

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Qrt Ended Aug 2016 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Aug 2016 |
|---|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|---|
| | 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 | 268 | - | 72 | - | 372 | - | 953 | 5,325 | 8,583 | 2 | 11.5 |
| AIRBUS A319 100 | 32,349 | - | 32,998 | - | 60,325 | - | 4,479,947 | 4,488,071 | 4,921,206 | 180 | 10.2 |
| AIRBUS A320 200 | 37,428 | - | 27,979 | - | 64,022 | - | 4,224,953 | 5,858,869 | 6,494,255 | 175 | 10.8 |
| AIRBUS A321 200 | 15,186 | - | 7,780 | - | 23,872 | - | 1,346,146 | 2,755,610 | 3,175,215 | 65 | 9.9 |
| AIRBUS A330-200 | 3,159 | - | 499 | - | 4,062 | - | 124,345 | 908,080 | 999,743 | 10 | 14.0 |
| AIRBUS A330-300 | 3,833 | - | 638 | - | 4,957 | - | 128,751 | 820,616 | 1,019,470 | 10 | 13.5 |
| AIRBUS A340-600 | 2,120 | - | 350 | - | 2,759 | - | 88,843 | 542,567 | 653,082 | 8 | 12.2 |
| AIRBUS A380 800 | 4,526 | - | 527 | - | 5,587 | - | 220,189 | 1,892,576 | 2,122,660 | 12 | 14.4 |
| ATR ATR42 300 | 68 | - | 508 | - | 291 | - | 14,370 | 2,143 | 3,125 | 3 | 3.0 |
| ATR ATR42 500 | 91 | - | 317 | - | 333 | - | 9,992 | 3,040 | 4,371 | 2 | 4.3 |
| ATR ATR72 200 | 533 | - | 1,687 | - | 1,780 | - | 41,038 | 25,837 | 36,927 | 9 | 5.8 |
| BAE ATP NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | - | 0.7 |
| BAE AVRO146RJ 85 | 51 | - | 83 | - | 123 | - | 115 | 3,545 | 4,884 | 1 | 2.2 |
| BAE BAE146 200 | 12 | - | 18 | - | 26 | - | 436 | 327 | 617 | 4 | 1.6 |
| BAE JETSTREAM 4100 4100 | 183 | - | 575 | - | 592 | - | 7,510 | 2,525 | 5,310 | 17 | 2.7 |
| BEECH 200 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 5 | - |
| BEECH 300 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| BEECH 90 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 3 | - |
| BOEING 737-300 | 4,683 | 285 | 2,711 | 655 | 7,687 | 687 | 368,308 | 648,252 | 689,081 | 36 | 5.4 |
| BOEING 737-400 | 230 | 149 | 161 | 306 | 389 | 355 | - | 33,711 | 37,921 | 5 | 3.8 |
| BOEING 737-800 | 15,104 | - | 6,775 | - | 22,691 | - | 1,200,055 | 2,745,607 | 2,853,919 | 55 | 10.7 |
| BOEING 747 400 | 14,817 | 85 | 2,182 | 45 | 18,573 | 131 | 631,482 | 4,355,646 | 5,050,055 | 48 | 12.1 |
| BOEING 747 8 | - | 127 | - | 40 | - | 183 | - | - | - | - | - |
| BOEING 757-200 | 6,436 | 1,011 | 2,769 | 1,205 | 9,553 | 1,916 | 563,988 | 1,388,665 | 1,447,308 | 48 | 6.2 |
| BOEING 757-300 | 562 | - | 222 | - | 834 | - | 58,670 | 148,757 | 157,442 | 2 | 9.8 |
| BOEING 767-300 | 2,861 | 937 | 1,446 | 241 | 4,517 | 1,241 | 334,578 | 735,544 | 836,854 | 22 | 9.2 |
| BOEING 777 200 | 14,704 | - | 2,461 | - | 18,901 | - | 461,400 | 3,014,588 | 3,581,246 | 46 | 14.3 |
| BOEING 777 300 | 4,461 | - | 541 | - | 5,532 | - | 127,526 | 1,140,949 | 1,324,822 | 12 | 15.1 |
| BOEING 787 8 | 6,258 | - | 1,083 | - | 7,965 | - | 280,403 | 1,563,840 | 1,656,853 | 17 | 14.7 |
| BOEING 787 9 | 10,264 | - | 1,395 | - | 12,823 | - | 281,711 | 2,166,129 | 2,518,331 | 23 | 14.6 |
| BOMBARDIER BD100 1A10 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | 0.2 |
| BOMBARDIER BD700 1A10 NO MASTER SERIES ASSIGNED | 29 | - | 25 | - | 37 | - | 109 | 130 | 378 | 9 | 0.1 |

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|--|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|--|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| BOMBARDIER CL600 2B19 NO MASTER SERIES ASSIGNED | 5 | - | 10 | - | 8 | - | 75 | 35 | 65 | 1 | 0.1 |
| BRITTEN NORMAN BN2A III | 35 | - | 401 | - | 230 | - | 4,174 | 368 | 522 | 3 | 1.6 |
| BRITTEN NORMAN BN2A UNDESIGNATED MASTER SERIES | 17 | - | 484 | - | 123 | - | 1,933 | 91 | 137 | 2 | 2.1 |
| CANADAIR CL600 2B16 600 | 100 | - | 61 | - | 127 | - | 211 | 313 | 1,309 | 7 | 0.6 |
| CESSNA 525 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | - | - |
| DASSAULT FALCON 2000 NO MASTER SERIES ASSIGNED | 34 | - | 26 | - | 39 | - | 84 | 126 | 505 | 5 | 0.2 |
| DASSAULT FALCON 7X NO MASTER SERIES ASSIGNED | 29 | - | 15 | - | 39 | - | 64 | 124 | 342 | 4 | 0.2 |
| DASSAULT FALCON 900EX NO MASTER SERIES ASSIGNED | 11 | - | 10 | - | 14 | - | 39 | 44 | 131 | 3 | 0.2 |
| DE HAVILLAND DHC6 400 | 48 | - | 292 | - | 265 | - | 3,263 | 557 | 745 | 3 | 2.9 |
| DE HAVILLAND DHC8 400 | 4,522 | - | 10,225 | - | 12,672 | - | 568,760 | 260,484 | 352,691 | 51 | 7.5 |
| DORNIER 228 200 | 33 | - | 338 | - | 168 | - | 3,628 | 367 | 596 | 3 | 1.2 |
| DORNIER 328 NO MASTER SERIES ASSIGNED | 130 | - | 314 | - | 392 | - | 5,597 | 2,350 | 4,031 | 4 | 3.9 |
| EMBRAER EMB135 NO MASTER SERIES ASSIGNED | 373 | - | 620 | - | 791 | - | 10,585 | 6,422 | 13,383 | 5 | 4.5 |
| EMBRAER EMB145 NO MASTER SERIES ASSIGNED | 1,369 | - | 2,033 | - | 2,810 | - | 30,472 | 36,328 | 67,141 | 18 | 5.3 |
| EMBRAER ERJ170 100 | 697 | - | 990 | - | 1,460 | - | 47,143 | 38,680 | 52,815 | 18 | 6.3 |
| EMBRAER ERJ170 200 | 1,332 | - | 1,897 | - | 2,847 | - | 122,777 | 89,377 | 117,235 | - | - |
| EMBRAER ERJ190 200 | 3,362 | - | 3,817 | - | 6,498 | - | 308,850 | 277,772 | 355,543 | 23 | 7.9 |
| GULFSTREAM GV NO MASTER SERIES ASSIGNED | 29 | - | 13 | - | 37 | - | 61 | 150 | 549 | 7 | 0.4 |
| GULFSTREAM GVI NO MASTER SERIES ASSIGNED | 31 | - | 9 | - | 37 | - | 30 | 114 | 404 | 2 | 0.3 |
| LEARJET 45 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 3 | - |
| LEARJET 60 NO MASTER SERIES ASSIGNED | - | - | - | - | - | - | - | - | - | 1 | - |
| RAYTHEON HAWKER 1000 | - | - | - | - | - | - | - | - | - | 1 | - |
| RAYTHEON HAWKER 800 | - | - | - | - | - | - | - | - | - | 1 | - |
| SAAB 2000 NO MASTER SERIES ASSIGNED | 609 | - | 1,558 | - | 1,695 | - | 33,604 | 18,845 | 30,469 | 14 | 5.2 |
| SAAB 340 NO MASTER SERIES ASSIGNED | 482 | - | 1,770 | - | 1,700 | - | 37,402 | 10,871 | 16,133 | 15 | 3.5 |
| Total | 193,463 | 2,594 | 120,685 | 2,492 | 310,555 | 4,513 | 16,174,570 | 35,994,367 | 40,618,404 | 1,028 | 9.2 |

- (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