

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Year Ended Dec 2017	Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2017
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
AEROSPATIALE AS365 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
AGUSTA AW139 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	2	-
AIRBUS A318 100	3,076	-	828	-	4,359	-	12,059	66,637	98,309	2	6.7
AIRBUS A319 100	306,928	-	334,104	-	593,859	-	43,578,661	40,907,070	46,536,070	172	9.1
AIRBUS A320 200	387,193	-	308,245	-	678,726	-	46,238,199	59,670,590	68,205,100	166	10.0
AIRBUS A320 200N	3,217	-	1,927	-	5,246	-	323,090	549,370	598,333	4	11.4
AIRBUS A321 200	112,573	-	60,352	-	180,723	-	9,985,551	19,826,648	23,301,008	40	9.5
AIRBUS A330-200	34,161	-	5,295	-	44,021	-	1,039,307	9,422,176	10,771,222	9	13.3
AIRBUS A330-300	37,364	-	6,488	-	49,192	-	1,313,149	8,084,232	10,066,611	10	12.9
AIRBUS A340-600	23,330	-	3,887	-	30,600	-	957,772	5,731,324	7,185,701	7	11.4
AIRBUS A380 800	47,052	-	5,388	-	58,564	-	2,152,058	18,879,654	22,067,317	12	13.4
ATR ATR42 300	132	-	2,306	-	876	-	62,746	3,798	6,057	1	2.0
ATR ATR42 500	804	-	2,798	-	3,009	-	77,401	23,008	38,654	2	4.1
ATR ATR72 200	6,800	-	22,616	-	22,872	-	483,350	300,688	476,369	12	5.6
BAE AVRO146RJ 100	306	-	393	-	662	-	1,083	17,488	29,442	2	3.1
BAE AVRO146RJ 85	591	-	968	-	1,381	-	3,473	34,211	56,246	1	3.8
BAE BAE146 200	421	-	543	-	818	-	11,585	14,776	29,592	4	0.7
BAE JETSTREAM 4100 4100	2,964	-	10,312	-	8,222	-	127,979	42,932	85,952	17	1.5
BEECH 200 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	4	-
BEECH 300 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	-	-
BEECH 400 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	-	-
BEECH 90 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	-	-
BOEING 737-300	26,723	1,621	16,392	3,556	44,374	3,924	2,086,131	3,521,516	3,932,122	26	4.7
BOEING 737-400	-	3,451	-	7,029	-	8,049	-	-	-	12	2.5
BOEING 737-800	153,759	-	68,262	-	232,786	-	11,423,238	26,526,026	29,052,601	66	9.5
BOEING 747 400	159,178	3,676	23,063	1,000	199,937	5,129	6,266,908	43,894,144	53,338,258	46	12.3
BOEING 747 8	-	2,898	-	743	-	4,070	-	-	-	1	11.2
BOEING 757-200	51,608	12,994	20,927	15,563	76,441	25,136	4,139,465	10,602,740	11,553,437	49	5.5
BOEING 757-300	12,083	-	4,438	-	17,793	-	1,102,314	3,064,143	3,348,929	5	10.8
BOEING 767-300	22,932	12,546	11,033	3,421	36,012	16,981	2,067,525	5,406,572	6,302,936	16	8.6
BOEING 777 200	178,922	-	28,962	-	231,059	-	5,210,052	34,754,806	43,420,762	46	13.8
BOEING 777 300	49,693	-	6,102	-	62,710	-	1,366,787	12,205,555	14,758,874	12	14.3
BOEING 787 8	72,938	-	10,897	-	92,032	-	2,446,563	17,141,450	19,006,374	18	14.6

	Aircraft-Km Passenger (000)	Cargo (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Year Ended Dec 2017	Avg Daily Utilisation Per A/C (Hours) Year Ended Dec 2017
BOEING 787 9	136,720	-	18,117	-	171,939	-	3,561,924	27,231,166	33,619,188	33	14.8
BOMBARDIER BD100 1A10 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
BOMBARDIER BD700 1A10 NO MASTER SERIES ASSIGNED	513	-	175	-	618	-	671	2,147	6,953	8	0.2
BOMBARDIER BD700 1A11 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
BOMBARDIER CL600 2B19 NO MASTER SERIES ASSIGNED	23	-	19	-	30	-	193	235	385	1	0.1
BRITTEN NORMAN BN2A III	33	-	527	-	252	-	4,529	287	505	-	1.0
BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES	199	-	5,670	-	1,424	-	22,183	1,014	1,593	2	2.0
CANADAIR CL600 2B16 600	680	-	416	-	885	-	1,569	2,313	8,596	7	0.3
CESSNA 310 NO MASTER SERIES ASSIGNED	-	-	-	1	-	1	-	-	-	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	-	-	-	-	-	-	-	-	-	2	-
CESSNA F406 NO MASTER SERIES ASSIGNED	22	3	72	4	68	8	-	55	171	6	0.1
DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED	309	-	261	-	411	-	855	1,029	3,870	4	0.2
DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED	368	-	123	-	460	-	433	1,334	5,513	5	0.3
DASSAULT FALCON 900EX NO MASTER SERIES ASSIGNED	226	-	211	-	291	-	829	1,062	3,476	3	0.3
DE HAVILLAND DHC6 400	574	-	3,394	-	3,125	-	32,562	5,693	9,548	3	2.9
DE HAVILLAND DHC8 400	50,711	-	115,455	-	144,164	-	6,230,258	2,852,783	3,955,483	56	6.9
DORNIER 228 200	450	-	5,041	-	2,410	-	51,793	4,764	8,113	4	1.9
DORNIER 328 NO MASTER SERIES ASSIGNED	1,255	-	3,451	-	3,907	-	61,857	23,096	38,972	3	3.6
EMBRAER EMB135 NO MASTER SERIES ASSIGNED	3,793	-	5,832	-	7,910	-	118,001	77,614	134,768	6	3.6
EMBRAER EMB145 NO MASTER SERIES ASSIGNED	17,202	-	26,734	-	35,915	-	486,258	481,219	844,348	20	5.4
EMBRAER EMB505 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
EMBRAER EMB550 NO MASTER SERIES ASSIGNED	229	-	226	-	346	-	892	895	2,294	1	1.2
EMBRAER ERJ170 100	7,566	-	12,890	-	16,413	-	601,457	410,482	574,620	8	5.7
EMBRAER ERJ170 200	14,652	-	21,057	-	32,100	-	1,370,025	960,275	1,289,376	11	8.0

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Year Ended Dec 2017	Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2017
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
EMBRAER ERJ190 100	23,352	-	30,021	-	47,294	-	2,129,975	1,680,838	2,365,722	15	7.9
EMBRAER ERJ190 200	9,143	-	11,733	-	18,583	-	983,555	790,784	1,080,525	8	7.0
GULFSTREAM GV NO MASTER SERIES ASSIGNED	730	-	258	-	908	-	1,163	3,381	12,244	3	0.8
GULFSTREAM GVI NO MASTER SERIES ASSIGNED	225	-	51	-	242	-	109	396	2,473	2	0.3
LEARJET 45 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
LEARJET 60 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	-	-
RAYTHEON HAWKER 1000	-	-	-	-	-	-	-	-	-	-	-
RAYTHEON HAWKER 800	-	-	-	-	-	-	-	-	-	4	-
SAAB 2000 NO MASTER SERIES ASSIGNED	5,986	-	16,399	-	15,257	-	349,481	155,723	298,990	14	3.1
SAAB 340 NO MASTER SERIES ASSIGNED	5,966	33	21,932	66	20,914	118	403,775	120,529	199,978	17	3.5
Total	1,975,676	37,223	1,256,591	31,383	3,202,142	63,416	158,890,793	355,500,668	418,733,980	1,028	8.5

(a) Excludes small airlines' public transport operations (see table 1.13)

(b) Excludes passengers uplifted on sub-charter operations

(c) 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