

|                                                | Aircraft-Km |       | Stage Flights |       | Aircraft Hours |       | Passengers | Seat-Km   | Seat-Km   | Aircraft in | Avge Daily      |
|------------------------------------------------|-------------|-------|---------------|-------|----------------|-------|------------|-----------|-----------|-------------|-----------------|
|                                                | Passenger   | Cargo | Passenger     | Cargo | Passenger      | Cargo | Uplifted   | Used      | Available | Service at  | Utilisation Per |
|                                                | (000)       | (000) |               |       |                |       |            | (000)     | (000)     | Qrt Ended   | A/C (Hours)     |
|                                                |             |       |               |       |                |       |            |           |           | Jul 2025    | Qrt Ended       |
|                                                |             |       |               |       |                |       |            |           |           | Jul 2025    | Jul 2025        |
| AGUSTA AW139 NO MASTER SERIES ASSIGNED         | -           | -     | -             | -     | -              | -     | -          | -         | -         | 3           | -               |
| AIRBUS A319 100                                | 11,155      | -     | 11,312        | 1     | 21,995         | 1     | 1,524,621  | 1,521,868 | 1,669,901 | 74          | 8.6             |
| AIRBUS A320 200                                | 27,541      | -     | 20,011        | -     | 48,484         | -     | 3,117,288  | 4,392,314 | 4,862,678 | 145         | 9.9             |
| AIRBUS A320 200N                               | 18,371      | -     | 10,843        | -     | 30,451         | -     | 1,719,084  | 2,973,039 | 3,244,454 | 82          | 11.3            |
| AIRBUS A321 200                                | 3,297       | -     | 1,709         | -     | 5,457          | -     | 252,914    | 573,415   | 690,114   | 16          | 8.6             |
| AIRBUS A321 200N                               | 15,654      | -     | 7,576         | -     | 24,714         | -     | 1,480,064  | 3,094,615 | 3,582,692 | 67          | 11.3            |
| AIRBUS A330 200                                | 780         | -     | 259           | -     | 1,108          | -     | 3,943      | 182,362   | 245,422   | 4           | 6.2             |
| AIRBUS A330 300                                | 2,835       | -     | 490           | -     | 3,583          | -     | 105,280    | 664,365   | 787,383   | 10          | 13.1            |
| AIRBUS A330 900                                | 2,869       | -     | 480           | -     | 3,748          | -     | 101,500    | 620,720   | 751,550   | 8           | 14.7            |
| AIRBUS A340 600                                | -           | 715   | -             | 88    | -              | 1,024 | -          | -         | -         | 5           | 4.9             |
| AIRBUS A350 1000                               | 10,194      | -     | 1,418         | -     | 13,062         | -     | 425,955    | 3,077,658 | 3,508,558 | 30          | 14.1            |
| AIRBUS A380 800                                | 3,272       | -     | 423           | -     | 4,094          | -     | 177,344    | 1,377,156 | 1,534,562 | 12          | 12.5            |
| ATR ATR42 500                                  | 288         | -     | 930           | -     | 940            | -     | 25,033     | 8,887     | 13,837    | 6           | 5.1             |
| ATR ATR72 200                                  | 1,402       | 111   | 4,423         | 361   | 4,876          | 374   | 219,028    | 72,538    | 100,611   | 37          | 4.3             |
| BAE JETSTREAM 4100 4100                        | 44          | -     | 159           | -     | 117            | -     | 2,046      | 667       | 1,289     | 9           | 0.4             |
| BEECH 200 NO MASTER SERIES ASSIGNED            | 17          | 3     | 45            | 8     | 45             | 8     | -          | 42        | 117       | 8           | 0.3             |
| BOEING 737 300                                 | 1,305       | -     | 806           | -     | 2,124          | -     | 104,831    | 169,676   | 190,887   | 9           | 6.0             |
| BOEING 737 400                                 | -           | 73    | -             | 180   | -              | 178   | -          | -         | -         | 5           | 1.2             |
| BOEING 737 700                                 | 38          | -     | 19            | -     | 54             | -     | 1,012      | 2,009     | 2,343     | 1           | 1.2             |
| BOEING 737 8                                   | 8,129       | -     | 3,110         | -     | 11,808         | -     | 458,991    | 1,408,100 | 1,536,436 | 27          | 11.9            |
| BOEING 737 800                                 | 38,396      | 143   | 17,446        | 244   | 57,981         | 318   | 2,890,436  | 6,437,488 | 7,256,790 | 147         | 11.2            |
| BOEING 747 400F                                | -           | 271   | -             | 54    | -              | 355   | -          | -         | -         | 3           | 4.6             |
| BOEING 757 200                                 | -           | 223   | -             | 218   | -              | 410   | -          | -         | -         | 5           | 2.7             |
| BOEING 767 200                                 | -           | 89    | -             | 178   | -              | 154   | -          | -         | -         | 2           | 1.8             |
| BOEING 767 300F                                | -           | 1,100 | -             | 457   | -              | 1,577 | -          | -         | -         | 8           | 7.3             |
| BOEING 777 200                                 | 14,282      | -     | 2,347         | -     | 18,651         | -     | 516,128    | 3,426,781 | 3,954,210 | 43          | 13.8            |
| BOEING 777 300ER                               | 5,721       | -     | 777           | -     | 7,296          | -     | 176,572    | 1,306,790 | 1,453,050 | 16          | 14.9            |
| BOEING 777 F                                   | -           | 2,178 | -             | 335   | -              | 2,718 | -          | -         | -         | 7           | 13.0            |
| BOEING 787 10                                  | 3,730       | -     | 579           | -     | 4,768          | -     | 128,956    | 835,795   | 954,913   | 12          | 12.7            |
| BOEING 787 8                                   | 5,564       | -     | 1,174         | -     | 7,275          | -     | 283,868    | 1,266,273 | 1,421,075 | 20          | 10.8            |
| BOEING 787 9                                   | 15,203      | 11    | 2,071         | 1     | 19,297         | 14    | 478,759    | 3,515,599 | 3,967,991 | 44          | 13.6            |
| BOMBARDIER BD100 1A10                          | 18          | -     | 18            | -     | 27             | -     | 50         | 45        | 165       | 1           | 1.1             |
| BOMBARDIER BD700 1A10                          | 127         | -     | 50            | -     | 160            | -     | 175        | 413       | 1,783     | 10          | 0.6             |
| BOMBARDIER BD700 1A11                          | 11          | -     | 2             | -     | 13             | -     | 9          | 48        | 151       | 2           | 0.7             |
| BOMBARDIER BD700 2A12                          | 8           | -     | 7             | -     | 11             | -     | 58         | 57        | 116       | 4           | -               |
| BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES | 14          | -     | 417           | -     | 105            | -     | 1,652      | 71        | 113       | 2           | 2.0             |

|                                                | Aircraft-Km |       | Stage Flights |       | Aircraft Hours |       | Passengers | Seat-Km    | Seat-Km    | Aircraft in | Ave Daily       |
|------------------------------------------------|-------------|-------|---------------|-------|----------------|-------|------------|------------|------------|-------------|-----------------|
|                                                | Passenger   | Cargo | Passenger     | Cargo | Passenger      | Cargo | Uplifted   | Used       | Available  | Service at  | Utilisation Per |
|                                                | (000)       | (000) |               |       |                |       |            | (000)      | (000)      | Qrt Ended   | A/C (Hours)     |
|                                                |             |       |               |       |                |       |            |            |            | Jul 2025    | Qrt Ended       |
|                                                |             |       |               |       |                |       |            |            |            | Jul 2025    | Jul 2025        |
| CANADAIR CL600 2B16 600                        | 18          | -     | 16            | -     | 26             | -     | 81         | 99         | 178        | 1           | 0.5             |
| CESSNA 525 NO MASTER SERIES ASSIGNED           | 9           | -     | 17            | -     | 18             | -     | -          | 24         | 55         | 3           | 0.3             |
| CESSNA 560 NO MASTER SERIES ASSIGNED           | 2           | -     | 2             | -     | 4              | -     | -          | 4          | 15         | 4           | 0.3             |
| CESSNA F406 NO MASTER SERIES ASSIGNED          | -           | -     | -             | -     | -              | -     | -          | -          | -          | 7           | 0.1             |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED | -           | -     | -             | -     | -              | -     | -          | -          | -          | 1           | -               |
| DASSAULT FALCON 6X NO MASTER SERIES ASSIGNED   | -           | -     | -             | -     | -              | -     | -          | -          | -          | 1           | -               |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED   | -           | -     | -             | -     | -              | -     | -          | -          | -          | 2           | 0.2             |
| DE HAVILLAND DHC6 400                          | 51          | -     | 312           | -     | 288            | -     | 3,450      | 584        | 972        | 3           | 2.1             |
| DORNIER 228 200                                | 31          | -     | 403           | -     | 166            | -     | 4,765      | 400        | 586        | 2           | 2.5             |
| EMBRAER EMB135 NO MASTER SERIES ASSIGNED       | 17          | -     | 14            | -     | 26             | -     | 134        | 171        | 218        | 3           | 0.2             |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED       | 831         | -     | 1,783         | -     | 2,054          | -     | 62,047     | 29,573     | 40,708     | 14          | 5.0             |
| EMBRAER EMB505 NO MASTER SERIES ASSIGNED       | 26          | -     | 26            | -     | 43             | -     | -          | 77         | 185        | 2           | 0.5             |
| EMBRAER EMB550 NO MASTER SERIES ASSIGNED       | 20          | -     | 17            | -     | 29             | -     | 58         | 76         | 182        | 2           | 0.9             |
| EMBRAER ERJ170 100                             | 37          | -     | 79            | -     | 68             | -     | 2,047      | 2,116      | 2,843      | 2           | 3.0             |
| EMBRAER ERJ190 100                             | 2,895       | -     | 3,553         | -     | 5,654          | -     | 253,402    | 255,287    | 306,793    | 24          | 7.0             |
| GULFSTREAM GIV NO MASTER SERIES ASSIGNED       | -           | -     | -             | -     | -              | -     | -          | -          | -          | 1           | -               |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED        | 6           | -     | 1             | -     | 8              | -     | 1          | 6          | 89         | 1           | 0.7             |
| GULFSTREAM GVI NO MASTER SERIES ASSIGNED       | 12          | -     | 2             | -     | 16             | -     | 5          | 16         | 162        | 1           | 0.3             |
| GULFSTREAM GVII NO MASTER SERIES ASSIGNED      | 3           | -     | 3             | -     | 5              | -     | 21         | 18         | 50         | 1           | 0.1             |
| GULFSTREAM GVIII NO MASTER SERIES ASSIGNED     | 20          | -     | 6             | -     | 24             | -     | 21         | 53         | 263        | 1           | 0.7             |
| PILATUS PC24 NO MASTER SERIES ASSIGNED         | -           | -     | -             | -     | -              | -     | -          | -          | -          | 1           | -               |
| Total                                          | 194,245     | 4,918 | 95,135        | 2,125 | 300,670        | 7,131 | 14,521,629 | 37,217,295 | 42,086,490 | 961         | 9.7             |

- (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