

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Qrt Ended Jan 2026 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jan 2026 |
|--|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| AGUSTA AW139 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 3 | - |
| AIRBUS A319 100 | 5,210 | - | 6,490 | - | 11,122 | - | 753,554 | 611,235 | 763,518 | 69 | 7.8 |
| AIRBUS A320 200 | 15,413 | - | 14,243 | - | 29,112 | - | 1,935,743 | 2,151,291 | 2,702,922 | 148 | 8.4 |
| AIRBUS A320 200N | 13,300 | - | 9,104 | - | 23,167 | - | 1,225,237 | 1,899,552 | 2,342,397 | 84 | 10.6 |
| AIRBUS A321 200 | 1,436 | - | 823 | - | 2,380 | - | 117,561 | 202,452 | 289,160 | 16 | 6.1 |
| AIRBUS A321 200N | 11,838 | - | 6,033 | - | 19,203 | - | 1,032,071 | 2,132,653 | 2,692,496 | 81 | 9.8 |
| AIRBUS A330 200 | 294 | - | 45 | - | 377 | - | 4,123 | 45,347 | 92,327 | 4 | 3.7 |
| AIRBUS A330 300 | 2,086 | 6 | 330 | 1 | 2,649 | 11 | 69,179 | 437,647 | 575,212 | 10 | 11.1 |
| AIRBUS A330 900 | 2,769 | - | 496 | - | 3,672 | - | 89,928 | 561,331 | 725,375 | 8 | 15.1 |
| AIRBUS A340 600 | - | 584 | - | 71 | - | 835 | - | - | - | 6 | 8.9 |
| AIRBUS A350 1000 | 9,965 | 8 | 1,420 | 1 | 12,825 | 9 | 413,552 | 2,902,518 | 3,420,468 | 30 | 13.9 |
| AIRBUS A380 800 | 3,220 | - | 409 | - | 4,084 | - | 155,023 | 1,218,726 | 1,510,133 | 12 | 11.5 |
| ATR ATR42 500 | 179 | - | 557 | - | 579 | - | 12,826 | 4,354 | 8,614 | 6 | 4.1 |
| ATR ATR72 200 | 897 | 73 | 3,179 | 255 | 3,183 | 251 | 133,904 | 38,703 | 64,578 | 29 | 4.3 |
| BEECH 200 NO MASTER SERIES ASSIGNED | 10 | 1 | 28 | 4 | 28 | 4 | - | 22 | 68 | 8 | 0.2 |
| BOEING 737 300 | 149 | - | 107 | - | 258 | - | 12,860 | 18,532 | 21,258 | 8 | 2.3 |
| BOEING 737 400 | - | 49 | - | 108 | - | 118 | - | - | - | 5 | 1.5 |
| BOEING 737 700 | 16 | - | 16 | - | 25 | - | 690 | 717 | 1,019 | 1 | 0.8 |
| BOEING 737 8 | 4,677 | - | 1,756 | - | 6,960 | - | 220,040 | 768,182 | 883,995 | 34 | 7.8 |
| BOEING 737 800 | 11,722 | 139 | 5,883 | 261 | 18,327 | 322 | 919,659 | 1,867,524 | 2,215,367 | 146 | 7.1 |
| BOEING 747 400F | - | 179 | - | 37 | - | 266 | - | - | - | 3 | 5.2 |
| BOEING 757 200 | - | 148 | - | 187 | - | 318 | - | - | - | 5 | 2.5 |
| BOEING 767 200 | - | 84 | - | 164 | - | 195 | - | - | - | 2 | 2.7 |
| BOEING 767 300F | - | 1,043 | - | 406 | - | 1,523 | - | - | - | 8 | 8.1 |
| BOEING 777 200 | 13,609 | 12 | 2,187 | 2 | 17,873 | 19 | 446,896 | 3,073,770 | 3,751,881 | 43 | 13.6 |
| BOEING 777 300ER | 5,191 | - | 618 | - | 6,550 | - | 128,180 | 1,152,478 | 1,318,443 | 16 | 13.8 |
| BOEING 777 F | - | 2,533 | - | 440 | - | 3,231 | - | - | - | 9 | 12.9 |
| BOEING 787 10 | 3,218 | - | 554 | - | 4,291 | - | 112,697 | 658,141 | 823,901 | 12 | 10.8 |
| BOEING 787 8 | 4,251 | - | 621 | - | 5,447 | - | 133,713 | 943,884 | 1,049,937 | 19 | 9.8 |
| BOEING 787 9 | 14,390 | - | 1,869 | - | 18,205 | - | 403,969 | 3,139,949 | 3,713,325 | 44 | 12.7 |
| BOMBARDIER BD100 1A10 | - | - | - | - | - | - | - | - | - | - | - |
| BOMBARDIER BD700 1A10 | 98 | - | 28 | - | 125 | - | 137 | 580 | 1,312 | 10 | 0.8 |
| BOMBARDIER BD700 1A11 | - | - | - | - | - | - | - | - | - | 2 | 0.8 |
| BOMBARDIER BD700 2A12 | 17 | - | 3 | - | 22 | - | 17 | 101 | 256 | 4 | 0.2 |
| BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES | 13 | - | 385 | - | 100 | - | 1,304 | 57 | 105 | 2 | 1.8 |
| CANADAIR CL600 2B16 600 | 35 | - | 17 | - | 48 | - | 35 | 66 | 421 | 1 | - |

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|--|-----------------|--------------|---------------|--------------|----------------|--------------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| CESSNA 525 NO MASTER SERIES ASSIGNED | 5 | - | 5 | - | 8 | - | - | 7 | 29 | 3 | 0.2 |
| CESSNA 560 NO MASTER SERIES ASSIGNED | 8 | - | 5 | - | 12 | - | - | 25 | 73 | 4 | 0.2 |
| CESSNA F406 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 8 | - |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| DASSAULT FALCON 6X NO MASTER SERIES ASSIGNED | 8 | - | 10 | - | 13 | - | 88 | 68 | 105 | 1 | 0.7 |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED | 36 | - | 8 | - | 52 | - | 29 | 138 | 473 | 3 | 0.1 |
| DE HAVILLAND DHC6 400 | 42 | - | 259 | - | 231 | - | 1,622 | 273 | 794 | 3 | 2.5 |
| DORNIER 228 200 | 7 | - | 99 | - | 33 | - | 735 | 49 | 128 | 2 | 1.7 |
| EMBRAER EMB135 NO MASTER SERIES ASSIGNED | 14 | - | 9 | - | 22 | - | 21 | 29 | 181 | 2 | 0.5 |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED | 491 | - | 1,088 | - | 1,246 | - | 30,314 | 13,853 | 24,071 | 12 | 4.2 |
| EMBRAER EMB505 NO MASTER SERIES ASSIGNED | 1 | - | 4 | - | 3 | - | - | 4 | 9 | 1 | - |
| EMBRAER EMB550 NO MASTER SERIES ASSIGNED | 41 | - | 22 | - | 60 | - | 64 | 105 | 370 | 2 | 0.6 |
| EMBRAER ERJ190 100 | 1,399 | - | 2,081 | - | 3,085 | - | 148,334 | 103,221 | 148,123 | 21 | 5.9 |
| GULFSTREAM GIV NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED | 11 | - | 2 | - | 16 | - | 3 | 16 | 155 | 1 | 0.7 |
| GULFSTREAM GVI NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | 0.5 |
| GULFSTREAM GVIII NO MASTER SERIES ASSIGNED | 16 | - | 9 | - | 20 | - | 18 | 31 | 207 | 1 | 0.4 |
| HAWKER HAWKER 800 NO MASTER SERIES ASSIGNED | 13 | - | 7 | - | 19 | - | - | 31 | 117 | 1 | 0.1 |
| PILATUS PC24 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| Total | 126,095 | 4,859 | 60,809 | 1,937 | 195,428 | 7,100 | 8,504,126 | 23,947,662 | 29,143,323 | 957 | 8.4 |

(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