

| | 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 |
| | | | | | | | | | | Mar-11 | Qrt Ended |
| | | | | | | | | | | | Mar-11 |
| AIRBUS A300-600 | 259 | - | 113 | - | 375 | - | 28 981 | 75 531 | 92 250 | 4 | 4.1 |
| AIRBUS A318 | 558 | - | 150 | - | 798 | - | 1 917 | 10 722 | 17 900 | 2 | 11.8 |
| AIRBUS A319 | 30 518 | - | 31 610 | - | 55 922 | - | 3 733 767 | 3 607 067 | 4 437 854 | 189 | 9.3 |
| AIRBUS A319 CJ (EXEC) | 49 | - | 13 | - | 70 | - | 111 | 515 | 1 102 | 2 | 0.8 |
| AIRBUS A320-100/200 | 15 135 | - | 10 884 | - | 25 603 | - | 1 298 726 | 1 925 747 | 2 461 120 | 93 | 8.9 |
| AIRBUS A321 | 6 343 | - | 3 850 | - | 10 426 | - | 524 612 | 935 495 | 1 206 991 | 40 | 8.1 |
| AIRBUS A330-200 | 2 610 | - | 529 | - | 3 505 | - | 105 205 | 705 843 | 797 260 | 10 | 11.7 |
| AIRBUS A340-300 | 1 694 | - | 285 | - | 2 273 | - | 44 989 | 267 747 | 406 602 | 6 | 11.8 |
| AIRBUS A340-600 | 6 460 | - | 868 | - | 8 370 | - | 186 791 | 1 421 008 | 1 989 553 | 19 | 14.2 |
| ATR42-300 | 47 | - | 257 | - | 134 | - | 6 429 | 1 134 | 2 143 | 1 | 3.2 |
| ATR72 200/500 | 195 | - | 664 | - | 679 | - | 27 925 | 8 085 | 13 732 | 3 | 6.3 |
| AVROLINER RJ100/115 | 26 | - | 45 | - | 36 | - | 660 | 381 | 2 857 | 1 | 1.1 |
| BAE 125 (HS 125) | - | - | - | - | - | - | - | - | - | 3 | - |
| BAE 146-200/QT | 84 | 93 | 103 | 141 | 128 | 128 | 4 633 | 4 023 | 6 345 | 5 | 1.6 |
| BAE ATP | - | 231 | - | 665 | - | 770 | - | - | - | 9 | 2.4 |
| BAE JETSTREAM 31/32 | 104 | - | 755 | - | 323 | - | 10 040 | 1 333 | 1 981 | 4 | 2.3 |
| BAE JETSTREAM 41 | 621 | - | 1 702 | - | 1 639 | - | 24 336 | 8 996 | 18 000 | 19 | 2.8 |
| BAE125-1000 | - | - | - | - | - | - | - | - | - | 1 | - |
| BEECHCRAFT 200 SUPERKING AIR | - | - | - | - | - | - | - | - | - | 3 | - |
| BEECHCRAFT 300 / 350 SUPER KING AII | - | - | - | - | - | - | - | - | - | - | 0.2 |
| BOEING 737-300 | 2 919 | 245 | 2 872 | 606 | 5 445 | 508 | 286 848 | 334 222 | 430 313 | 45 | 4.1 |
| BOEING 737-400 | 2 327 | - | 2 759 | - | 4 638 | - | 239 908 | 208 862 | 329 013 | 19 | 7.9 |
| BOEING 737-500 | 240 | - | 337 | - | 501 | - | 27 237 | 20 662 | 32 635 | 3 | 4.4 |
| BOEING 737-700 | 619 | - | 540 | - | 1 064 | - | 63 246 | 69 798 | 91 147 | 6 | 7.3 |
| BOEING 737-800 | 1 594 | - | 662 | - | 2 386 | - | 105 206 | 265 620 | 301 174 | 8 | 10.1 |
| BOEING 747-400 | 20 213 | - | 2 765 | - | 25 337 | - | 673 389 | 5 216 220 | 6 787 638 | 63 | 12.7 |
| BOEING 747-400F | - | 1 068 | - | 232 | - | 1 338 | - | - | - | 3 | 11.7 |
| BOEING 757-200 | 6 837 | 1 098 | 2 451 | 1 337 | 9 911 | 2 135 | 466 683 | 1 322 173 | 1 561 338 | 78 | 5.1 |
| BOEING 757-300 | 240 | - | 80 | - | 350 | - | 21 207 | 63 632 | 67 098 | 2 | 6.2 |
| BOEING 767-300ER/F | 8 642 | 922 | 1 944 | 217 | 11 928 | 1 227 | 312 427 | 1 557 425 | 1 995 800 | 38 | 11.2 |
| BOEING 777-200 | 1 007 | - | 195 | - | 1 334 | - | 29 505 | 161 796 | 217 688 | 3 | 13.9 |
| BOEING 777-200ER | 14 534 | - | 2 386 | - | 18 679 | - | 371 826 | 2 559 318 | 3 517 146 | 43 | 14.3 |
| BOEING 777-300ER | 1 129 | - | 175 | - | 1 467 | - | 37 110 | 238 410 | 335 595 | 3 | 15.9 |
| BOMBARDIER CHALLENGER 850 | 4 | - | 2 | - | 6 | - | 24 | 28 | 60 | 1 | 0.5 |
| BOMBARDIER DASH 8 Q400 | 4 005 | - | 9 633 | - | 8 610 | - | 393 348 | 164 244 | 312 421 | 55 | 4.8 |
| BOMBARDIER GLOBAL 5000 | 4 | - | 3 | - | 8 | - | 16 | 25 | 59 | 2 | 0.3 |
| BOMBARDIER GLOBAL EXPRESS (BD700) | 62 | - | 18 | - | 79 | - | 123 | 288 | 915 | 10 | 0.4 |
| CANADAIR CL-600-604 CHALLENGER | 68 | - | 43 | - | 109 | - | 136 | 250 | 674 | 15 | 0.1 |
| CESSNA 560 CITATION V | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 750 CITATION X | - | - | - | - | - | - | - | - | - | 2 | - |
| DASSAULT FALCON 7X | 60 | - | 31 | - | 77 | - | 171 | 219 | 799 | 4 | 0.5 |
| DASSAULT MYSTERE-FALCON 2000 | 9 | - | 7 | - | 13 | - | 43 | 64 | 86 | 3 | 0.1 |
| DASSAULT MYSTERE-FALCON 900EX | 75 | - | 59 | - | 101 | - | 332 | 221 | 882 | 10 | 0.4 |
| DE HAVILLAND DASH 8-300/Q300 | 206 | - | 798 | - | 698 | - | 11 724 | 5 528 | 10 353 | 4 | 4.4 |
| DE HAVILLAND DH6 TWIN OTTER | 44 | - | 375 | - | 229 | - | 3 363 | 399 | 729 | 5 | 1.2 |
| DORNIER 328 | - | - | - | - | - | - | - | - | - | 6 | - |
| EMBRAER ERJ170 | 545 | - | 713 | - | 1 092 | - | 36 942 | 27 325 | 41 446 | 6 | 5.8 |
| EMBRAER ERJ190 | 517 | - | 721 | - | 1 051 | - | 44 454 | 30 757 | 50 706 | 5 | 6.6 |
| EMBRAER ERJ195 | 1 246 | - | 2 131 | - | 2 261 | - | 145 814 | 90 039 | 147 055 | 14 | 4.8 |
| EMBRAER LEGACY 600 (BJ135) | 40 | - | 23 | - | 54 | - | 165 | 166 | 535 | 7 | 0.3 |

| | 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 |
| | | | | | | | | | | Mar 2011 | (Hours) |
| | | | | | | | | | | Qrt Ended | Mar 2011 |
| EMBRAER RJ135 | 355 | - | 607 | - | 781 | - | 10 716 | 6 445 | 13 128 | 6 | 4.2 |
| EMBRAER RJ145 | 1 313 | - | 2 324 | - | 3 102 | - | 27 070 | 40 057 | 64 347 | 15 | 6.3 |
| GATES LEARJET 60 | - | - | - | - | - | - | - | - | - | 3 | - |
| GULF AMERICAN GULFSTREAM 500-550 | 23 | - | 6 | - | 29 | - | 25 | 121 | 420 | 5 | 0.1 |
| GULF AMERICAN GULFSTREAM IV | - | - | - | - | - | - | - | - | - | 2 | - |
| HAWKER 850 XP/ 900 XP | - | - | - | - | - | - | - | - | - | 1 | - |
| LEARJET 40/45 | - | - | - | - | - | - | - | - | - | 4 | - |
| LOCKHEED L188 ELECTRA | - | 24 | - | 54 | - | 67 | - | - | - | 2 | 1.3 |
| PILATUS BN-2A ISLANDER | 26 | - | 741 | - | 192 | - | 2 828 | 108 | 199 | 6 | 0.9 |
| PILATUS BN-2A TRISLANDER MK3 | 72 | - | 1 159 | - | 526 | - | 10 387 | 623 | 1 072 | 8 | 1.9 |
| SAAB 2000 | 378 | - | 923 | - | 891 | - | 22 978 | 9 162 | 18 914 | 8 | 3.7 |
| SAAB FAIRCHILD 340 | 520 | - | 1 994 | - | 1 796 | - | 38 837 | 10 910 | 17 143 | 16 | 3.4 |
| SIKORSKY S61N | 19 | - | 301 | - | 113 | - | 4 870 | 306 | 472 | 8 | 0.3 |
| Total | 134 595 | 3 681 | 91 606 | 3 252 | 215 136 | 6 173 | 9 388 080 | 21 379 050 | 27 804 690 | 962 | 7.3 |

(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