

|  | Aircraft-Km     |             | Stage Flights |        | Aircraft Hours |        | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2021 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2021 |
|--|-----------------|-------------|---------------|--------|----------------|--------|---------------------|--------------------|-------------------------|--|--|
|  | Passenger (000) | Cargo (000) | Passenger     | Cargo  | Passenger      | Cargo  |                     |                    |                         |  |  |
| AGUSTA AW139 NO MASTER SERIES ASSIGNED | -               | -           | -             | -      | -              | -      | -                   | -                  | -                       | 3  | -  |
| AIRBUS A318 100                        | 55              | -           | 17            | -      | 79             | -      | 162                 | 555                | 1,771                   | -  | 0.4  |
| AIRBUS A319 100                        | 24,155          | 21          | 30,994        | 19     | 48,267         | 38     | 3,106,156           | 2,382,070          | 3,554,144               | 94   | 1.4  |
| AIRBUS A320 200                        | 72,089          | 11          | 61,024        | 14     | 125,484        | 22     | 7,066,804           | 8,233,689          | 12,518,432              | 132  | 2.7  |
| AIRBUS A320 200N                       | 57,914          | 12          | 38,448        | 13     | 94,532         | 23     | 4,243,419           | 6,260,764          | 10,085,714              | 55   | 4.9  |
| AIRBUS A321 200                        | 6,761           | 2,370       | 3,553         | 1,448  | 10,562         | 3,654  | 395,054             | 930,599            | 1,542,304               | 32   | 1.3  |
| AIRBUS A321 200N                       | 25,556          | 21          | 14,214        | 12     | 40,390         | 34     | 1,876,544           | 3,514,114          | 5,674,403               | 27   | 4.6  |
| AIRBUS A330 200                        | 2,639           | 73          | 475           | 14     | 3,503          | 101    | 27,071              | 202,967            | 772,211                 | 6  | 1.5  |
| AIRBUS A330 300                        | 9,520           | 5,528       | 1,813         | 1,508  | 12,523         | 7,694  | 267,878             | 1,507,351          | 2,561,446               | 13   | 5.1  |
| AIRBUS A340 600                        | -               | 271         | -             | 30     | -              | 377    | -                   | -                  | -                       | 2  | 2.5  |
| AIRBUS A350 1000                       | 30,010          | 15,287      | 4,538         | 2,510  | 37,755         | 19,276 | 708,094             | 4,622,495          | 9,990,724               | 16   | 10.4   |
| AIRBUS A380 800                        | 1,190           | 11          | 250           | 4      | 1,591          | 16     | 65,250              | 390,105            | 558,058                 | 12   | 0.4  |
| AIRBUS HELICOPTERS MBB BK117 C         | -               | -           | -             | -      | -              | -      | -                   | -                  | -                       | 3  | -  |
| ATR ATR42 300                          | 158             | -           | 731           | -      | 624            | -      | 20,931              | 4,730              | 7,278                   | 1  | 1.8  |
| ATR ATR42 500                          | 1,824           | 120         | 5,183         | 363    | 5,725          | 401    | 94,828              | 32,927             | 87,566                  | 6  | 3.8  |
| ATR ATR72 200                          | 2,676           | 358         | 9,807         | 1,393  | 9,292          | 1,344  | 335,961             | 94,762             | 188,244                 | 15   | 2.1  |
| BAE ATP NO MASTER SERIES ASSIGNED      | -               | 203         | -             | 601    | -              | 697    | -                   | -                  | -                       | -  | -  |
| BAE AVRO146RJ 100                      | 64              | -           | 146           | -      | 134            | -      | 6,110               | 2,711              | 6,246                   | 1  | 0.4  |
| BAE AVRO146RJ 85                       | 38              | -           | 92            | -      | 81             | -      | 3,414               | 1,400              | 2,699                   | 1  | 0.4  |
| BAE BAE146 300                         | -               | 191         | -             | 168    | -              | 300    | -                   | -                  | -                       | 1  | 0.4  |
| BAE JETSTREAM 4100 4100                | 511             | -           | 1,483         | -      | 1,347          | -      | 19,537              | 7,650              | 14,830                  | 13   | 0.4  |
| BEECH 200 NO MASTER SERIES ASSIGNED    | 367             | 62          | 814           | 126    | 934            | 154    | -                   | 999                | 2,475                   | 16   | 0.2  |
| BOEING 737 300                         | 264             | 1,608       | 194           | 2,393  | 390            | 3,285  | 8,513               | 11,625             | 16,389                  | 15   | 1.3  |
| BOEING 737 400                         | -               | 2,501       | -             | 5,122  | -              | 5,655  | -                   | -                  | -                       | 8  | 1.8  |
| BOEING 737 8                           | 10,676          | -           | 4,114         | -      | 15,602         | -      | 562,046             | 1,488,804          | 2,017,693               | 13   | 3.7  |
| BOEING 737 800                         | 84,335          | 560         | 36,548        | 1,176  | 126,758        | 1,281  | 4,218,496           | 10,181,543         | 15,939,301              | 108  | 3.3  |
| BOEING 747 400                         | -               | 6,159       | -             | 1,278  | -              | 7,877  | -                   | -                  | -                       | 2  | 10.8   |
| BOEING 757 200                         | 2,929           | 14,276      | 1,081         | 17,116 | 4,247          | 27,842 | 143,589             | 392,552            | 639,651                 | 23   | 2.6  |
| BOEING 767 300F                        | 1,109           | 7,789       | 405           | 2,787  | 1,606          | 10,898 | 96,547              | 277,973            | 363,726                 | 7  | 5.5  |
| BOEING 777 200                         | 50,867          | 7,554       | 8,536         | 1,113  | 65,202         | 9,669  | 1,362,026           | 8,574,146          | 13,585,282              | 43   | 4.8  |
| BOEING 777 300ER                       | 29,574          | 17,610      | 3,872         | 2,078  | 36,988         | 21,976 | 612,245             | 4,474,310          | 8,399,698               | 16   | 10.1   |
| BOEING 787 10                          | 6,027           | 817         | 872           | 213    | 7,437          | 1,095  | 107,524             | 735,537            | 1,541,790               | 2  | 11.7   |
| BOEING 787 8                           | 20,824          | 6,449       | 4,131         | 1,165  | 27,141         | 8,439  | 564,606             | 3,057,606          | 4,910,912               | 20   | 4.9  |

|  | Aircraft-Km     |             | Stage Flights |       | Aircraft Hours |        | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Year Ended Dec 2021 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2021 |
|--|-----------------|-------------|---------------|-------|----------------|--------|---------------------|--------------------|-------------------------|--|--|
|  | Passenger (000) | Cargo (000) | Passenger     | Cargo | Passenger      | Cargo  |                     |                    |                         |  |  |
| BOEING 787 9   | 69,099          | 39,830      | 10,151        | 6,293 | 86,747         | 50,571 | 1,225,617           | 8,182,830          | 16,564,229              | 39   | 8.2  |
| BOMBARDIER BD100 1A10                                | 306             | -           | 253           | -     | 450            | -      | 893                 | 1,082              | 2,922                   | 2  | 0.6  |
| BOMBARDIER BD700 1A10                                | 1,557           | -           | 428           | -     | 1,949          | -      | 1,623               | 6,076              | 21,562                  | 5  | 0.9  |
| BOMBARDIER BD700 1A11                                | 680             | -           | 219           | -     | 871            | -      | 896                 | 2,896              | 9,352                   | 4  | 0.6  |
| BOMBARDIER BD700 2A12                                | 253             | -           | 112           | -     | 326            | -      | 365                 | 795                | 4,308                   | 1  | 1.2  |
| BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES       | 175             | -           | 4,953         | -     | 1,240          | -      | 16,039              | 729                | 1,402                   | 2  | 1.7  |
| CANADAIR CL600 2B16 600                              | 249             | -           | 198           | -     | 374            | -      | 799                 | 996                | 2,815                   | 7  | 0.2  |
| CESSNA 310 NO MASTER SERIES ASSIGNED                 | -               | -           | -             | -     | -              | -      | -                   | -                  | -                       | -  | -  |
| CESSNA 402 NO MASTER SERIES ASSIGNED                 | -               | -           | -             | -     | -              | -      | -                   | -                  | -                       | -  | -  |
| CESSNA 404 NO MASTER SERIES ASSIGNED                 | -               | -           | -             | -     | -              | -      | -                   | -                  | -                       | 2  | -  |
| CESSNA 510 NO MASTER SERIES ASSIGNED                 | -               | -           | -             | -     | -              | -      | -                   | -                  | -                       | 1  | -  |
| CESSNA 525 NO MASTER SERIES ASSIGNED                 | 98              | -           | 124           | -     | 172            | -      | -                   | 276                | 641                     | 3  | 0.2  |
| CESSNA 550 NO MASTER SERIES ASSIGNED                 | 29              | -           | 46            | -     | 61             | -      | -                   | 90                 | 234                     | 1  | 0.2  |
| CESSNA 560 NO MASTER SERIES ASSIGNED                 | 796             | -           | 755           | -     | 1,282          | -      | -                   | 2,585              | 6,990                   | 7  | 0.5  |
| CESSNA F406 NO MASTER SERIES ASSIGNED                | 1               | 66          | 4             | 76    | 4              | 177    | -                   | 1                  | 10                      | 6  | 0.1  |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED       | 284             | -           | 150           | -     | 398            | -      | 484                 | 1,077              | 2,838                   | 3  | 0.4  |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED         | 664             | -           | 239           | -     | 832            | -      | 875                 | 2,810              | 9,121                   | 7  | 0.4  |
| DASSAULT FALCON 900EX NO MASTER SERIES ASSIGNED      | 149             | -           | 61            | -     | 196            | -      | 371                 | 872                | 2,236                   | -  | 0.4  |
| DE HAVILLAND DHC6 400                                | 474             | -           | 2,799         | -     | 2,539          | -      | 19,238              | 3,407              | 9,001                   | 3  | 2.3  |
| DORNIER 228 200                                      | 219             | -           | 3,479         | -     | 1,390          | -      | 40,321              | 2,609              | 4,100                   | 3  | 1.3  |
| EMBRAER EMB135 NO MASTER SERIES ASSIGNED             | 1,382           | -           | 2,472         | -     | 2,906          | -      | 35,850              | 18,167             | 38,022                  | 8  | 0.9  |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED             | 7,075           | -           | 16,151        | -     | 17,654         | -      | 382,548             | 177,828            | 346,816                 | 15   | 3.0  |
| EMBRAER EMB505 NO MASTER SERIES ASSIGNED             | 184             | -           | 193           | -     | 302            | -      | -                   | 501                | 1,335                   | 4  | 0.2  |
| EMBRAER ERJ170 100                                   | 177             | -           | 166           | -     | 264            | -      | 5,558               | 5,424              | 13,424                  | -  | 0.2  |
| EMBRAER ERJ190 100                                   | 7,945           | -           | 10,625        | -     | 15,382         | -      | 642,140             | 496,606            | 779,635                 | 25   | 1.8  |
| EMBRAER ERJ190 200                                   | 306             | -           | 1,073         | -     | 942            | -      | 77,950              | 21,856             | 37,366                  | 1  | 2.6  |
| GULFSTREAM GIV NO MASTER SERIES ASSIGNED             | -               | -           | 1             | -     | 1              | -      | 2                   | -                  | 6                       | 1  | -  |
| GULFSTREAM GULFSTREAM G280 NO MASTER SERIES ASSIGNED | 53              | -           | 64            | -     | 79             | -      | 194                 | 166                | 475                     | 1  | 0.3  |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED              | 805             | -           | 190           | -     | 997            | -      | 741                 | 3,265              | 11,981                  | 3  | 1.0  |

|  | 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 2021    | (Hours)     |
|  |             |         |               |        |                |         |            |            |             | Year Ended  | Year Ended  |
|  |             |         |               |        |                |         |            |            |             | Dec 2021    | Dec 2021    |
| GULFSTREAM GVI NO MASTER SERIES<br>ASSIGNED    | 212         | -       | 62            | -      | 258            | -       | 153        | 452        | 2,609       | 3           | 0.2         |
| GULFSTREAM GVII NO MASTER SERIES<br>ASSIGNED   | 191         | -       | 78            | -      | 237            | -       | 311        | 720        | 3,440       | 1           | 1.1         |
| HAWKER HAWKER 800 NO MASTER SERIES<br>ASSIGNED | 403         | -       | 350           | -      | 629            | -       | -          | 1,411      | 3,631       | 2           | 0.6         |
| SAAB 2000 NO MASTER SERIES ASSIGNED            | -           | -       | -             | -      | -              | -       | -          | -          | -           | -           | -           |
| SAAB 340 NO MASTER SERIES ASSIGNED             | 2,126       | 203     | 8,597         | 325    | 7,523          | 469     | 118,689    | 36,674     | 70,150      | 15          | 1.5         |
| Total  | 538,026     | 129,963 | 297,328       | 49,358 | 824,195        | 183,362 | 28,484,462 | 66,356,185 | 112,933,638 | 881         | 3.2         |

(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