

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | Seat-Km | Aircraft in | Avge Daily |
|-------------------------------------|-------------|-------|---------------|-------|----------------|-------|------------|-----------|-----------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Uplifted | Used | Available | Service at | Utilisation |
| | (000) | (000) | | | | | | (000) | (000) | Qrt Ended | Per A/C |
| | | | | | | | | | | Dec-07 | Qrt Ended |
| | | | | | | | | | | | Dec-07 |
| AIRBUS A300-600 | 355 | - | 147 | - | 521 | - | 38 307 | 102 603 | 125 302 | 4 | 5.6 |
| AIRBUS A319 | 21 278 | - | 22 279 | - | 39 275 | - | 2 165 260 | 2 057 612 | 3 057 476 | 138 | 9.2 |
| AIRBUS A319 CJ (EXEC) | 10 | - | 9 | - | 22 | - | 126 | 105 | 332 | 1 | 0.7 |
| AIRBUS A320-100/200 | 9 153 | - | 6 634 | - | 16 512 | - | 627 298 | 969 857 | 1 445 728 | 71 | 8.8 |
| AIRBUS A321 | 5 978 | - | 4 039 | - | 10 461 | - | 447 425 | 761 258 | 1 144 028 | 42 | 9.0 |
| AIRBUS A330-200 | 2 897 | 119 | 494 | 17 | 4 005 | 174 | 96 835 | 761 301 | 951 232 | 11 | 12.3 |
| AIRBUS A330-300 | - | - | - | - | - | - | - | - | - | 3 | - |
| AIRBUS A340-300 | 1 817 | - | 280 | - | 2 434 | - | 46 269 | 302 731 | 435 994 | 6 | 15.1 |
| AIRBUS A340-600 | 6 686 | - | 852 | - | 8 686 | - | 193 039 | 1 495 247 | 2 059 384 | 19 | 15.0 |
| ATR42-300 | 1 | - | 4 | - | 5 | - | 135 | 51 | 69 | 1 | 2.0 |
| ATR72 | 142 | 14 | 416 | 67 | 466 | 62 | 15 453 | 4 604 | 10 292 | 3 | 7.0 |
| AVROLINER RJ100/115 | 740 | - | 1 088 | - | 1 840 | - | 53 715 | 35 119 | 77 921 | 11 | 5.0 |
| BAE 146-200/QT | 109 | 91 | 297 | 133 | 282 | 126 | 10 827 | 4 189 | 10 665 | 14 | 1.0 |
| BAE 146-300 | 401 | - | 826 | - | 894 | - | 30 502 | 21 759 | 44 690 | 11 | 3.2 |
| BAE ATP | - | 187 | - | 475 | - | 638 | - | - | - | 6 | 6.7 |
| BAE JETSTREAM 41 | 756 | - | 2 061 | - | 1 971 | - | 26 163 | 10 320 | 23 407 | 22 | 2.8 |
| BEECHCRAFT 300 / 350 SUPER KING AII | 7 | - | 12 | - | 12 | - | 42 | 18 | 55 | 1 | 0.4 |
| BOEING 737-200 | 140 | 38 | 66 | 47 | 205 | 60 | 5 760 | 13 567 | 18 107 | 5 | 2.4 |
| BOEING 737-300 | 5 397 | 218 | 5 297 | 525 | 10 020 | 451 | 450 513 | 534 149 | 785 249 | 60 | 6.9 |
| BOEING 737-400 | 2 160 | - | 2 352 | - | 4 360 | - | 175 567 | 165 704 | 307 919 | 19 | 8.2 |
| BOEING 737-500 | 1 468 | - | 2 248 | - | 3 333 | - | 154 295 | 105 871 | 170 316 | 16 | 7.4 |
| BOEING 737-600 | 189 | - | 155 | - | 322 | - | 13 843 | 20 654 | 24 719 | 4 | 4.4 |
| BOEING 737-700 | 5 711 | - | 5 413 | - | 10 374 | - | 540 564 | 608 785 | 856 930 | 35 | 9.7 |
| BOEING 737-800 | 3 009 | - | 1 816 | - | 4 766 | - | 178 229 | 472 807 | 568 925 | 18 | 9.1 |
| BOEING 747-200C/200F | - | 1 091 | - | 321 | - | 1 357 | - | - | - | 8 | 7.9 |
| BOEING 747-400 | 23 608 | 79 | 3 214 | 12 | 29 775 | 105 | 761 532 | 5 892 619 | 7 990 242 | 70 | 13.5 |
| BOEING 747-400F | - | 951 | - | 209 | - | 1 254 | - | - | - | 3 | 14.1 |
| BOEING 757-200 | 10 291 | 1 043 | 4 975 | 1 488 | 15 968 | 2 123 | 699 775 | 1 887 296 | 2 309 605 | 104 | 6.4 |
| BOEING 757-300 | 310 | - | 130 | - | 473 | - | 32 843 | 78 667 | 86 503 | 2 | 9.7 |
| BOEING 767-200 | 64 | - | 14 | - | 84 | - | 3 372 | 15 303 | 17 773 | 2 | 3.2 |
| BOEING 767-200ER | 969 | - | 179 | - | 1 344 | - | 8 953 | 66 404 | 112 113 | 4 | 11.8 |
| BOEING 767-300 | 1 126 | - | 559 | - | 1 896 | - | 68 214 | 142 883 | 273 847 | 7 | 8.7 |
| BOEING 767-300ER/F | 10 584 | 7 | 1 850 | 1 | 13 951 | 10 | 312 477 | 2 010 926 | 2 674 315 | 41 | 11.6 |
| BOEING 777-200 | 8 386 | - | 1 459 | - | 10 878 | - | 223 249 | 1 420 280 | 2 047 168 | 27 | 13.3 |
| BOEING 777-200ER | 5 926 | - | 916 | - | 7 668 | - | 138 624 | 976 098 | 1 318 563 | 16 | 15.3 |
| BOMBARDIER DASH 8 Q400 | 2 185 | - | 5 622 | - | 4 742 | - | 238 316 | 95 355 | 170 408 | 35 | 5.2 |
| BOMBARDIER GLOBAL EXPRESS | - | - | - | - | - | - | - | - | - | 1 | - |
| BOMBARDIER REGIONAL JET 100/200 | - | - | - | - | - | - | - | - | - | 1 | - |
| CANADAI R CL-600-604 CHALLENGER | 41 | - | 28 | - | 55 | - | 144 | 173 | 413 | 8 | 0.3 |
| CESSNA 560 CITATION V | - | - | - | - | - | - | - | - | - | 1 | - |
| DASSAULT MYSTERE-FALCON 900EX | 29 | - | 10 | - | 40 | - | 79 | 160 | 370 | 2 | 1.0 |
| DE HAVILLAND DASH 8-300/Q300 | 215 | - | 948 | - | 841 | - | 24 780 | 5 955 | 10 710 | 11 | 2.6 |
| DE HAVILLAND DH6 TWIN OTTER | 41 | - | 242 | - | 177 | - | 1 710 | 173 | 495 | 4 | 1.7 |
| DORNIER 328 | 9 | - | 32 | - | 19 | - | 897 | 246 | 272 | 7 | 0.1 |
| EMBRAER ERJ195 | 606 | - | 1 107 | - | 1 126 | - | 66 609 | 39 218 | 71 519 | 8 | 5.6 |
| EMBRAER LEGACY 600 (BJ135) | 52 | - | 33 | - | 60 | - | 194 | 348 | 777 | 2 | 0.6 |
| EMBRAER RJ135 | 276 | - | 567 | - | 696 | - | 11 874 | 5 808 | 10 213 | 4 | 3.9 |
| EMBRAER RJ145 | 2 499 | - | 4 520 | - | 5 391 | - | 104 700 | 67 384 | 122 473 | 39 | 4.9 |
| GATES LEARJET 60 | - | - | - | - | - | - | - | - | - | 1 | - |
| GULF AMERICAN GULFSTREAM IV | 35 | - | 13 | - | 44 | - | 85 | 199 | 483 | 2 | 0.9 |

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | Seat-Km | Aircraft in | Avge Daily |
|------------------------------|-------------|-------|---------------|-------|----------------|-------|------------|------------|------------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Uplifted | Used | Available | Service at | Utilisation |
| | (000) | (000) | | | | | | (000) | (000) | Qrt Ended | Per A/C |
| | | | | | | | | | | Dec 2007 | (Hours) |
| | | | | | | | | | | Dec 2007 | Qrt Ended |
| | | | | | | | | | | | Dec 2007 |
| LEARJET 40/45 | - | - | - | - | - | - | - | - | - | 1 | - |
| LOCKHEED L188 ELECTRA | - | 109 | - | 256 | - | 315 | - | - | - | 7 | 1.7 |
| MCDONNELL-DOUGLAS MD80-MD83 | 185 | - | 97 | - | 296 | - | 3 321 | 22 480 | 31 410 | 3 | 2.2 |
| PILATUS BN-2A ISLANDER | 22 | - | 723 | - | 128 | - | 3 060 | 98 | 199 | 6 | 0.7 |
| PILATUS BN-2A TRISLANDER MK3 | 75 | - | 1 228 | - | 574 | - | 9 474 | 579 | 1 116 | 7 | 3.2 |
| SAAB 2000 | 300 | - | 595 | - | 582 | - | 12 633 | 6 209 | 14 975 | 6 | 2.8 |
| SAAB FAIRCHILD 340 | 493 | - | 1 989 | - | 1 827 | - | 32 996 | 7 848 | 15 920 | 14 | 4.7 |
| SIKORSKY S61N | 13 | - | 206 | - | 77 | - | 3 079 | 193 | 323 | 9 | 0.7 |
| Total | 136 744 | 3 947 | 88 041 | 3 551 | 219 475 | 6 675 | 8 033 157 | 21 191 213 | 29 400 945 | 984 | 7.9 |

(a) Excludes small airlines' public transport operations (see table 10)

(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