



	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Ort Ended Sep 2022	Avge Daily Utilisation Per A/C (Hours) Ort Ended Sep 2022
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
CESSNA 525 NO MASTER SERIES ASSIGNED	20	-	14	-	32	-	-	45	138	5	0.2
CESSNA 560 NO MASTER SERIES ASSIGNED	39	-	36	-	63	-	-	150	336	4	0.6
CESSNA F406 NO MASTER SERIES ASSIGNED	-	5	-	7	-	15	-	-	-	6	0.1
DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED	32	-	12	-	44	-	40	101	318	3	0.5
DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED	5	-	4	-	7	-	30	35	63	4	0.3
DE HAVILLAND DHC6 400	55	-	326	-	292	-	2,887	491	1,036	3	3.3
DE HAVILLAND DHC8 400	387	-	977	-	856	-	34,614	14,224	30,171	6	5.2
DORNIER 228 200	29	-	392	-	172	-	5,340	418	558	2	2.9
EMBRAER EMB135 NO MASTER SERIES ASSIGNED	45	-	43	-	70	-	405	241	684	4	1.1
EMBRAER EMB145 NO MASTER SERIES ASSIGNED	1,033	-	2,059	-	2,467	-	67,606	34,354	50,625	15	5.3
EMBRAER EMB505 NO MASTER SERIES ASSIGNED	8	-	8	-	13	-	-	21	69	3	0.4
EMBRAER ERJ190 100	2,192	-	2,816	-	4,269	-	210,358	177,402	216,204	23	6.5
EMBRAER ERJ190 200	62	-	216	-	209	-	20,226	5,683	7,584	1	7.0
GULFSTREAM GIV NO MASTER SERIES ASSIGNED	2	-	3	-	4	-	12	8	28	2	0.2
GULFSTREAM GULFSTREAM G280 NO MASTER SERIES ASSIGNED	6	-	8	-	10	-	23	18	56	1	0.4
GULFSTREAM GV NO MASTER SERIES ASSIGNED	48	-	20	-	63	-	67	150	756	2	1.2
GULFSTREAM GVI NO MASTER SERIES ASSIGNED	47	-	10	-	56	-	11	47	563	3	0.5
GULFSTREAM GVII NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	2	-
HAWKER HAWKER 800 NO MASTER SERIES ASSIGNED	26	-	24	-	41	-	-	97	234	1	1.2
PILATUS PC24 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
SAAB 340 NO MASTER SERIES ASSIGNED	236	-	964	-	837	-	17,015	4,747	7,777	11	2.5
Total	146,656	4,211	74,670	2,075	224,808	6,389	10,563,976	26,843,953	31,584,275	883	8.8

(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