

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Ort Ended Oct 2018 | Avge Daily Utilisation Per A/C (Hours) Ort Ended Oct 2018 |
|---|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|--|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| BOMBARDIER BD700 1A10 NO MASTER SERIES ASSIGNED | 67 | - | 36 | - | 86 | - | 129 | 267 | 915 | 7 | 0.3 |
| BOMBARDIER BD700 1A11 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| BOMBARDIER CL600 2B19 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES | 16 | - | 464 | - | 117 | - | 1,611 | 72 | 129 | 2 | 2.1 |
| CANADAIR CL600 2B16 600 | 31 | - | 24 | - | 45 | - | 65 | 83 | 316 | 6 | 0.4 |
| CESSNA 310 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 4 | - |
| CESSNA 402 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 404 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 5 | - |
| CESSNA 510 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 3 | - |
| CESSNA 560 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 3 | - |
| CESSNA F406 NO MASTER SERIES ASSIGNED | 5 | 7 | 18 | 17 | 11 | 18 | - | 12 | 36 | 6 | 0.1 |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 2 | - |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED | 49 | - | 25 | - | 58 | - | 102 | 209 | 685 | 4 | 0.4 |
| DASSAULT FALCON 900EX NO MASTER SERIES ASSIGNED | 17 | - | 11 | - | 22 | - | 47 | 79 | 251 | 3 | 0.3 |
| DE HAVILLAND DHC6 400 | 48 | - | 294 | - | 273 | - | 2,872 | 488 | 917 | 3 | 3.2 |
| DE HAVILLAND DHC8 400 | 4,025 | - | 9,336 | - | 11,619 | - | 568,841 | 247,765 | 313,939 | 54 | 7.0 |
| DORNIER 228 200 | 33 | - | 407 | - | 182 | - | 4,578 | 392 | 611 | 4 | 2.1 |
| DORNIER 328 NO MASTER SERIES ASSIGNED | 98 | - | 258 | - | 299 | - | 4,641 | 1,805 | 3,027 | 2 | 5.5 |
| EMBRAER EMB135 NO MASTER SERIES ASSIGNED | 214 | - | 377 | - | 464 | - | 8,464 | 4,863 | 7,555 | 6 | 3.5 |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED | 1,637 | - | 2,612 | - | 3,422 | - | 55,693 | 49,544 | 80,118 | 20 | 4.9 |
| EMBRAER EMB505 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| EMBRAER EMB550 NO MASTER SERIES ASSIGNED | 25 | - | 30 | - | 40 | - | 111 | 77 | 245 | 1 | 1.0 |
| EMBRAER ERJ170 100 | 536 | - | 988 | - | 1,234 | - | 48,494 | 30,986 | 40,732 | 8 | 5.9 |
| EMBRAER ERJ170 200 | 1,170 | - | 1,841 | - | 2,626 | - | 128,219 | 81,664 | 102,964 | 11 | 8.3 |
| EMBRAER ERJ190 100 | 1,991 | - | 2,604 | - | 4,007 | - | 182,434 | 142,389 | 195,165 | 16 | 9.3 |
| EMBRAER ERJ190 200 | 652 | - | 823 | - | 1,307 | - | 73,819 | 60,833 | 77,155 | 7 | 7.0 |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED | 45 | - | 18 | - | 56 | - | 56 | 141 | 727 | 3 | 0.7 |
| GULFSTREAM GVI NO MASTER SERIES ASSIGNED | 52 | - | 10 | - | 62 | - | 17 | 60 | 573 | 1 | 0.4 |

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|-------------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|--|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| RAYTHEON HAWKER 800 | 17 | 6 | 13 | 2 | 31 | 8 | - | 79 | 131 | 5 | - |
| SAAB 2000 NO MASTER SERIES ASSIGNED | 358 | - | 989 | - | 969 | - | 23,992 | 10,861 | 17,888 | 13 | 2.5 |
| SAAB 340 NO MASTER SERIES ASSIGNED | 525 | - | 1,883 | - | 1,841 | - | 36,636 | 11,110 | 17,602 | 16 | 3.8 |
| Total | 171,483 | 3,615 | 100,592 | 3,034 | 271,953 | 6,130 | 12,803,222 | 31,788,970 | 37,652,900 | 1,037 | 9.3 |

(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