

	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)
										Jun 2026	Qrt Ended
										Jun 2026	Jun 2026
AGUSTA AW139 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	3	-
AIRBUS A319 100	9,537	-	9,869	-	18,964	-	1,258,239	1,237,920	1,432,637	69	8.6
AIRBUS A320 200	25,860	-	19,129	-	45,786	-	2,836,576	3,914,169	4,614,400	143	10.1
AIRBUS A320 200N	18,729	-	10,831	1	30,926	1	1,617,407	2,857,316	3,349,669	85	11.8
AIRBUS A321 200	2,838	-	1,473	-	4,697	-	214,566	490,589	590,211	16	8.3
AIRBUS A321 200N	18,466	-	9,798	-	29,861	-	1,901,531	3,649,500	4,233,891	92	10.7
AIRBUS A330 200	697	-	241	-	999	-	3,296	171,355	224,045	4	6.6
AIRBUS A330 300	2,142	-	361	-	2,754	-	72,773	470,258	565,618	7	13.9
AIRBUS A330 900	2,405	-	405	-	3,122	-	82,460	518,543	630,020	8	13.8
AIRBUS A350 1000	9,784	-	1,325	-	12,357	-	384,994	2,848,130	3,367,993	30	14.1
AIRBUS A380 800	3,114	-	387	-	3,865	-	160,710	1,304,492	1,460,617	12	10.9
ATR ATR42 500	216	-	717	-	706	-	19,319	6,719	10,390	6	4.0
ATR ATR72 200	1,259	83	4,042	256	4,458	275	193,151	60,897	90,619	29	5.1
BEECH 200 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	3	-
BOEING 737 300	1,228	-	758	-	2,010	-	99,806	163,958	180,799	8	6.4
BOEING 737 400	-	58	-	108	-	130	-	-	-	4	0.9
BOEING 737 700	15	-	8	-	22	-	301	698	917	1	0.4
BOEING 737 8	8,843	-	3,417	-	12,900	-	575,848	1,486,087	1,671,307	33	10.9
BOEING 737 800	34,353	151	15,929	252	52,124	332	2,675,134	5,807,265	6,492,685	144	10.4
BOEING 747 400F	-	262	-	53	-	367	-	-	-	3	4.0
BOEING 757 200	-	103	-	136	-	210	-	-	-	4	2.0
BOEING 767 200	-	87	-	174	-	147	-	-	-	2	2.4
BOEING 767 300F	-	1,328	-	490	-	1,896	-	-	-	8	7.4
BOEING 777 200	13,532	-	2,259	-	17,570	-	465,408	3,026,674	3,718,357	43	13.5
BOEING 777 300ER	5,668	-	775	-	7,198	-	173,277	1,280,130	1,439,564	16	14.4
BOEING 777 F	-	2,066	-	340	-	2,639	-	-	-	9	10.8
BOEING 787 10	3,793	-	584	-	4,798	-	131,847	861,632	970,894	12	12.3
BOEING 787 8	5,811	-	1,171	-	7,633	-	274,944	1,253,180	1,428,774	20	11.7
BOEING 787 9	14,093	-	1,860	-	17,912	-	396,232	3,137,261	3,647,473	44	13.3
BOMBARDIER BD700 1A10	103	-	46	-	131	-	162	408	1,452	9	0.6
BOMBARDIER BD700 1A11	19	-	4	-	22	-	11	51	251	2	0.1
BOMBARDIER BD700 2A12	31	-	11	-	39	-	37	102	419	4	0.1
BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES	17	-	476	-	120	-	1,211	54	134	2	2.1
CANADAIR CL600 2B16 600	-	-	-	-	-	-	-	-	-	1	0.6
CESSNA 525 NO MASTER SERIES ASSIGNED	12	-	15	-	21	-	-	28	78	3	0.3
CESSNA 560 NO MASTER SERIES ASSIGNED	21	-	21	-	36	-	-	57	192	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)
										Jun 2026	Qrt Ended
										Jun 2026	Jun 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	10	-	2	-	13	-	4	19	119	3	0.1
DE HAVILLAND DHC6 400	51	-	310	-	291	-	2,722	473	977	3	3.1
DORNIER 228 200	-	-	-	-	-	-	-	-	-	2	-
EMBRAER EMB135 NO MASTER SERIES ASSIGNED	61	-	50	-	91	-	213	254	795	3	0.6
EMBRAER EMB145 NO MASTER SERIES ASSIGNED	625	-	1,458	-	1,616	-	44,511	19,396	30,648	12	4.4
EMBRAER EMB505 NO MASTER SERIES ASSIGNED	2	-	1	-	2	-	-	3	12	1	0.1
EMBRAER EMB550 NO MASTER SERIES ASSIGNED	71	-	59	-	100	-	253	243	642	4	0.8
EMBRAER ERJ190 100	2,476	-	2,792	-	4,920	-	240,163	213,405	262,267	21	6.8
GULFSTREAM GIV NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	-	-
GULFSTREAM GV NO MASTER SERIES ASSIGNED	8	-	2	-	10	-	6	30	113	1	0.4
GULFSTREAM GVIII NO MASTER SERIES ASSIGNED	4	-	4	-	5	-	12	9	49	2	0.3
HAWKER HAWKER 800 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	0.2
PILATUS PC24 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
Total	185,893	4,139	90,590	1,810	288,076	5,997	13,827,124	34,781,305	40,419,028	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