

	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 2026	Qrt Ended
										Jul 2026	Jul 2026
AGUSTA AW139 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	3	-
AIRBUS A319 100	10,729	-	10,592	-	20,920	-	1,391,033	1,418,957	1,613,122	69	8.6
AIRBUS A320 200	26,360	-	19,797	-	46,609	-	3,029,909	4,097,468	4,719,516	143	10.1
AIRBUS A320 200N	19,307	-	11,322	-	31,801	-	1,751,288	3,032,046	3,461,167	85	11.8
AIRBUS A321 200	2,957	-	1,542	-	4,876	-	230,780	516,255	617,718	16	8.3
AIRBUS A321 200N	21,485	-	11,088	-	34,411	-	2,176,177	4,291,620	4,933,132	92	10.7
AIRBUS A330 200	669	-	218	-	939	-	3,938	155,538	214,392	4	6.6
AIRBUS A330 300	2,435	-	398	-	3,141	-	82,018	530,982	642,829	7	13.9
AIRBUS A330 900	2,658	-	437	-	3,423	-	91,632	591,352	696,448	8	13.8
AIRBUS A350 1000	10,343	9	1,407	1	13,142	12	414,242	3,064,213	3,545,934	30	14.1
AIRBUS A380 800	3,288	-	414	-	4,091	-	167,391	1,337,167	1,542,169	12	10.9
ATR ATR42 500	219	-	707	-	705	-	18,377	6,592	10,495	6	4.0
ATR ATR72 200	1,380	88	4,440	270	4,892	291	216,022	68,215	99,375	29	5.1
BEECH 200 NO MASTER SERIES ASSIGNED	1	-	3	-	3	-	-	1	6	3	-
BOEING 737 300	1,396	-	848	-	2,265	-	112,751	186,559	205,010	8	6.4
BOEING 737 400	-	82	-	147	-	175	-	-	-	4	0.9
BOEING 737 700	19	-	17	-	28	-	813	953	1,181	1	0.4
BOEING 737 8	9,502	-	3,686	-	13,845	-	599,676	1,555,740	1,795,924	33	10.9
BOEING 737 800	35,887	132	16,621	226	54,362	283	2,800,767	6,082,187	6,782,661	144	10.4
BOEING 747 400F	-	173	-	37	-	254	-	-	-	3	4.0
BOEING 757 200	-	128	-	150	-	251	-	-	-	4	2.0
BOEING 767 200	-	89	-	178	-	155	-	-	-	2	2.4
BOEING 767 300F	-	1,319	-	540	-	1,930	-	-	-	8	7.4
BOEING 777 200	13,624	6	2,242	1	17,715	8	488,853	3,222,399	3,764,428	43	13.5
BOEING 777 300ER	5,833	-	793	-	7,425	-	171,490	1,279,081	1,481,682	16	14.4
BOEING 777 F	-	2,210	-	368	-	2,827	-	-	-	9	10.8
BOEING 787 10	4,155	-	636	-	5,314	-	143,004	936,300	1,063,558	12	12.3
BOEING 787 8	5,538	-	1,150	-	7,253	-	269,833	1,224,144	1,379,153	20	11.7
BOEING 787 9	13,817	11	1,836	1	17,681	14	413,026	3,117,540	3,560,297	44	13.3
BOMBARDIER BD700 1A10	149	-	44	-	166	-	141	448	2,033	9	0.6
BOMBARDIER BD700 1A11	15	-	4	-	27	-	18	72	191	2	0.1
BOMBARDIER BD700 2A12	30	-	6	-	19	-	24	124	451	4	0.1
BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES	17	-	482	-	122	-	1,263	58	139	2	2.1
CANADAIR CL600 2B16 600	13	-	10	-	19	-	54	59	156	1	0.6
CESSNA 525 NO MASTER SERIES ASSIGNED	6	-	9	-	11	-	-	16	35	3	0.3
CESSNA 560 NO MASTER SERIES ASSIGNED	17	-	17	-	30	-	-	53	153	4	0.2

	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 2026	Qrt Ended
										Jul 2026	Jul 2026
DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
DASSAULT FALCON 6X NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	0.1
DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	3	0.1
DE HAVILLAND DHC6 400	51	-	307	-	289	-	3,036	530	975	3	3.1
DORNIER 228 200	-	-	-	-	-	-	-	-	-	2	-
EMBRAER EMB135 NO MASTER SERIES ASSIGNED	20	-	21	-	33	-	173	152	258	3	0.6
EMBRAER EMB145 NO MASTER SERIES ASSIGNED	654	-	1,513	-	1,670	-	46,776	20,506	32,041	12	4.4
EMBRAER EMB505 NO MASTER SERIES ASSIGNED	2	-	2	-	3	-	-	2	16	1	0.1
EMBRAER EMB550 NO MASTER SERIES ASSIGNED	107	-	72	-	153	-	268	392	965	4	0.8
EMBRAER ERJ190 100	2,640	-	2,877	-	5,149	-	254,059	232,929	279,680	21	6.8
GULFSTREAM GIV NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	-	-
GULFSTREAM GV NO MASTER SERIES ASSIGNED	8	-	1	-	1	-	2	15	105	1	0.4
GULFSTREAM GVIII NO MASTER SERIES ASSIGNED	50	-	9	-	60	-	23	63	648	2	0.3
HAWKER HAWKER 800 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	0.2
PILATUS PC24 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
Total	195,381	4,248	95,568	1,919	302,593	6,200	14,878,857	36,970,728	42,448,043	939	9.8

(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