

| | 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) | Year Ended | Per A/C |
| | | | | | | | | | | Dec 2007 | (Hours) |
| | | | | | | | | | | | Year Ended |
| | | | | | | | | | | | Dec 2007 |
| AIRBUS A300-600 | 7 854 | - | 3 199 | - | 11 234 | - | 929 324 | 2 432 521 | 2 781 915 | 4 | 7.7 |
| AIRBUS A319 | 248 792 | - | 260 852 | - | 427 959 | - | 29 442 701 | 28 235 586 | 35 871 745 | 138 | 8.8 |
| AIRBUS A319 CJ (EXEC) | 220 | - | 127 | - | 407 | - | 2 208 | 3 917 | 7 733 | 1 | 1.1 |
| AIRBUS A320-100/200 | 150 143 | - | 104 290 | - | 256 424 | - | 12 371 423 | 19 470 689 | 24 407 404 | 74 | 9.6 |
| AIRBUS A321 | 84 172 | - | 51 238 | - | 136 816 | - | 7 127 114 | 12 766 159 | 16 609 185 | 40 | 9.9 |
| AIRBUS A330-200 | 42 685 | 13 | 7 027 | 2 | 55 145 | 20 | 1 745 875 | 11 507 396 | 14 049 792 | 12 | 13.1 |
| AIRBUS A330-300 | 569 | - | 135 | - | 734 | - | - | 228 607 | 230 193 | 3 | 0.7 |
| AIRBUS A340-300 | 21 225 | - | 3 374 | - | 28 216 | - | 579 980 | 3 633 413 | 5 028 682 | 6 | 11.9 |
| AIRBUS A340-600 | 78 322 | - | 9 994 | - | 100 701 | - | 2 435 912 | 18 419 586 | 24 122 506 | 19 | 14.7 |
| ATR42-300 | 115 | - | 549 | - | 514 | - | 7 671 | 1 568 | 4 885 | 1 | 1.4 |
| ATR72 | 1 645 | 4 | 5 827 | 24 | 6 205 | 18 | 254 694 | 71 556 | 108 607 | 3 | 5.7 |
| AVROLINER RJ100/115 | 8 389 | - | 12 177 | - | 20 188 | - | 634 856 | 422 853 | 884 061 | 11 | 5.3 |
| BAE 125 | - | - | - | - | - | - | - | - | - | - | - |
| BAE 146-100 | 201 | - | 458 | - | 560 | - | 20 087 | 8 689 | 15 614 | - | 2.1 |
| BAE 146-200/QT | 3 415 | 927 | 7 112 | 1 456 | 7 371 | 1 284 | 309 362 | 163 921 | 316 945 | 15 | 1.6 |
| BAE 146-300 | 8 439 | - | 17 391 | - | 17 269 | - | 969 637 | 542 804 | 937 836 | 11 | 4.4 |
| BAE ATP | - | 2 051 | - | 6 034 | - | 7 169 | - | - | - | 5 | 3.7 |
| BAE JETSTREAM 31/32 | 36 | - | 214 | - | 120 | - | 1 945 | 378 | 652 | - | 0.2 |
| BAE JETSTREAM 41 | 9 593 | - | 25 373 | - | 24 851 | - | 348 764 | 141 196 | 294 438 | 23 | 2.9 |
| BEECHCRAFT 300 / 350 SUPER KING All | 60 | - | 78 | - | 103 | - | 349 | 277 | 471 | 1 | 0.3 |
| BOEING 737-200 | 2 705 | 35 | 1 832 | 38 | 4 247 | 51 | 132 802 | 283 989 | 351 449 | 4 | 2.9 |
| BOEING 737-300 | 93 029 | 2 284 | 84 923 | 5 392 | 167 742 | 4 696 | 8 379 950 | 10 140 287 | 13 484 155 | 60 | 8.3 |
| BOEING 737-400 | 33 138 | - | 32 412 | - | 63 474 | - | 3 039 325 | 3 190 073 | 4 718 211 | 19 | 9.2 |
| BOEING 737-500 | 22 993 | - | 34 984 | - | 51 701 | - | 2 873 611 | 1 976 292 | 2 728 027 | 16 | 8.2 |
| BOEING 737-600 | 7 756 | - | 4 330 | - | 12 200 | - | 466 112 | 863 866 | 1 016 441 | 4 | 8.4 |
| BOEING 737-700 | 73 325 | - | 67 393 | - | 128 313 | - | 7 937 329 | 8 935 238 | 10 977 564 | 35 | 10.2 |
| BOEING 737-800 | 51 551 | - | 23 256 | - | 77 091 | - | 3 284 522 | 8 409 664 | 9 743 831 | 23 | 10.6 |
| BOEING 747-200C/200F | - | 16 125 | - | 4 848 | - | 19 903 | - | - | - | 7 | 9.6 |
| BOEING 747-400 | 273 636 | 16 | 37 349 | 3 | 341 964 | 23 | 9 747 066 | 74 266 549 | 94 347 786 | 70 | 13.4 |
| BOEING 747-400F | - | 11 287 | - | 2 497 | - | 14 687 | - | - | - | 3 | 13.4 |
| BOEING 757-200 | 190 599 | 12 011 | 89 969 | 17 743 | 286 987 | 24 321 | 16 324 877 | 37 158 130 | 43 236 804 | 92 | 8.3 |
| BOEING 757-300 | 5 729 | - | 2 204 | - | 8 342 | - | 555 623 | 1 452 699 | 1 595 685 | 2 | 11.4 |
| BOEING 767-200 | 6 518 | - | 2 447 | - | 9 357 | - | 599 158 | 1 617 380 | 1 843 022 | 2 | 7.5 |
| BOEING 767-200ER | 8 633 | - | 2 197 | - | 12 140 | - | 367 360 | 1 277 525 | 1 581 854 | 5 | 11.7 |
| BOEING 767-300 | 14 361 | - | 7 348 | - | 23 560 | - | 1 183 794 | 2 376 079 | 3 476 308 | 7 | 8.4 |
| BOEING 767-300ER/F | 120 815 | 7 | 24 325 | 1 | 160 011 | 10 | 4 603 681 | 24 496 692 | 29 755 335 | 41 | 12.1 |
| BOEING 777-200 | 117 235 | - | 19 948 | - | 150 631 | - | 3 290 185 | 20 944 911 | 28 433 584 | 27 | 15.3 |
| BOEING 777-200ER | 58 428 | 6 | 8 819 | 1 | 74 776 | 7 | 1 400 024 | 10 090 259 | 12 990 751 | 16 | 12.8 |
| BOMBARDIER DASH 8 Q400 | 29 007 | - | 72 195 | - | 60 958 | - | 3 266 428 | 1 359 676 | 2 262 348 | 33 | 5.3 |
| BOMBARDIER GLOBAL EXPRESS | - | - | - | - | - | - | - | - | - | 1 | - |
| BOMBARDIER REGIONAL JET 100/200 | 229 | - | 221 | - | 310 | - | 6 539 | 7 114 | 10 683 | 1 | 0.9 |
| CANADAI R CL-600-604 CHALLENGER | 608 | - | 499 | - | 984 | - | 2 164 | 2 672 | 6 154 | 8 | 0.4 |
| CESSNA 560 CITATION V | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 750 CITATION X | 11 | - | 6 | - | 16 | - | 26 | 49 | 113 | 1 | 0.1 |
| DASSAULT MYSTERE-FALCON 2000 | 1 | - | 5 | - | 2 | - | 16 | 3 | 15 | - | .. |
| DASSAULT MYSTERE-FALCON 900EX | 463 | - | 292 | - | 629 | - | 1 216 | 2 147 | 6 060 | 2 | 0.6 |
| DE HAVILLAND DASH 8-300/Q300 | 4 492 | - | 18 248 | - | 16 201 | - | 434 558 | 133 238 | 222 607 | 11 | 3.9 |
| DE HAVILLAND DH6 TWIN OTTER | 824 | - | 5 152 | - | 3 842 | - | 50 108 | 7 767 | 14 869 | 2 | 3.0 |
| DORNIER 328 | 2 380 | - | 4 455 | - | 5 389 | - | 80 368 | 47 347 | 73 750 | 7 | 2.1 |
| EMBRAER ERJ195 | 6 751 | - | 7 686 | - | 10 835 | - | 553 542 | 534 775 | 796 582 | 6 | 6.8 |

| | 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) | Year Ended | Per A/C |
| | | | | | | | | | | Dec 2007 | (Hours) |
| | | | | | | | | | | Year Ended | Year Ended |
| | | | | | | | | | | Dec 2007 | Dec 2007 |
| EMBRAER LEGACY 600 (BJ135) | 342 | - | 342 | - | 636 | - | 1 906 | 1 941 | 4 934 | 2 | 0.7 |
| EMBRAER RJ135 | 2 873 | - | 5 327 | - | 6 715 | - | 110 323 | 59 965 | 106 261 | 4 | 4.6 |
| EMBRAER RJ145 | 39 134 | - | 69 838 | - | 82 976 | - | 1 794 806 | 1 145 632 | 1 915 421 | 41 | 5.5 |
| GATES LEARJET 60 | - | - | - | - | - | - | - | - | - | 1 | - |
| GULF AMERICAN GULFSTREAM IV | 395 | - | 167 | - | 531 | - | 1 118 | 2 425 | 5 531 | 1 | 1.2 |
| LEARJET 40/45 | - | - | - | - | - | - | - | - | - | 1 | - |
| LOCKHEED L188 ELECTRA | - | 1 150 | - | 2 613 | - | 3 333 | - | - | - | 7 | 1.3 |
| MCDONNELL-DOUGLAS MD80-MD83 | 2 426 | - | 1 414 | - | 3 811 | - | 171 320 | 333 924 | 412 275 | 3 | 5.1 |
| PILATUS BN-2A ISLANDER | 438 | - | 10 943 | - | 2 342 | - | 56 198 | 2 360 | 3 494 | 3 | 1.2 |
| PILATUS BN-2A TRISLANDER MK3 | 929 | - | 14 693 | 2 | 6 753 | 1 | 137 891 | 8 624 | 14 303 | 6 | 3.1 |
| SAAB 2000 | 3 012 | - | 5 807 | - | 5 742 | - | 129 467 | 66 182 | 148 466 | 6 | 3.4 |
| SAAB FAIRCHILD 340 | 6 111 | - | 25 081 | - | 22 748 | - | 471 134 | 111 440 | 197 327 | - | 6.4 |
| SHORTS 360 | - | - | - | - | - | - | - | - | - | - | - |
| SIKORSKY S61N | 407 | - | 6 478 | - | 2 218 | - | 114 285 | 7 173 | 10 162 | 9 | 1.0 |
| Total | 1 847 159 | 45 916 | 1 202 000 | 40 654 | 2 900 988 | 75 522 | 128 750 734 | 309 365 203 | 392 164 826 | 957 | 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