

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Year Ended Dec 2016	Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2016
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
	88	-	10	-	115	-	-	23,933	25,461	-	0.1
AEROSPATIALE AS365 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
AGUSTA AW139 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	2	-
AIRBUS A318 100	5,186	-	1,393	-	7,329	-	17,534	97,999	165,988	2	10.0
AIRBUS A319 100	321,423	-	346,160	-	615,816	-	44,382,545	42,276,332	48,754,665	180	9.3
AIRBUS A320 200	366,043	-	288,795	-	640,618	-	41,600,949	54,325,568	63,328,881	181	10.1
AIRBUS A321 200	132,530	-	68,584	-	209,706	-	11,009,594	22,407,394	27,407,775	65	9.0
AIRBUS A330-200	29,305	-	4,427	-	37,575	-	1,035,179	7,998,646	9,254,314	9	11.4
AIRBUS A330-300	38,450	-	6,590	-	50,129	-	1,229,685	7,692,355	10,229,187	10	13.7
AIRBUS A340-600	28,826	-	4,808	-	37,846	-	1,104,688	6,644,773	8,834,965	8	11.2
AIRBUS A380 800	46,557	-	5,406	-	57,852	-	2,141,631	18,536,984	21,835,043	12	13.8
ATR ATR42 300	688	-	5,420	-	3,133	-	159,633	20,812	31,644	2	3.1
ATR ATR42 500	903	-	3,057	-	3,318	-	92,104	27,564	43,307	2	4.5
ATR ATR72 200	5,293	-	17,265	-	17,874	-	327,255	237,043	369,443	10	5.8
BAE ATP NO MASTER SERIES ASSIGNED	-	194	-	603	-	675	-	-	-	-	1.1
BAE AVRO146RJ 85	247	-	393	-	583	-	3,175	15,486	23,458	1	2.2
BAE BAE146 200	550	-	809	-	1,206	-	10,906	21,904	41,605	4	1.1
BAE JETSTREAM 4100 4100	2,961	-	9,092	-	9,404	-	111,331	37,658	85,880	17	3.1
BEECH 200 NO MASTER SERIES ASSIGNED	4	-	7	-	13	-	-	19	33	3	-
BEECH 300 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
BEECH 400 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
BEECH 90 NO MASTER SERIES ASSIGNED	3	2	11	5	12	7	-	5	18	2	-
BOEING 737-300	29,705	3,752	18,112	8,277	49,779	9,067	2,311,362	3,906,438	4,374,587	31	4.8
BOEING 737-400	1,110	1,398	788	2,873	1,929	3,327	455	149,344	183,188	5	3.0
BOEING 737-800	116,989	-	50,631	-	175,955	-	8,594,121	20,416,182	22,104,536	54	9.6
BOEING 747 400	162,689	1,620	23,455	473	204,306	2,249	6,476,364	45,718,761	55,216,218	46	11.9
BOEING 747 8	-	1,097	-	286	-	1,561	-	-	-	1	8.8
BOEING 757-200	48,373	12,148	19,640	13,974	71,754	23,172	3,866,542	9,931,047	10,764,607	48	5.5
BOEING 757-300	4,616	-	1,793	-	6,894	-	443,478	1,159,450	1,292,425	2	9.4
BOEING 767-300	32,029	12,855	13,474	3,317	48,884	17,318	2,587,607	6,991,169	8,404,621	16	9.3
BOEING 777 200	181,381	-	29,375	-	233,758	-	5,252,848	35,334,986	43,911,166	46	13.9
BOEING 777 300	52,105	-	6,350	-	65,352	-	1,438,375	12,822,987	15,480,532	12	14.9
BOEING 787 8	73,146	-	10,948	-	92,484	-	2,548,657	17,175,994	19,129,200	17	15.4

	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 2016	Avg Daily Utilisation Per A/C (Hours) Year Ended Dec 2016
BOEING 787 9	96,612	-	13,128	-	121,247	-	2,453,093	18,979,769	23,676,754	30	14.9
BOMBARDIER BD100 1A10 NO MASTER SERIES ASSIGNED	12	-	8	-	17	-	32	50	112	1	-
BOMBARDIER BD700 1A10 NO MASTER SERIES ASSIGNED	331	-	189	-	416	-	807	1,285	4,322	10	0.1
BOMBARDIER CL600 2B19 NO MASTER SERIES ASSIGNED	81	-	76	-	113	-	510	503	1,457	1	0.2
BRITTEN NORMAN BN2A III	276	-	3,386	-	1,875	-	33,520	2,771	4,118	2	1.7
BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES	152	-	4,334	-	1,103	-	16,459	764	1,218	2	2.0
BRITTEN NORMAN BN2T NO MASTER SERIES ASSIGNED	76	13	1,990	262	503	66	7,967	367	609	-	1.0
CANADAIR CL600 2B16 600	928	-	542	-	1,222	-	1,919	3,246	11,887	10	0.4
CESSNA 510 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	3	-
CESSNA 525 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	-	-
CESSNA 560 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	3	-
DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED	320	-	278	-	423	-	820	996	4,414	5	0.3
DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED	236	-	87	-	300	-	299	895	3,166	3	0.2
DASSAULT FALCON 900EX NO MASTER SERIES ASSIGNED	141	-	164	-	183	-	607	564	1,884	3	0.2
DASSAULT MYSTERE FALCON 200 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	-	-
DE HAVILLAND DHC6 400	632	-	4,268	-	3,391	-	39,751	5,846	10,024	3	2.3
DE HAVILLAND DHC8 400	47,163	-	110,693	-	134,413	-	5,717,326	2,548,481	3,678,748	56	7.0
DORNIER 228 200	235	-	2,604	-	1,276	-	26,900	2,461	4,276	3	1.2
DORNIER 328 NO MASTER SERIES ASSIGNED	1,723	-	4,409	-	5,258	-	75,576	30,599	53,423	3	3.8
EMBRAER EMB135 NO MASTER SERIES ASSIGNED	4,067	-	6,881	-	8,665	-	114,509	71,059	146,239	6	5.2
EMBRAER EMB145 NO MASTER SERIES ASSIGNED	15,564	-	23,086	-	32,052	-	359,128	419,132	763,731	18	5.2
EMBRAER EMB505 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
EMBRAER ERJ170 100	12,185	-	20,078	-	27,358	-	1,106,641	699,179	995,011	8	8.0
EMBRAER ERJ170 200	7,556	-	10,790	-	16,283	-	658,350	468,854	664,910	11	5.4
EMBRAER ERJ190 100	29,433	-	39,556	-	61,309	-	2,878,755	2,187,383	3,126,810	24	8.1
GULFSTREAM GV NO MASTER SERIES ASSIGNED	804	-	330	-	1,014	-	1,367	3,631	13,000	3	0.7
GULFSTREAM GVI NO MASTER SERIES ASSIGNED	246	-	57	-	292	-	155	548	2,673	3	0.4

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Year Ended Dec 2016	Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 2016
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
HAWKER HAWKER 4000 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	-	-
LEARJET 45 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
LEARJET 60 NO MASTER SERIES ASSIGNED	-	-	-	-	-	-	-	-	-	1	-
RAYTHEON HAWKER 1000	-	-	-	-	-	-	-	-	-	1	-
RAYTHEON HAWKER 800	-	-	-	-	-	-	-	-	-	3	-
SAAB 2000 NO MASTER SERIES ASSIGNED	6,852	-	17,424	-	18,553	-	381,661	198,128	342,626	14	5.2
SAAB 340 NO MASTER SERIES ASSIGNED	5,241	-	19,472	1	18,420	1	398,908	115,126	175,194	15	3.4
Total	1,912,065	33,080	1,220,623	30,071	3,099,306	57,441	151,021,078	339,712,470	404,979,353	1,038	8.6

(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