Aircraft Type and Utilisation: All Airlines September 2026 (a) (b) (c)

Table 8.1

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km	Seat-Km	Aircraft in Service at Qrt Ended	Avge Daily Utilisation Per A/C (Hours) Qrt Ended
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)	Sep 2026	Sep 2026
AGUSTA AW139 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	3	-
AIRBUS A319 100	9,488	-	9,961	-	18,899	-	1,265,775	1,236,055	1,422,116	69	9.5
AIRBUS A320 200	25,509	-	18,335	-	44,350	-	2,764,386	3,958,130	4,556,589	142	10.5
AIRBUS A320 200N	18,833	-	11,071	-	31,017	-	1,683,003	2,940,144	3,363,938	89	11.9
AIRBUS A321 200	2,830	-	1,468	-	4,613	-	222,709	504,932	589,187	16	9.9
AIRBUS A321 200N	21,269	-	10,890	-	33,789	-	2,089,062	4,158,352	4,881,861	96	11.8
AIRBUS A330 200	613	-	211	-	872	-	3,006	146,397	197,286	4	7.6
AIRBUS A330 300	1,932	-	329	-	2,508	-	67,177	425,356	510,004	6	16.4
AIRBUS A330 900	2,640	-	454	-	3,443	-	92,542	573,605	691,593	8	14.6
AIRBUS A350 1000	9,211	-	1,238	-	11,641	-	367,128	2,746,278	3,174,742	30	13.7
AIRBUS A380 800	2,842	7	341	1	3,551	9	139,013	1,164,826	1,332,668	12	10.7
ATR ATR42 500	243	-	742	-	774	-	19,525	6,960	11,678	6	4.1
ATR ATR72 200	1,322	82	4,277	251	4,679	274	203,832	62,911	95,204	30	5.5
BEECH 200 NO MASTER SERIES ASSIGNED	4	-	3	-	8	-	-	9	26	4	0.1
BOEING 737 300	1,172	-	719	-	1,891	-	94,200	155,059	172,808	8	8.6
BOEING 737 400	-	97	-	148	-	203	-	-	-	4	1.4
BOEING 737 700	13	-	16	-	22	-	777	689	836	1	0.9
BOEING 737 8	8,463	-	3,292	-	12,303	-	549,103	1,406,452	1,599,429	33	13.3
BOEING 737 800	33,303	158	15,411	286	50,272	353	2,526,943	5,499,091	6,294,173	144	12.1
BOEING 747 400F	-	152	-	34	-	212	-	-	-	3	2.5
BOEING 757 200	-	105	-	152	-	225	-	-	-	4	1.9
BOEING 767 200	-	78	-	156	-	185	-	-	-	2	2.8
BOEING 767 300F	-	1,296	-	413	-	1,856	-	-	-	8	7.3
BOEING 777 200	13,580	-	2,247	-	17,705	-	467,551	3,065,448	3,735,200	43	13.4
BOEING 777 300ER	5,284	-	723	-	6,695	-	161,841	1,196,462	1,341,657	16	14.7
BOEING 777 F	-	2,360	-	425	-	3,012	-	-	-	9	11.0
BOEING 787 10	3,743	13	570	2	4,799	17	128,181	844,462	952,687	12	13.6
BOEING 787 8	5,551	-	1,120	-	7,280	-	252,507	1,158,194	1,369,860	20	12.2
BOEING 787 9	13,215	-	1,738	1	16,964	2	376,500	2,868,061	3,374,625	44	13.1
BOMBARDIER BD700 1A10	171	-	43	-	209	-	151	641	2,325	8	0.6
BOMBARDIER BD700 1A11	31	-	8	-	41	-	29	155	396	2	0.4
BOMBARDIER BD700 2A12	32	-	7	-	38	-	41	184	473	4	0.2
BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES	18	-	504	-	128	-	1,241	58	141	2	2.0
CANADAIR CL600 2B16 600	20	-	12	-	29	-	65	118	244	1	0.9
CESSNA 525 NO MASTER SERIES ASSIGNED	12	-	17	-	22	-	-	27	77	3	0.2
CESSNA 560 NO MASTER SERIES ASSIGNED	22	-	20	-	36	-	-	54	195	4	0.2

Aircraft Type and Utilisation: All Airlines September 2026 (a) (b) (c)

Table 8.1 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km	Seat-Km	Aircraft in Service at Qrt Ended	Avge Daily Utilisation Per A/C (Hours) Qrt Ended
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Uplifted	Used (000)	Available (000)	Sep 2026	Sep 2026
DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED	11	-	6	-	16	-	24	38	144	3	0.2
DE HAVILLAND DHC6 400	49	-	296	-	282	-	2,856	493	921	3	3.1
DORNIER 228 200	-	-	-	-	-	-	-	-	-	2	-
EMBRAER EMB135 NO MASTER SERIES ASSIGNED	27	-	28	-	42	-	122	129	346	3	0.4
EMBRAER EMB145 NO MASTER SERIES ASSIGNED	540	-	1,194	-	1,369	-	37,585	16,908	26,452	12	4.1
EMBRAER EMB505 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	0.1
EMBRAER EMB550 NO MASTER SERIES ASSIGNED	71	-	49	-	103	-	176	208	640	5	0.9
EMBRAER ERJ190 100	2,276	-	2,756	-	4,592	-	233,812	197,038	241,067	21	7.5
GULFSTREAM GIV NO MASTER SERIES ASSIGNED	3	-	1	-	4	-	11	29	34	1	0.2
GULFSTREAM GV NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
GULFSTREAM GVIII NO MASTER SERIES ASSIGNED	49	-	10	-	59	-	16	64	642	2	1.0
HAWKER HAWKER 800 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
Total	184,389	4,349	90,107	1,869	285,043	6,347	13,750,890	34,334,017	39,942,264	946	10.6

(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