



	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Ort Ended May 2023	Avge Daily Utilisation Per A/C (Hours) Ort Ended May 2023
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
CESSNA 510 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
CESSNA 525 NO MASTER SERIES ASSIGNED	4	-	5	-	7	-	-	10	22	4	0.1
CESSNA 560 NO MASTER SERIES ASSIGNED	26	-	26	-	43	-	-	106	238	3	0.1
CESSNA F406 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	6	-
DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED	20	-	15	-	28	-	80	104	195	3	0.2
DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED	19	-	5	-	25	-	9	40	269	4	-
DE HAVILLAND DHC6 400	54	-	320	-	288	-	2,814	498	1,020	3	2.4
DORNIER 228 200	31	-	407	-	166	-	4,994	404	591	2	2.3
EMBRAER EMB135 NO MASTER SERIES ASSIGNED	60	-	44	-	90	-	206	298	781	3	0.5
EMBRAER EMB145 NO MASTER SERIES ASSIGNED	1,070	-	2,123	-	2,530	-	63,452	32,356	52,449	15	4.2
EMBRAER EMB505 NO MASTER SERIES ASSIGNED	23	-	25	-	38	-	-	59	169	3	0.2
EMBRAER EMB550 NO MASTER SERIES ASSIGNED	16	-	6	-	21	-	25	35	145	1	0.2
EMBRAER ERJ190 100	2,162	-	3,022	-	4,430	-	215,170	158,704	212,001	23	5.3
EMBRAER ERJ190 200	62	-	184	-	188	-	17,666	5,578	7,510	1	3.5
GULFSTREAM GIV NO MASTER SERIES ASSIGNED	4	-	6	-	7	-	37	25	55	2	-
GULFSTREAM GULFSTREAM G280 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	0.2
GULFSTREAM GV NO MASTER SERIES ASSIGNED	37	-	11	-	46	-	51	145	598	2	0.5
GULFSTREAM GVI NO MASTER SERIES ASSIGNED	45	-	7	-	49	-	13	90	544	3	0.6
GULFSTREAM GVII NO MASTER SERIES ASSIGNED	12	-	7	-	17	-	76	93	197	2	0.1
HAWKER HAWKER 800 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	0.4
SAAB 340 NO MASTER SERIES ASSIGNED	202	-	854	-	735	-	15,455	4,283	6,660	5	4.2
Total	158,297	3,388	81,494	1,926	245,202	5,220	11,454,503	29,132,983	34,436,169	883	7.0

(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