

| | 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 2013 | Year Ended |
| | | | | | | | | | | | Dec 2013 |
| AIRBUS A300-600 | 4 897 | - | 2 067 | - | 7 131 | - | 612 306 | 1 495 512 | 1 718 254 | 3 | 6.5 |
| AIRBUS A318 | 5 379 | - | 1 445 | - | 7 631 | - | 21 816 | 121 952 | 172 378 | 2 | 10.5 |
| AIRBUS A319 | 333 653 | - | 359 430 | - | 629 367 | - | 44 681 914 | 43 033 290 | 50 262 297 | 184 | 9.4 |
| AIRBUS A319 CJ (EXEC) | 655 | - | 234 | - | 972 | - | 3 177 | 8 744 | 16 415 | 2 | 1.3 |
| AIRBUS A320-100/200 | 241 729 | - | 176 849 | - | 409 179 | - | 24 604 300 | 35 062 935 | 41 032 749 | 122 | 9.7 |
| AIRBUS A321 | 90 895 | - | 49 375 | - | 143 787 | - | 7 791 829 | 14 763 828 | 17 769 676 | 43 | 9.4 |
| AIRBUS A330-200 | 20 257 | 87 | 3 601 | 32 | 26 418 | 128 | 1 024 647 | 5 930 217 | 6 687 935 | 7 | 11.3 |
| AIRBUS A330-300 | 37 214 | - | 6 002 | - | 49 194 | - | 1 266 888 | 7 879 147 | 10 178 748 | 10 | 13.5 |
| AIRBUS A340-300 | 14 119 | - | 1 988 | - | 18 412 | - | 364 430 | 2 601 615 | 3 388 603 | 4 | 12.6 |
| AIRBUS A340-600 | 51 198 | - | 6 688 | - | 65 310 | - | 1 532 618 | 12 329 611 | 15 770 833 | 13 | 12.7 |
| AIRBUS A380-800 | 2 578 | - | 469 | - | 3 413 | - | 131 775 | 990 510 | 1 170 317 | 2 | 10.7 |
| ATR42-300 | 925 | - | 4 730 | - | 3 443 | - | 112 745 | 21 650 | 42 534 | 3 | 4.3 |
| ATR42-500 | 671 | - | 1 527 | - | 1 950 | - | 43 230 | 18 310 | 32 221 | 1 | 5.4 |
| ATR72 200/500/600 | 2 148 | - | 7 244 | - | 7 798 | - | 352 728 | 105 261 | 151 295 | 3 | 7.1 |
| AVROLINER RJ100/115 | 164 | - | 314 | - | 224 | - | 8 068 | 4 323 | 18 029 | - | 0.8 |
| AVROLINER RJ85/QT | 152 | - | 178 | - | 318 | - | 3 893 | 8 561 | 12 536 | 1 | 1.0 |
| BAE 125 (HS 125) | - | - | - | - | - | - | - | - | - | 2 | - |
| BAE 146-200/QT | 263 | 493 | 272 | 730 | 470 | 684 | 9 704 | 10 048 | 14 127 | 2 | 1.5 |
| BAE ATP | - | 2 713 | - | 7 562 | - | 9 254 | - | - | - | 12 | 2.2 |
| BAE JETSTREAM 31/32 | 864 | - | 4 973 | - | 3 003 | - | 60 015 | 10 603 | 16 431 | 3 | 2.6 |
| BAE JETSTREAM 41 | 5 388 | - | 14 540 | - | 15 385 | - | 201 410 | 74 070 | 156 524 | 17 | 2.6 |
| BAE125-1000 | - | - | - | - | - | - | - | - | - | 1 | - |
| BEECHCRAFT 200 SUPERKING AIR | - | - | - | - | - | - | - | - | - | 3 | - |
| BOEING 737-300 | 33 151 | 3 201 | 21 900 | 7 313 | 55 676 | 6 936 | 2 808 910 | 4 361 356 | 4 893 064 | 38 | 5.2 |
| BOEING 737-400 | 27 632 | - | 27 629 | - | 52 310 | - | 3 158 097 | 3 244 805 | 3 970 537 | 18 | 7.9 |
| BOEING 737-800 | 90 706 | - | 37 898 | - | 134 595 | - | 6 544 229 | 15 646 911 | 17 143 384 | 41 | 10.8 |
| BOEING 747-400 | 243 089 | - | 33 608 | - | 302 784 | - | 9 283 508 | 68 673 235 | 82 058 051 | 64 | 13.0 |
| BOEING 747-8 (FREIGHTER) | - | 10 615 | - | 2 363 | - | 13 598 | - | - | - | 3 | 12.4 |
| BOEING 757-200 | 98 896 | 12 693 | 37 976 | 14 881 | 143 461 | 24 238 | 7 773 205 | 20 601 355 | 22 502 327 | 68 | 6.6 |
| BOEING 757-300 | 5 218 | - | 1 905 | - | 7 637 | - | 494 469 | 1 356 953 | 1 459 416 | 2 | 10.5 |
| BOEING 767-300 | 5 981 | - | 876 | - | 7 748 | - | 215 292 | 1 477 410 | 1 542 932 | 1 | 10.9 |
| BOEING 767-300ER/F | 88 328 | 13 830 | 24 044 | 3 259 | 123 971 | 18 390 | 4 471 794 | 17 218 296 | 20 535 050 | 36 | 10.9 |
| BOEING 777-200 | 10 443 | - | 2 837 | - | 14 290 | - | 348 563 | 1 762 093 | 2 256 648 | 3 | 13.1 |
| BOEING 777-200ER | 181 394 | - | 28 077 | - | 230 520 | - | 5 159 557 | 35 870 875 | 44 057 280 | 43 | 14.7 |
| BOEING 777-300ER | 29 130 | - | 3 582 | - | 36 535 | - | 772 606 | 7 001 835 | 8 652 505 | 7 | 15.6 |
| BOEING 787-800 DREAMLINER | 10 121 | - | 1 888 | - | 13 024 | - | 456 656 | 2 452 348 | 2 711 251 | 7 | 10.3 |
| BOMBARDIER CHALLENGER 300 | 110 | - | 102 | - | 138 | - | 268 | 272 | 968 | 1 | 0.4 |
| BOMBARDIER CHALLENGER 850 | 151 | - | 105 | - | 203 | - | 700 | 934 | 2 130 | 2 | 0.3 |
| BOMBARDIER DASH 8 Q400 | 37 354 | - | 95 741 | - | 105 165 | - | 4 288 641 | 1 820 435 | 2 913 495 | 41 | 6.9 |
| BOMBARDIER GLOBAL 5000 | 24 | - | 7 | - | 36 | - | 13 | 42 | 305 | 1 | 0.1 |
| BOMBARDIER GLOBAL EXPRESS (BD70C) | 246 | - | 116 | - | 301 | - | 508 | 1 025 | 4 105 | 8 | 0.1 |
| CANADAIR CL-600-604 CHALLENGER | 1 454 | - | 956 | - | 1 907 | - | 3 213 | 4 962 | 14 763 | 12 | 0.4 |
| CESSNA 525 / 525 A CITATIONJET | 62 | - | 45 | - | 94 | - | 148 | 183 | 471 | 1 | 0.3 |
| CESSNA 750 CITATION X | - | - | - | - | - | - | - | - | - | - | - |
| DASSAULT BREQUET FALCON 50 | 1 | - | 1 | - | 1 | - | 7 | 4 | 5 | - | .. |
| DASSAULT FALCON 7X | 896 | - | 298 | - | 1 118 | - | 1 054 | 3 669 | 10 836 | 6 | 0.5 |
| DASSAULT MYSTERE-FALCON 2000 | 261 | - | 264 | - | 370 | - | 942 | 1 114 | 2 546 | 3 | 0.3 |
| DASSAULT MYSTERE-FALCON 900EX | 480 | - | 403 | - | 630 | - | 1 895 | 2 312 | 6 222 | 6 | 0.3 |
| DE HAVILLAND DH6 TWIN OTTER | 973 | - | 7 633 | - | 4 602 | - | 83 839 | 10 875 | 17 078 | 6 | 2.2 |
| DORNIER 328 | 959 | - | 3 295 | - | 3 229 | - | 55 600 | 18 391 | 30 009 | 6 | 1.5 |

| | 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 2013 | (Hours) |
| | | | | | | | | | | Year Ended | Year Ended |
| | | | | | | | | | | Dec 2013 | Dec 2013 |
| EMB ERJ170 (170-100) | 6 439 | - | 9 198 | - | 13 380 | - | 475 733 | 336 407 | 490 609 | 6 | 6.1 |
| EMB ERJ175 (170-200) | 10 298 | - | 19 450 | - | 23 772 | - | 1 107 715 | 588 513 | 906 419 | 9 | 7.2 |
| EMBRAER ERJ190 | 11 222 | - | 12 751 | - | 21 117 | - | 835 693 | 770 343 | 1 100 140 | 8 | 7.2 |
| EMBRAER ERJ195 | 15 421 | - | 24 007 | - | 32 488 | - | 1 969 981 | 1 334 665 | 1 819 517 | 14 | 6.6 |
| EMBRAER LEGACY 600/650 (BJ135) | 642 | - | 504 | - | 835 | - | 2 479 | 3 068 | 8 530 | 5 | 0.5 |
| EMBRAER RJ135 | 3 656 | - | 5 832 | - | 7 641 | - | 110 981 | 71 136 | 135 492 | 6 | 3.5 |
| EMBRAER RJ145 | 11 853 | - | 16 945 | - | 24 448 | - | 387 535 | 283 052 | 580 878 | 16 | 4.1 |
| GATES LEARJET 60 | - | - | - | - | - | - | - | - | - | 2 | - |
| GULF AMERICAN GULFSTREAM 500-550 | 114 | - | 51 | - | 148 | - | 168 | 583 | 1 768 | 4 | 0.1 |
| GULF AMERICAN GULFSTREAM IV | - | - | - | - | - | - | - | - | - | 1 | - |
| HAWKER 4000 | 53 | - | 51 | - | 68 | - | 181 | 201 | 420 | 1 | 0.2 |
| HAWKER 750 /800/900 XP | - | - | - | - | - | - | - | - | - | 2 | - |
| LEARJET 40/45 | - | - | - | - | - | - | - | - | - | 4 | - |
| LOCKHEED L188 ELECTRA | - | 89 | - | 211 | - | 260 | - | - | - | - | 1.3 |
| PILATUS BN-2A ISLANDER | 422 | - | 10 443 | - | 2 722 | - | 48 226 | 2 064 | 3 196 | 5 | 1.5 |
| PILATUS BN-2A TRISLANDER MK3 | 847 | - | 13 164 | - | 6 047 | - | 131 214 | 8 386 | 13 416 | 6 | 2.8 |
| SAAB 2000 | 4 206 | - | 11 016 | - | 11 360 | - | 306 367 | 115 703 | 210 248 | 8 | 3.9 |
| SAAB FAIRCHILD 340 | 5 945 | - | 22 825 | - | 20 847 | - | 467 159 | 130 052 | 196 931 | 16 | 3.6 |
| SIKORSKY S61N | - | - | - | - | - | - | - | - | - | - | - |
| Total | 1 751 327 | 43 721 | 1 119 349 | 36 351 | 2 798 621 | 73 488 | 134 594 639 | 309 646 050 | 368 864 844 | 977 | 8.2 |

(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

(d) Excludes some charter operations performed by aircraft below 15 MTOM