

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km	Seat-Km	Aircraft in	Avg Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Uplifted	Used	Available	Service at	Utilisation Per
	(000)	(000)						(000)	(000)	Qrt Ended	A/C (Hours)
										Aug 2026	Qrt Ended
										Aug 2026	Aug 2026
AGUSTA AW139 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	3	-
AIRBUS A319 100	10,340	-	10,570	-	20,482	-	1,437,590	1,421,173	1,552,852	69	8.6
AIRBUS A320 200	26,691	-	19,760	-	47,169	-	3,144,006	4,321,928	4,784,360	143	10.1
AIRBUS A320 200N	19,835	-	11,464	-	32,673	-	1,842,476	3,250,679	3,564,529	85	11.8
AIRBUS A321 200	3,064	-	1,594	-	5,074	-	243,614	558,712	643,151	16	8.3
AIRBUS A321 200N	22,265	-	11,310	-	35,478	-	2,315,116	4,663,596	5,119,944	92	10.7
AIRBUS A330 200	707	-	240	-	1,000	-	3,857	176,473	226,849	4	6.6
AIRBUS A330 300	2,597	1	425	1	3,399	4	88,693	569,791	685,635	7	13.9
AIRBUS A330 900	2,990	-	484	-	3,863	-	100,593	658,580	783,476	8	13.8
AIRBUS A350 1000	10,189	10	1,389	1	12,962	14	401,209	2,952,612	3,501,037	30	14.1
AIRBUS A380 800	3,329	-	418	-	4,133	-	170,613	1,361,832	1,561,434	12	10.9
ATR ATR42 500	252	-	781	-	800	-	20,266	7,083	12,078	6	4.0
ATR ATR72 200	1,342	83	4,324	254	4,740	272	216,716	67,913	96,622	29	5.1
BEECH 200 NO MASTER SERIES ASSIGNED	3	-	5	-	7	-	-	7	19	3	-
BOEING 737 300	1,325	-	809	-	2,157	-	111,471	183,243	196,168	8	6.4
BOEING 737 400	-	80	-	109	-	154	-	-	-	4	0.9
BOEING 737 700	20	-	20	-	32	-	1,085	1,152	1,268	1	0.4
BOEING 737 8	9,675	-	3,757	-	14,069	-	630,233	1,633,010	1,828,512	33	10.9
BOEING 737 800	36,148	164	16,830	303	54,752	372	2,921,944	6,315,167	6,831,879	144	10.4
BOEING 747 400F	-	147	-	33	-	210	-	-	-	3	4.0
BOEING 757 200	-	119	-	141	-	234	-	-	-	4	2.0
BOEING 767 200	-	74	-	146	-	174	-	-	-	2	2.4
BOEING 767 300F	-	1,105	-	399	-	1,595	-	-	-	8	7.4
BOEING 777 200	13,402	-	2,171	-	17,387	-	479,540	3,215,541	3,722,744	43	13.5
BOEING 777 300ER	5,890	-	798	-	7,485	-	175,661	1,302,349	1,495,639	16	14.4
BOEING 777 F	-	2,355	-	446	-	3,038	-	-	-	9	10.8
BOEING 787 10	3,836	12	589	2	4,908	17	132,849	860,721	979,889	12	12.3
BOEING 787 8	6,021	-	1,221	-	7,871	-	289,206	1,302,911	1,485,728	20	11.7
BOEING 787 9	14,223	25	1,915	2	18,222	25	418,139	3,216,027	3,686,180	44	13.3
BOMBARDIER BD700 1A10	36	-	28	-	49	-	102	168	480	9	0.6
BOMBARDIER BD700 1A11	10	-	2	-	14	-	5	24	127	2	0.1
BOMBARDIER BD700 2A12	25	-	7	-	32	-	48	166	378	4	0.1
BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES	17	-	482	-	122	-	1,248	56	137	2	2.1
CANADAIR CL600 2B16 600	25	-	13	-	34	-	37	84	296	1	0.6
CESSNA 525 NO MASTER SERIES ASSIGNED	10	-	16	-	18	-	-	17	61	3	0.3
CESSNA 560 NO MASTER SERIES ASSIGNED	9	-	8	-	15	-	-	38	79	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)
										Aug 2026	Qrt Ended
										Aug 2026	Aug 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	20	-	9	-	26	-	31	64	264	3	0.1
DE HAVILLAND DHC6 400	55	-	326	-	297	-	3,307	578	1,041	3	3.1
DORNIER 228 200	-	-	-	-	-	-	-	-	-	2	-
EMBRAER EMB135 NO MASTER SERIES ASSIGNED	16	-	20	-	25	-	165	113	203	3	0.6
EMBRAER EMB145 NO MASTER SERIES ASSIGNED	573	-	1,310	-	1,457	-	41,089	18,172	28,078	12	4.4
EMBRAER EMB505 NO MASTER SERIES ASSIGNED	6	-	5	-	10	-	-	14	49	1	0.1
EMBRAER EMB550 NO MASTER SERIES ASSIGNED	108	-	83	-	159	-	301	383	969	4	0.8
EMBRAER ERJ190 100	2,457	-	2,598	-	4,752	-	222,514	212,803	260,200	21	6.8
GULFSTREAM GIV NO MASTER SERIES ASSIGNED	8	-	2	-	10	-	21	83	102	-	-
GULFSTREAM GV NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	0.4
GULFSTREAM GVIII NO MASTER SERIES ASSIGNED	17	-	9	-	22	-	42	87	227	2	0.3
HAWKER HAWKER 800 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	0.2
PILATUS PC24 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
Total	197,533	4,174	95,792	1,837	305,704	6,110	15,413,787	38,273,350	43,052,684	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