

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Year Ended Dec 2022	Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2022
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
AGUSTA AW139 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	3	-
AIRBUS A319 100	99,564	8	108,841	8	194,949	14	13,130,173	12,259,303	15,003,752	87	6.4
AIRBUS A320 200	212,404	14	168,820	15	372,344	27	23,545,878	30,479,148	37,169,383	131	7.8
AIRBUS A320 200N	113,449	2	68,206	4	183,974	5	9,762,910	16,720,591	19,938,658	52	9.8
AIRBUS A321 200	29,531	951	16,067	967	47,038	1,722	2,488,141	5,231,888	6,531,527	31	4.9
AIRBUS A321 200N	65,914	-	31,423	-	102,030	-	5,561,128	11,821,975	14,713,325	32	9.3
AIRBUS A330 200	5,525	134	1,649	21	7,797	178	57,614	1,123,918	1,699,816	4	4.9
AIRBUS A330 300	41,157	3,391	7,013	926	53,870	4,963	1,269,838	7,914,414	11,175,969	12	12.9
AIRBUS A330 900	1,167	-	182	-	1,550	-	29,036	184,304	305,778	2	14.6
AIRBUS A340 600	-	518	-	89	-	727	-	-	-	3	0.7
AIRBUS A350 1000	72,743	982	10,425	160	90,488	1,319	2,617,630	19,039,988	25,014,332	22	12.4
AIRBUS A380 800	28,406	102	4,017	156	35,667	248	1,500,051	10,660,862	13,320,731	12	8.6
AIRBUS HELICOPTERS MBB BK117 C	-	-	-	-	-	-	-	-	-	3	-
ATR ATR42 300	4	-	28	-	18	-	732	123	171	-	0.2
ATR ATR42 500	3,003	-	7,919	-	9,409	-	160,042	63,126	144,163	7	4.1
ATR ATR72 200	6,872	1,016	24,420	3,673	23,546	3,644	982,822	283,910	489,144	25	3.6
BAE AVRO146RJ 100	10	-	37	-	26	-	1,503	491	1,009	-	-
BAE AVRO146RJ 85	7	-	23	-	17	-	789	267	369	-	-
BAE BAE146 300	-	34	-	25	-	59	-	-	-	-	-
BAE JETSTREAM 4100 4100	741	-	2,709	-	2,000	-	31,332	9,887	21,478	9	0.6
BEECH 200 NO MASTER SERIES ASSIGNED	337	30	841	61	891	75	-	963	2,363	16	0.2
BOEING 737 300	8,105	858	5,271	1,659	13,408	1,916	666,954	1,039,974	1,181,043	12	3.3
BOEING 737 400	-	1,900	-	4,221	-	4,451	-	-	-	8	1.7
BOEING 737 700	183	-	131	-	264	-	5,726	8,769	11,321	1	1.2
BOEING 737 8	42,925	-	16,100	-	62,363	-	2,673,868	7,175,836	8,112,919	11	10.8
BOEING 737 800	262,167	981	113,471	1,107	392,924	1,800	18,506,080	43,283,581	49,549,636	118	9.3
BOEING 747 400F	-	1,179	-	236	-	1,524	-	-	-	-	10.9
BOEING 757 200	12,911	3,458	5,412	3,883	19,425	6,605	986,086	2,610,037	2,976,092	15	4.6
BOEING 767 300F	4,294	16,448	1,479	4,763	6,105	22,981	417,031	1,223,291	1,408,273	9	9.4
BOEING 777 200	130,857	271	21,807	71	168,650	377	4,443,349	29,371,326	36,395,701	43	10.8
BOEING 777 300ER	51,862	647	7,693	115	65,746	875	1,693,127	11,523,321	14,290,059	16	11.4
BOEING 777 F	-	7,559	-	1,310	-	9,549	-	-	-	3	14.4
BOEING 787 10	8,363	-	1,277	-	10,548	-	242,804	1,601,774	2,130,820	5	12.6

	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 2022	(Hours)
										Year Ended	Year Ended
										Dec 2022	Dec 2022
BOEING 787 8	63,111	3,452	10,206	516	80,107	4,582	2,111,675	13,282,731	15,932,363	20	11.6
BOEING 787 9	148,517	4,436	20,720	848	186,488	6,431	3,998,430	29,449,734	37,873,739	40	13.3
BOMBARDIER BD100 1A10	299	-	286	-	456	-	1,307	1,421	2,695	2	0.7
BOMBARDIER BD700 1A10	1,921	-	617	-	2,422	-	2,203	7,364	26,034	7	1.0
BOMBARDIER BD700 1A11	768	-	234	-	978	-	830	2,950	10,663	3	0.8
BOMBARDIER BD700 2A12	239	-	67	-	292	-	263	901	4,038	1	0.6
BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES	193	-	5,465	-	1,380	-	19,925	898	1,543	2	1.9
CANADAIR CL600 2B16 600	328	-	227	-	479	-	911	1,318	3,802	3	0.2
CESSNA 404 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	-	-
CESSNA 510 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
CESSNA 525 NO MASTER SERIES ASSIGNED	113	-	110	-	193	-	-	326	790	4	0.1
CESSNA 550 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	-	-
CESSNA 560 NO MASTER SERIES ASSIGNED	546	-	538	-	895	-	-	1,894	4,689	4	0.6
CESSNA F406 NO MASTER SERIES ASSIGNED	-	59	-	186	-	181	-	-	-	6	0.1
DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED	230	-	118	-	324	-	408	950	2,303	3	0.4
DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED	382	-	133	-	481	-	476	1,453	5,327	4	0.3
DE HAVILLAND DHC6 400	553	-	3,292	-	3,027	-	26,548	4,661	10,510	3	2.8
DE HAVILLAND DHC8 400	2,943	-	7,499	-	6,597	-	304,936	121,620	229,547	8	4.8
DORNIER 228 200	316	-	4,127	-	1,830	-	50,787	3,998	5,964	2	2.5
EMBRAER EMB135 NO MASTER SERIES ASSIGNED	1,074	-	1,608	-	2,146	-	28,792	15,474	26,715	4	1.1
EMBRAER EMB145 NO MASTER SERIES ASSIGNED	10,620	-	22,052	-	25,578	-	683,762	336,401	520,356	15	4.7
EMBRAER EMB505 NO MASTER SERIES ASSIGNED	105	-	111	-	172	-	-	298	859	3	0.2
EMBRAER EMB550 NO MASTER SERIES ASSIGNED	1	-	3	-	3	-	4	1	10	1	0.1
EMBRAER ERJ190 100	23,443	-	31,610	-	46,559	-	2,263,389	1,766,468	2,303,424	23	5.4
EMBRAER ERJ190 200	650	-	2,281	-	2,134	-	204,706	57,552	79,270	1	5.8
GULFSTREAM GIV NO MASTER SERIES ASSIGNED	61	-	78	-	107	-	481	346	859	2	0.2
GULFSTREAM GULFSTREAM G280 NO MASTER SERIES ASSIGNED	101	-	111	-	154	-	307	290	904	1	0.4
GULFSTREAM GV NO MASTER SERIES ASSIGNED	590	-	144	-	729	-	667	2,757	8,600	2	0.8

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Year Ended Dec 2022	Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2022
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
GULFSTREAM GVI NO MASTER SERIES ASSIGNED	363	-	96	-	440	-	239	841	4,342	3	0.4
GULFSTREAM GVII NO MASTER SERIES ASSIGNED	191	-	69	-	240	-	266	664	3,426	2	0.4
HAWKER HAWKER 800 NO MASTER SERIES ASSIGNED	177	-	184	-	285	-	-	640	1,595	1	0.7
PILATUS PC24 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	-	-
SAAB 340 NO MASTER SERIES ASSIGNED	2,591	22	10,814	31	9,215	52	178,569	50,504	85,508	6	2.2
<b>Total</b>	<b>1,462,929</b>	<b>48,452</b>	<b>748,061</b>	<b>25,051</b>	<b>2,238,756</b>	<b>74,303</b>	<b>100,654,525</b>	<b>258,747,522</b>	<b>318,737,707</b>	<b>869</b>	<b>7.4</b>

(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