

第Ⅱ章

民間航空機材の推移と現状

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1. 主要ジェット輸送機
(1) 主要ジェット輸送機の受注機数の推移 (1/4)

| Year | ボーイング | | | | | | | | | | | | | | | | 小計 | シェア |
|-------|---------|-----|------|------|------|------|------|------|-----|-----|-----|------|-----|-----|------|-------|-----|-------------|
| | 707/720 | 717 | 727 | 737 | 747 | 757 | 767 | 777 | 787 | DC8 | DC9 | M80 | M90 | D10 | M11 | | | |
| 1945 | | | | | | | | | | | | | | | | | | |
| 1946 | | | | | | | | | | | | | | | | | | |
| 1947 | | | | | | | | | | | | | | | | | | |
| 1948 | | | | | | | | | | | | | | | | | | |
| 1949 | | | | | | | | | | | | | | | | | | |
| 1950 | | | | | | | | | | | | | | | | | | |
| 1951 | | | | | | | | | | | | | | | | | | |
| 1952 | | | | | | | | | | | | | | | | | | |
| 1953 | | | | | | | | | | | | | | | | | | |
| 1954 | | | | | | | | | | | | | | | | | | |
| 1955 | 70 | | | | | | | | | 73 | | | | | | | | 143 (81.3%) |
| 1956 | 53 | | | | | | | | | 39 | | | | | | | | 92 (63.0%) |
| 1957 | 25 | | | | | | | | | 10 | | | | | | | | 35 (81.4%) |
| 1958 | 31 | | | | | | | | | 10 | | | | | | | | 41 (36.3%) |
| 1959 | 17 | | | | | | | | | 18 | | | | | | | | 35 (38.0%) |
| 1960 | 62 | | 80 | | | | | | | 4 | | | | | | | | 146 (65.8%) |
| 1961 | 76 | | 37 | | | | | | | 21 | | | | | | | | 134 (67.0%) |
| 1962 | 17 | | 10 | | | | | | | 24 | | | | | | | | 51 (53.1%) |
| 1963 | 42 | | 20 | | | | | | | 20 | 23 | | | | | | | 105 (80.8%) |
| 1964 | 71 | | 83 | | | | | | | 30 | 33 | | | | | | | 217 (89.7%) |
| 1965 | 135 | | 187 | 83 | | | | | | 70 | 209 | | | | | | | 684 (94.6%) |
| 1966 | 101 | | 149 | 35 | 83 | | | | | 116 | 159 | | | | | | | 643 (96.3%) |
| 1967 | 87 | | 125 | 61 | 43 | | | | | 57 | 66 | | | | | | | 439 (96.5%) |
| 1968 | 40 | | 66 | 49 | 22 | | | | | 36 | 88 | | | 63 | | | | 364 (76.8%) |
| 1969 | 12 | | 64 | 28 | 30 | | | | | 16 | 44 | | | 29 | | | | 223 (92.5%) |
| 1970 | 13 | | 48 | 21 | 20 | | | | | 8 | 34 | | | 21 | | | | 165 (85.9%) |
| 1971 | 9 | | 26 | 48 | 7 | | | | | 4 | 24 | | | 18 | | | | 136 (85.5%) |
| 1972 | 18 | | 119 | 14 | 18 | | | | | | 28 | | | 46 | | | | 243 (82.4%) |
| 1973 | 12 | | 92 | 42 | 29 | | | | | | 73 | | | 31 | | | | 279 (91.5%) |
| 1974 | 16 | | 88 | 47 | 29 | | | | | | 41 | | | 13 | | | | 234 (89.7%) |
| 1975 | 9 | | 50 | 35 | 20 | | | | | | 21 | | | 9 | | | | 144 (90.0%) |
| 1976 | 4 | | 113 | 39 | 14 | | | | | | 35 | | | 16 | | | | 221 (93.2%) |
| 1977 | 14 | | 133 | 37 | 42 | | | | | | 22 | 23 | | 34 | | | | 305 (91.6%) |
| 1978 | 6 | | 125 | 145 | 76 | 38 | 49 | | | | 41 | 27 | | 45 | | | | 552 (86.0%) |
| 1979 | 1 | | 98 | 78 | 72 | | 45 | | | | 27 | 14 | | 33 | | | | 368 (71.6%) |
| 1980 | 21 | | 68 | 95 | 49 | 64 | 11 | | | | 6 | 14 | | 12 | | | | 340 (85.6%) |
| 1981 | 0 | | 38 | 121 | 23 | 3 | 5 | | | | 2 | 19 | | 8 | | | | 219 (87.3%) |
| 1982 | 5 | | 11 | 71 | 14 | 2 | 2 | | | | | 87 | | 48 | | | | 240 (98.0%) |
| 1983 | 15 | | 1 | 64 | 24 | 26 | 20 | | | | | 43 | | 2 | | | | 195 (91.1%) |
| 1984 | 0 | | | 131 | 23 | 2 | 15 | | | | | 117 | | 6 | | | | 294 (87.5%) |
| 1985 | 0 | | | 274 | 42 | 45 | 38 | | | | | 106 | | 3 | | | | 508 (81.4%) |
| 1986 | 6 | | | 212 | 84 | 13 | 23 | | | | | 120 | | 5 | 11 | | | 474 (81.4%) |
| 1987 | 11 | | | 177 | 66 | 46 | 57 | | | | | 88 | | 2 | 20 | | | 467 (81.1%) |
| 1988 | 0 | | | 312 | 49 | 148 | 83 | | | | | 239 | | 2 | 44 | | | 877 (85.2%) |
| 1989 | 0 | | | 241 | 56 | 166 | 100 | | | | | 135 | | 18 | 716 | | | (75.0%) |
| 1990 | 11 | | | 111 | 122 | 95 | 52 | 28 | | | | 50 | 27 | 37 | 533 | | | (73.7%) |
| 1991 | | | | 70 | 31 | 50 | 65 | 24 | | | | 23 | | 10 | 273 | | | (75.8%) |
| 1992 | | | | 114 | 23 | 35 | 21 | 30 | | | | 10 | 26 | 7 | 266 | | | (68.0%) |
| 1993 | | | | 101 | 2 | 33 | 54 | 30 | | | | 10 | | 6 | 236 | | | (86.8%) |
| 1994 | | | | 67 | 16 | 12 | 17 | | | | | 9 | | 4 | 125 | | | (48.8%) |
| 1995 | | 42 | | 169 | 32 | 13 | 22 | 101 | | | | 14 | 39 | 9 | 441 | | | (84.5%) |
| 1996 | | | | 438 | 56 | 59 | 43 | 68 | | | | 17 | 17 | 10 | 708 | | | (71.4%) |
| 1997 | | | | 314 | 36 | 44 | 79 | 54 | | | | 2 | 3 | 11 | 543 | | | (57.6%) |
| 1998 | | 41 | | 354 | 15 | 50 | 38 | 68 | | | | 24 | 4 | 13 | 607 | | | (58.3%) |
| 1999 | | | | 237 | 35 | 18 | 30 | 35 | | | | | | | 355 | | | (51.6%) |
| 2000 | | 21 | | 374 | 26 | 43 | 9 | 116 | | | | | | | 589 | | | (58.0%) |
| 2001 | | 3 | | 188 | 16 | 37 | 40 | 30 | | | | | | | 314 | | | (46.7%) |
| 2002 | | 32 | | 162 | 17 | | 8 | 32 | | | | | | | 251 | | | (42.7%) |
| 2003 | | 8 | | 205 | 4 | 7 | 11 | 13 | | | | | | | 248 | | | (43.4%) |
| 2004 | | 8 | | 152 | 10 | | 8 | 42 | 51 | | | | | | 271 | | | (40.9%) |
| 2005 | | | | 569 | 48 | | 19 | 153 | 195 | | | | | | 984 | | | (54.3%) |
| 2006 | | | | 731 | 63 | | 10 | 76 | 118 | | | | | | 998 | | | (57.9%) |
| 2007 | | | | 783 | 24 | | 35 | 120 | 319 | | | | | | 1281 | | | (47.3%) |
| 2008 | | | | 449 | 0 | | 24 | 35 | 71 | | | | | | 579 | | | (40.2%) |
| 2009 | | | | 194 | 5 | | 7 | 30 | 24 | | | | | | 260 | | | (38.5%) |
| 2010 | | | | 508 | 1 | | 4 | 76 | 37 | | | | | | 626 | | | (44.7%) |
| 2011 | | | | 625 | 7 | | 42 | 202 | 45 | | | | | | 921 | | | (33.3%) |
| TOTAL | 1010 | 155 | 1831 | 9375 | 1524 | 1049 | 1086 | 1363 | 860 | 556 | 976 | 1191 | 116 | 446 | 200 | 20817 | | (65.4%) |
| | 707/720 | 717 | 727 | 737 | 747 | 757 | 767 | 777 | 787 | DC8 | DC9 | M80 | M90 | D10 | M11 | 小計 | シェア | |

出所: Airbus, Ascend, Boeing, Bombardier, Embraer, JADQによる。ただし、キャンセル分は当初発注年度から減じている。

(1) 主要ジェット輸送機の受注機数の推移 (2/4)

| Year | エアバス | | | | | | | | | | 小計 | シェア |
|-------|--------|------|------|------|------|------|------|------|------|------|-------|---------|
| | AIRBUS | | | | | | | | | | | |
| | A300 | A310 | A318 | A319 | A320 | A321 | A330 | A340 | A350 | A380 | | |
| 1945 | | | | | | | | | | | | |
| 1946 | | | | | | | | | | | | |
| 1947 | | | | | | | | | | | | |
| 1948 | | | | | | | | | | | | |
| 1949 | | | | | | | | | | | | |
| 1950 | | | | | | | | | | | | |
| 1951 | | | | | | | | | | | | |
| 1952 | | | | | | | | | | | | |
| 1953 | | | | | | | | | | | | |
| 1954 | | | | | | | | | | | | |
| 1955 | | | | | | | | | | | | |
| 1956 | | | | | | | | | | | | |
| 1957 | | | | | | | | | | | | |
| 1958 | | | | | | | | | | | | |
| 1959 | | | | | | | | | | | | |
| 1960 | | | | | | | | | | | | |
| 1961 | | | | | | | | | | | | |
| 1962 | | | | | | | | | | | | |
| 1963 | | | | | | | | | | | | |
| 1964 | | | | | | | | | | | | |
| 1965 | | | | | | | | | | | | |
| 1966 | | | | | | | | | | | | |
| 1967 | | | | | | | | | | | | |
| 1968 | | | | | | | | | | | | |
| 1969 | | | | | | | | | | | | |
| 1970 | | | | | | | | | | | | |
| 1971 | 6 | | | | | | | | | | 6 | (3.8%) |
| 1972 | 3 | | | | | | | | | | 3 | (1.0%) |
| 1973 | | | | | | | | | | | 0 | (0.0%) |
| 1974 | 9 | | | | | | | | | | 9 | (3.4%) |
| 1975 | 14 | | | | | | | | | | 14 | (8.8%) |
| 1976 | 2 | | | | | | | | | | 2 | (0.8%) |
| 1977 | 23 | | | | | | | | | | 23 | (6.9%) |
| 1978 | 65 | | | | | | | | | | 65 | (10.1%) |
| 1979 | 61 | 48 | | | | | | | | | 109 | (21.2%) |
| 1980 | 31 | 12 | | | | | | | | | 43 | (10.8%) |
| 1981 | 23 | 4 | | | | | | | | | 27 | (10.8%) |
| 1982 | 3 | 2 | | | | | | | | | 5 | (2.0%) |
| 1983 | | 7 | | | 12 | | | | | | 19 | (8.9%) |
| 1984 | 19 | 14 | | | 4 | | | | | | 37 | (11.0%) |
| 1985 | 16 | 25 | | | 74 | | | | | | 115 | (18.4%) |
| 1986 | 7 | 17 | | | 84 | | | | | | 108 | (18.6%) |
| 1987 | 29 | 27 | | | 53 | | | | | | 109 | (18.9%) |
| 1988 | 21 | 21 | | | 105 | | 3 | 2 | | | 152 | (14.8%) |
| 1989 | 54 | 22 | | | 63 | 20 | 37 | 43 | | | 239 | (25.0%) |
| 1990 | 22 | 21 | | | 69 | 53 | 19 | 6 | | | 190 | (26.3%) |
| 1991 | 38 | 12 | | | 14 | 3 | 4 | 16 | | | 87 | (24.2%) |
| 1992 | 16 | 15 | | 6 | 59 | 8 | 1 | 20 | | | 125 | (32.0%) |
| 1993 | 3 | 3 | | | 13 | | 1 | 16 | | | 36 | (13.2%) |
| 1994 | | | | 44 | 42 | 20 | | 25 | | | 131 | (51.2%) |
| 1995 | 2 | 4 | | 30 | 22 | 7 | 9 | 7 | | | 81 | (15.5%) |
| 1996 | 15 | | | 47 | 124 | 29 | 44 | 25 | | | 284 | (28.6%) |
| 1997 | 6 | 1 | | 180 | 98 | 34 | 60 | 20 | | | 399 | (42.4%) |
| 1998 | 32 | | | 119 | 184 | 31 | 23 | 45 | | | 434 | (41.7%) |
| 1999 | | | 15 | 62 | 161 | 51 | 22 | 22 | | | 333 | (48.4%) |
| 2000 | 2 | | 17 | 103 | 143 | 47 | 95 | 19 | | | 426 | (42.0%) |
| 2001 | 24 | | | 54 | 118 | 33 | 52 | 2 | | 75 | 358 | (53.3%) |
| 2002 | | | | 172 | 95 | 19 | 24 | 27 | | | 337 | (57.3%) |
| 2003 | 6 | | | 70 | 110 | 42 | 44 | 17 | | 34 | 323 | (56.6%) |
| 2004 | 2 | | 4 | 95 | 171 | 31 | 51 | 27 | | 10 | 391 | (59.1%) |
| 2005 | 7 | | 23 | 150 | 497 | 71 | 62 | 8 | | 10 | 828 | (45.7%) |
| 2006 | | | 8 | 125 | 338 | 126 | 98 | 12 | 2 | 17 | 726 | (42.1%) |
| 2007 | | | 6 | 88 | 704 | 113 | 191 | 11 | 283 | 33 | 1429 | (52.7%) |
| 2008 | | | 4 | 41 | 350 | 157 | 134 | 4 | 163 | 9 | 862 | (59.8%) |
| 2009 | | | 1 | 39 | 225 | 44 | 25 | 1 | 27 | 4 | 366 | (54.1%) |
| 2010 | | | | 44 | 353 | 51 | 88 | 2 | 70 | 32 | 640 | (45.7%) |
| 2011 | | | 2 | 31 | 1327 | 110 | 99 | 0 | 10 | 29 | 1,608 | (58.2%) |
| TOTAL | 561 | 255 | 80 | 1500 | 5612 | 1100 | 1186 | 377 | 555 | 253 | 11479 | (36.1%) |

出所: Airbus, Ascend, Boeing, Bombardier, Embraer, JADQによる。
ただし、キャンセル分は当初発注年度から減じている。

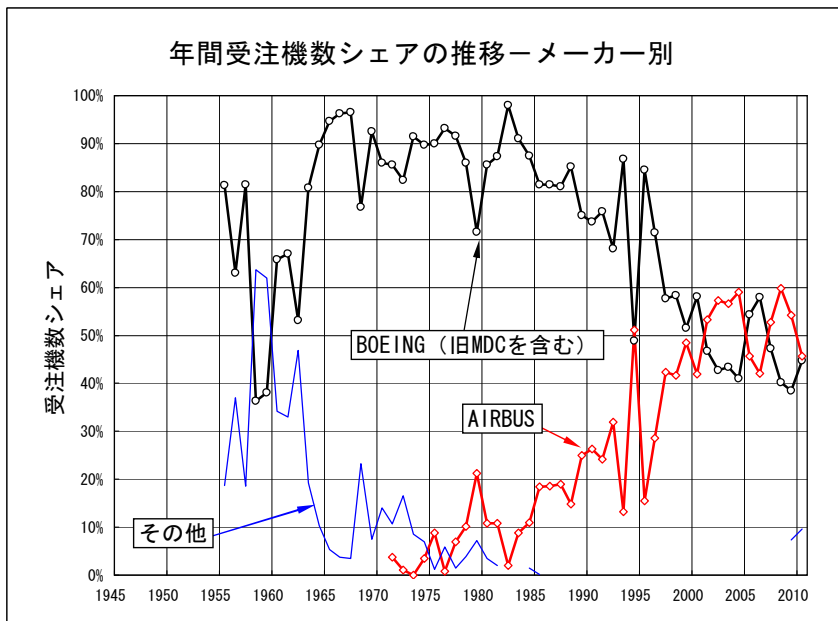
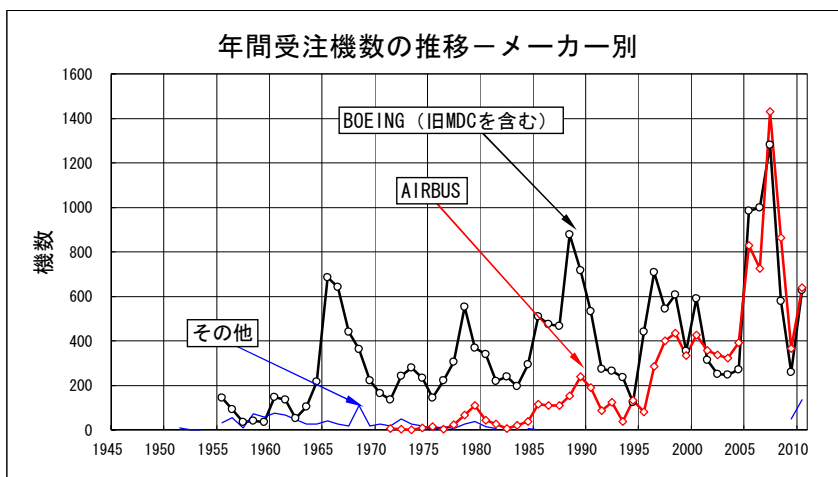
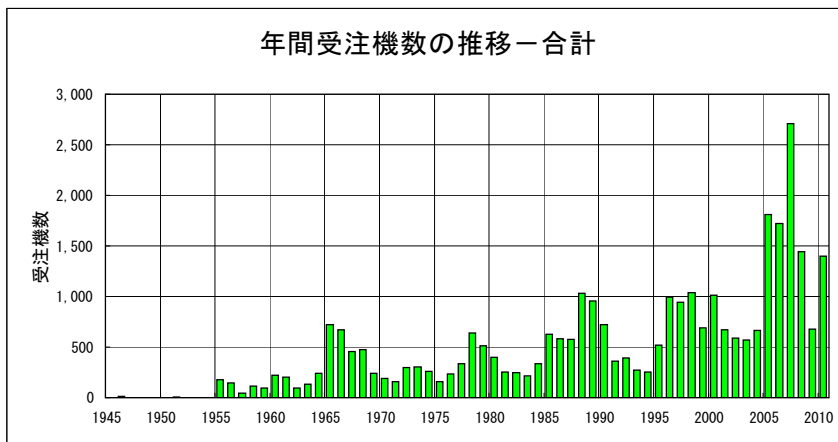
(1) 主要ジェット輸送機の受注機数の推移 (3/4)

| Year | その他 | | | | | | | | | 合計 |
|-------|------------|-------|-------|-------|----------|---------|-----|-----|---------|--------|
| | BOMBARDIER | | IRKUT | COMAC | LOCKHEED | BAC/Sud | OTH | 小計 | シェア | |
| | CS100 | CS300 | MC-21 | C919 | L10 | CON | | | | |
| 1945 | | | | | | | | | | 0 |
| 1946 | | | | | | | 12 | 12 | (100%) | 12 |
| 1947 | | | | | | | | | | 0 |
| 1948 | | | | | | | | | | 0 |
| 1949 | | | | | | | 1 | 1 | (100%) | 1 |
| 1950 | | | | | | | | | | 0 |
| 1951 | | | | | | | 8 | 8 | (100%) | 8 |
| 1952 | | | | | | | 1 | 1 | | 1 |
| 1953 | | | | | | | 1 | 1 | (100%) | 1 |
| 1954 | | | | | | | | | | 0 |
| 1955 | | | | | | | 33 | 33 | (18.8%) | 176 |
| 1956 | | | | | | | 54 | 54 | (37.0%) | 146 |
| 1957 | | | | | | | 8 | 8 | (18.6%) | 43 |
| 1958 | | | | | | | 72 | 72 | (63.7%) | 113 |
| 1959 | | | | | | | 57 | 57 | (62.0%) | 92 |
| 1960 | | | | | | | 76 | 76 | (34.2%) | 222 |
| 1961 | | | | | | | 66 | 66 | (33.0%) | 200 |
| 1962 | | | | | | | 45 | 45 | (46.9%) | 96 |
| 1963 | | | | | | | 25 | 25 | (19.2%) | 130 |
| 1964 | | | | | | | 25 | 25 | (10.3%) | 242 |
| 1965 | | | | | | | 39 | 39 | (5.4%) | 723 |
| 1966 | | | | | | | 25 | 25 | (3.7%) | 668 |
| 1967 | | | | | | | 16 | 16 | (3.5%) | 455 |
| 1968 | | | | | 73 | | 37 | 110 | (23.2%) | 474 |
| 1969 | | | | | | | 18 | 18 | (7.5%) | 241 |
| 1970 | | | | | 23 | | 4 | 27 | (14.1%) | 192 |
| 1971 | | | | | 6 | | 11 | 17 | (10.7%) | 159 |
| 1972 | | | | | 15 | 10 | 24 | 49 | (16.6%) | 295 |
| 1973 | | | | | 11 | | 15 | 26 | (8.5%) | 305 |
| 1974 | | | | | 18 | | | 18 | (6.9%) | 261 |
| 1975 | | | | | 2 | | | 2 | (1.3%) | 160 |
| 1976 | | | | | 14 | | | 14 | (5.9%) | 237 |
| 1977 | | | | | 5 | | | 5 | (1.5%) | 333 |
| 1978 | | | | | 25 | | | 25 | (3.9%) | 642 |
| 1979 | | | | | 36 | 1 | | 37 | (7.2%) | 514 |
| 1980 | | | | | 11 | 3 | | 14 | (3.5%) | 397 |
| 1981 | | | | | 5 | | | 5 | (2.0%) | 251 |
| 1982 | | | | | | | | | | 245 |
| 1983 | | | | | | | | | | 214 |
| 1984 | | | | | 5 | | | 5 | (1.5%) | 336 |
| 1985 | | | | | | | 1 | 1 | (0.2%) | 624 |
| 1986 | | | | | | | | | | 582 |
| 1987 | | | | | | | | | | 576 |
| 1988 | | | | | | | | | | 1,029 |
| 1989 | | | | | | | | | | 955 |
| 1990 | | | | | | | | | | 723 |
| 1991 | | | | | | | | | | 360 |
| 1992 | | | | | | | | | | 391 |
| 1993 | | | | | | | | | | 272 |
| 1994 | | | | | | | | | | 256 |
| 1995 | | | | | | | | | | 522 |
| 1996 | | | | | | | | | | 992 |
| 1997 | | | | | | | | | | 942 |
| 1998 | | | | | | | | | | 1,041 |
| 1999 | | | | | | | | | | 688 |
| 2000 | | | | | | | | | | 1,015 |
| 2001 | | | | | | | | | | 672 |
| 2002 | | | | | | | | | | 588 |
| 2003 | | | | | | | | | | 571 |
| 2004 | | | | | | | | | | 662 |
| 2005 | | | | | | | | | | 1,812 |
| 2006 | | | | | | | | | | 1,724 |
| 2007 | | | | | | | | | | 2,710 |
| 2008 | | | | | | | | | | 1,441 |
| 2009 | 33 | 17 | | | | | | 50 | (7.4%) | 676 |
| 2010 | | 40 | 50 | 45 | | | | 135 | (9.6%) | 1,401 |
| 2010 | 28 | 15 | 78 | 115 | | | | 236 | (8.5%) | 2,765 |
| TOTAL | 61 | 72 | 128 | 160 | 249 | 14 | 674 | 987 | (3.1%) | 31,810 |
| | CS100 | CS300 | MC-21 | C919 | L10 | CON | OTH | 小計 | シェア | 合計 |

出所: Airbus, Ascend, Boeing, Bombardier, Embraer, JADCによる。
ただし、キャンセル分は当初発注年度から減じている。

Note: OTH=CONVAIR 880/990, MERCURE, TRIDENT, VC10, COMET, & CARAVELLE

(1) 主要ジェット輸送機の受注機数の推移 (4/4)



(2) 主要ジェット輸送機の納入機数の推移 (1/4)

| Year | ボーイング | | | | | | | | | | | | | | | | 小計 | シェア |
|-------|---------|-----|------|------|------|------|------|-----|-----|-----|-----|------|-----|-----|-----|-------|---------|---------|
| | BOEING | | | | | | | | | | | | | | | | | |
| | 707/720 | 717 | 727 | 737 | 747 | 757 | 767 | 777 | 787 | DC8 | DC9 | M80 | M90 | D10 | M11 | | | |
| 1945 | | | | | | | | | | | | | | | | | | |
| 1946 | | | | | | | | | | | | | | | | | | |
| 1947 | | | | | | | | | | | | | | | | | | |
| 1948 | | | | | | | | | | | | | | | | | | |
| 1949 | | | | | | | | | | | | | | | | | | |
| 1950 | | | | | | | | | | | | | | | | | | |
| 1951 | | | | | | | | | | | | | | | | | | |
| 1952 | | | | | | | | | | | | | | | | | | |
| 1953 | | | | | | | | | | | | | | | | | | |
| 1954 | | | | | | | | | | | | | | | | | | |
| 1955 | | | | | | | | | | | | | | | | | | |
| 1956 | | | | | | | | | | | | | | | | | | |
| 1957 | | | | | | | | | | | | | | | | | | |
| 1958 | | 8 | | | | | | | | | | | | | | | 8 | (53.3%) |
| 1959 | | 77 | | | | | | | 21 | | | | | | | | 98 | (73.1%) |
| 1960 | | 91 | | | | | | | 91 | | | | | | | | 182 | (71.4%) |
| 1961 | | 80 | | | | | | | 42 | | | | | | | | 122 | (58.4%) |
| 1962 | | 68 | | | | | | | 22 | | | | | | | | 90 | (52.3%) |
| 1963 | | 34 | | 6 | | | | | 19 | | | | | | | | 59 | (59.6%) |
| 1964 | | 38 | | 95 | | | | | 20 | | | | | | | | 153 | (73.6%) |
| 1965 | | 61 | | 111 | | | | | 31 | 5 | | | | | | | 208 | (84.6%) |
| 1966 | | 83 | | 135 | | | | | 32 | 69 | | | | | | | 319 | (90.1%) |
| 1967 | | 118 | | 155 | | 4 | | | 41 | 153 | | | | | | | 471 | (93.8%) |
| 1968 | | 111 | | 160 | | 105 | | | 102 | 202 | | | | | | | 680 | (95.1%) |
| 1969 | | 59 | | 114 | | 114 | | 4 | 85 | 122 | | | | | | | 498 | (95.8%) |
| 1970 | | 19 | | 55 | | 37 | | 92 | 33 | 51 | | | | | | | 287 | (96.0%) |
| 1971 | | 10 | | 33 | | 29 | | 69 | 13 | 46 | | | | 13 | | | 213 | (92.6%) |
| 1972 | | 4 | | 41 | | 22 | | 30 | 4 | 32 | | | | 52 | | | 185 | (84.9%) |
| 1973 | | 11 | | 92 | | 23 | | 30 | | 29 | | | | 57 | | | 242 | (83.2%) |
| 1974 | | 21 | | 91 | | 55 | | 22 | | 48 | | | | 47 | | | 284 | (83.8%) |
| 1975 | | 7 | | 91 | | 51 | | 21 | | 42 | | | | 43 | | | 255 | (85.0%) |
| 1976 | | 9 | | 61 | | 41 | | 27 | | 50 | | | | 19 | | | 207 | (82.8%) |
| 1977 | | 8 | | 67 | | 25 | | 20 | | 22 | | | | 14 | | | 156 | (80.8%) |
| 1978 | | 13 | | 118 | | 40 | | 32 | | 22 | | | | 18 | | | 243 | (89.7%) |
| 1979 | | 6 | | 136 | | 77 | | 67 | | 39 | | | | 35 | | | 360 | (90.5%) |
| 1980 | | 3 | | 131 | | 92 | | 73 | | 18 | | 5 | | 41 | | | 363 | (84.4%) |
| 1981 | | 2 | | 94 | | 108 | | 53 | | 16 | | 61 | | 25 | | | 359 | (84.5%) |
| 1982 | | 8 | | 26 | | 95 | | 26 | 2 | 20 | | 10 | | 34 | | 11 | 232 | (79.5%) |
| 1983 | | 8 | | 11 | | 82 | | 22 | 25 | 55 | | | | 51 | | 12 | 266 | (86.4%) |
| 1984 | | 8 | | 8 | | 67 | | 16 | 18 | 29 | | | | 44 | | 10 | 200 | (79.4%) |
| 1985 | | 3 | | | | 115 | | 24 | 36 | 25 | | | | 71 | | 11 | 285 | (86.4%) |
| 1986 | | 4 | | | | 141 | | 35 | 35 | 27 | | | | 85 | | 17 | 344 | (92.2%) |
| 1987 | | 9 | | | | 161 | | 23 | 40 | 37 | | | | 94 | | 10 | 374 | (92.1%) |
| 1988 | | | | | | 165 | | 24 | 48 | 53 | | | | 120 | | 10 | 420 | (87.3%) |
| 1989 | | 5 | | | | 146 | | 45 | 51 | 37 | | | | 117 | | 1 | 402 | (79.3%) |
| 1990 | | 4 | | | | 174 | | 70 | 77 | 60 | | | | 139 | | | 527 | (84.7%) |
| 1991 | | 14 | | | | 215 | | 64 | 80 | 62 | | | | 140 | | 31 | 606 | (78.8%) |
| 1992 | | 5 | | | | 218 | | 61 | 99 | 63 | | | | 84 | | 42 | 572 | (78.5%) |
| 1993 | | | | | | 152 | | 56 | 71 | 51 | | | | 43 | | 36 | 409 | (74.8%) |
| 1994 | | 1 | | | | 121 | | 40 | 69 | 41 | | | | 23 | | 17 | 312 | (71.7%) |
| 1995 | | | | | | 89 | | 25 | 43 | 37 | 13 | | | 18 | 13 | 18 | 256 | (67.4%) |
| 1996 | | | | | | 76 | | 26 | 42 | 43 | 32 | | | 12 | 25 | 15 | 271 | (68.3%) |
| 1997 | | | | | | 135 | | 39 | 46 | 42 | 59 | | | 16 | 26 | 12 | 375 | (67.3%) |
| 1998 | | | | | | 282 | | 53 | 54 | 47 | 74 | | | 8 | 34 | 12 | 564 | (71.1%) |
| 1999 | | | | | | 320 | | 47 | 67 | 44 | 83 | | | 26 | 13 | 8 | 620 | (67.8%) |
| 2000 | | | | | | 32 | | 282 | 25 | 45 | 44 | 55 | | | 5 | 4 | 492 | (61.3%) |
| 2001 | | | | | | 49 | | 299 | 31 | 45 | 40 | 61 | | | | 2 | 527 | (61.9%) |
| 2002 | | | | | | 20 | | 223 | 27 | 29 | 35 | 47 | | | | | 381 | (55.7%) |
| 2003 | | | | | | 12 | | 173 | 19 | 14 | 24 | 39 | | | | | 281 | (48.0%) |
| 2004 | | | | | | 12 | | 202 | 15 | 11 | 9 | 36 | | | | | 285 | (47.1%) |
| 2005 | | | | | | 13 | | 212 | 13 | 2 | 10 | 40 | | | | | 290 | (43.4%) |
| 2006 | | | | | | 5 | | 302 | 14 | | 12 | 65 | | | | | 398 | (47.8%) |
| 2007 | | | | | | | | 330 | 16 | | 12 | 83 | | | | | 441 | (49.3%) |
| 2008 | | | | | | | | 290 | 14 | | 10 | 61 | | | | | 375 | (43.7%) |
| 2009 | | | | | | | | 372 | 8 | | 13 | 88 | | | | | 481 | (49.1%) |
| 2010 | | | | | | | | 376 | | | 12 | 74 | | | | | 462 | (47.5%) |
| 2011 | | | | | | | | 372 | 9 | | 20 | 73 | 3 | | | | 477 | (47.2%) |
| TOTAL | | | | | | | | | | | | | | | | | | |
| | 1010 | 155 | 1831 | 7010 | 1427 | 1049 | 1014 | 983 | 3 | 556 | 976 | 1191 | 116 | 446 | 200 | 17967 | (72.1%) | |
| | 707/720 | 717 | 727 | 737 | 747 | 757 | 767 | 777 | 787 | DC8 | DC9 | M80 | M90 | D10 | M11 | 小計 | シェア | |

出所: Airbus, Ascend, Boeing, Bombardier, Embraer, JADC

(2) 主要ジェット輸送機の納入機数の推移 (2/4)

| Year | エアバス | | | | | | | | | | | 小計 | シェア | |
|-------|--------|------|------|------|------|------|------|------|------|------|----|------|---------|--|
| | AIRBUS | | | | | | | | | | | | | |
| | A300 | A310 | A318 | A319 | A320 | A321 | A330 | A340 | A350 | A380 | | | | |
| 1945 | | | | | | | | | | | | | | |
| 1946 | | | | | | | | | | | | | | |
| 1947 | | | | | | | | | | | | | | |
| 1948 | | | | | | | | | | | | | | |
| 1949 | | | | | | | | | | | | | | |
| 1950 | | | | | | | | | | | | | | |
| 1951 | | | | | | | | | | | | | | |
| 1952 | | | | | | | | | | | | | | |
| 1953 | | | | | | | | | | | | | | |
| 1954 | | | | | | | | | | | | | | |
| 1955 | | | | | | | | | | | | | | |
| 1956 | | | | | | | | | | | | | | |
| 1957 | | | | | | | | | | | | | | |
| 1958 | | | | | | | | | | | | | | |
| 1959 | | | | | | | | | | | | | | |
| 1960 | | | | | | | | | | | | | | |
| 1961 | | | | | | | | | | | | | | |
| 1962 | | | | | | | | | | | | | | |
| 1963 | | | | | | | | | | | | | | |
| 1964 | | | | | | | | | | | | | | |
| 1965 | | | | | | | | | | | | | | |
| 1966 | | | | | | | | | | | | | | |
| 1967 | | | | | | | | | | | | | | |
| 1968 | | | | | | | | | | | | | | |
| 1969 | | | | | | | | | | | | | | |
| 1970 | | | | | | | | | | | | | | |
| 1971 | | | | | | | | | | | | | | |
| 1972 | | | | | | | | | | | | | | |
| 1973 | | | | | | | | | | | | | | |
| 1974 | | 4 | | | | | | | | | | 4 | (1.2%) | |
| 1975 | | 9 | | | | | | | | | | 9 | (3.0%) | |
| 1976 | | 13 | | | | | | | | | | 13 | (5.2%) | |
| 1977 | | 16 | | | | | | | | | | 16 | (8.3%) | |
| 1978 | | 15 | | | | | | | | | | 15 | (5.5%) | |
| 1979 | | 24 | | | | | | | | | | 24 | (6.0%) | |
| 1980 | | 39 | | | | | | | | | | 39 | (9.1%) | |
| 1981 | | 38 | | | | | | | | | | 38 | (8.9%) | |
| 1982 | | 46 | | | | | | | | | | 46 | (15.8%) | |
| 1983 | | 19 | 17 | | | | | | | | | 36 | (11.7%) | |
| 1984 | | 19 | 29 | | | | | | | | | 48 | (19.0%) | |
| 1985 | | 16 | 26 | | | | | | | | | 42 | (12.7%) | |
| 1986 | | 10 | 19 | | | | | | | | | 29 | (7.8%) | |
| 1987 | | 11 | 21 | | | | | | | | | 32 | (7.9%) | |
| 1988 | | 17 | 28 | | 16 | | | | | | | 61 | (12.7%) | |
| 1989 | | 24 | 23 | | 58 | | | | | | | 105 | (20.7%) | |
| 1990 | | 19 | 18 | | 58 | | | | | | | 95 | (15.3%) | |
| 1991 | | 25 | 19 | | 119 | | | | | | | 163 | (21.2%) | |
| 1992 | | 22 | 24 | | 111 | | | | | | | 157 | (21.5%) | |
| 1993 | | 22 | 22 | | 71 | | 1 | 22 | | | | 138 | (25.2%) | |
| 1994 | | 23 | 2 | | 48 | 16 | 9 | 25 | | | | 123 | (28.3%) | |
| 1995 | | 17 | 2 | | 34 | 22 | 30 | 19 | | | | 124 | (32.6%) | |
| 1996 | | 14 | 2 | | 18 | 38 | 16 | 10 | 28 | | | 126 | (31.7%) | |
| 1997 | | 6 | 2 | | 47 | 58 | 22 | 14 | 33 | | | 182 | (32.7%) | |
| 1998 | | 13 | 1 | | 53 | 80 | 35 | 23 | 24 | | | 229 | (28.9%) | |
| 1999 | | 8 | | | 88 | 101 | 33 | 44 | 20 | | | 294 | (32.2%) | |
| 2000 | | 8 | | | 112 | 101 | 28 | 43 | 19 | | | 311 | (38.7%) | |
| 2001 | | 11 | | | 89 | 119 | 49 | 35 | 22 | | | 325 | (38.1%) | |
| 2002 | | 9 | | | 85 | 116 | 35 | 42 | 16 | | | 303 | (44.3%) | |
| 2003 | | 8 | | 9 | 72 | 119 | 33 | 31 | 33 | | | 305 | (52.0%) | |
| 2004 | | 12 | | 10 | 87 | 101 | 35 | 47 | 28 | | | 320 | (52.9%) | |
| 2005 | | 9 | | 9 | 142 | 121 | 17 | 56 | 24 | | | 378 | (56.6%) | |
| 2006 | | 9 | | 8 | 137 | 164 | 30 | 62 | 24 | | | 434 | (52.2%) | |
| 2007 | | 6 | | 17 | 105 | 194 | 51 | 68 | 11 | | 1 | 453 | (50.7%) | |
| 2008 | | | | 13 | 98 | 209 | 66 | 72 | 13 | | 12 | 483 | (56.3%) | |
| 2009 | | | | 6 | 88 | 221 | 87 | 76 | 10 | | 10 | 498 | (50.9%) | |
| 2010 | | | | 2 | 51 | 297 | 51 | 87 | 4 | | 18 | 510 | (52.5%) | |
| 2011 | | | | 2 | 47 | 306 | 66 | 87 | 0 | | 26 | 534 | (52.8%) | |
| TOTAL | 561 | 255 | 76 | 1319 | 2860 | 692 | 837 | 375 | | | 67 | 7042 | (28.2%) | |
| | A300 | A310 | A318 | A319 | A320 | A321 | A330 | A340 | A350 | A380 | | 小計 | シェア | |

出所: Airbus, Ascend, Boeing, Bombardier, Embraer, JADC

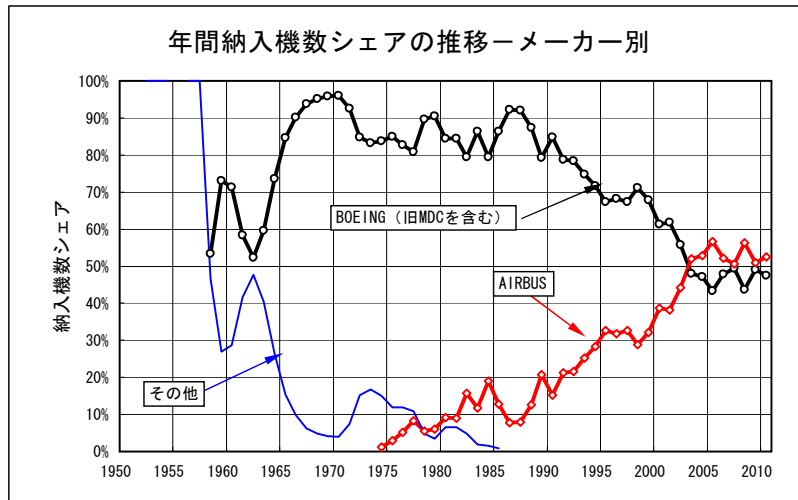
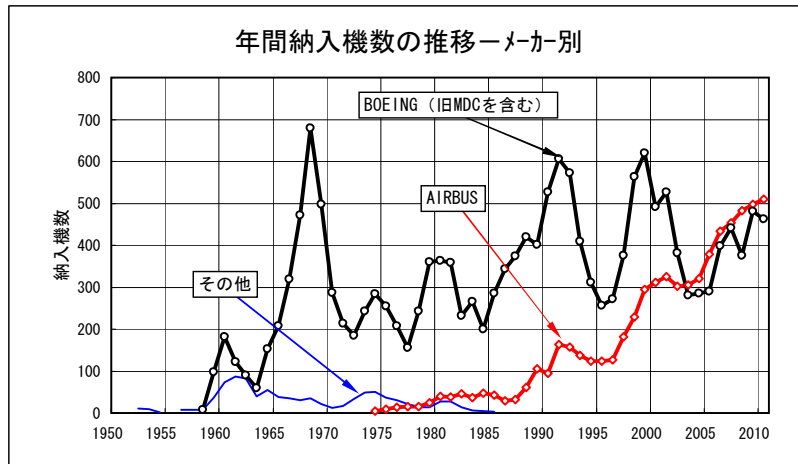
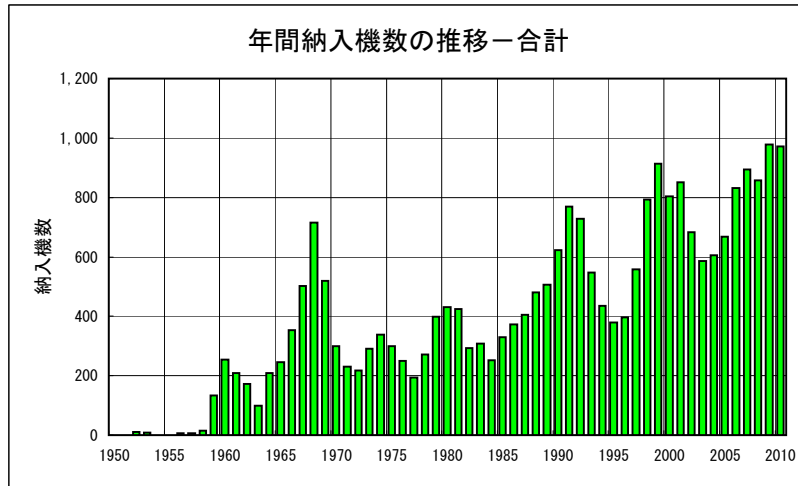
(2) 主要ジェット輸送機の納入機数の推移 (3/4)

| Year | その他 | | | | | | | | | 合計 |
|-------|------------|-------|-------|-------|----------|---------|-----|-----|------------|--------|
| | BOMBARDIER | | IRKUT | COMAC | LOCKHEED | BAC/Sud | | | | |
| | CS100 | CS300 | MC-21 | C919 | L10 | CON | OTH | 小計 | シェア | |
| 1945 | | | | | | | | | | |
| 1946 | | | | | | | | | | |
| 1947 | | | | | | | | | | |
| 1948 | | | | | | | | | | |
| 1949 | | | | | | | | 1 | 1 (100%) | 1 |
| 1950 | | | | | | | | 1 | 1 (100%) | 1 |
| 1951 | | | | | | | | | | 0 |
| 1952 | | | | | | | | 11 | 11 (100%) | 11 |
| 1953 | | | | | | | | 9 | 9 (100%) | 9 |
| 1954 | | | | | | | | 1 | 1 (100%) | 1 |
| 1955 | | | | | | | | | | 0 |
| 1956 | | | | | | | | 7 | 7 (100%) | 7 |
| 1957 | | | | | | | | 7 | 7 (100%) | 7 |
| 1958 | | | | | | | | 7 | 7 (46.7%) | 15 |
| 1959 | | | | | | | | 36 | 36 (26.9%) | 134 |
| 1960 | | | | | | | | 73 | 73 (28.6%) | 255 |
| 1961 | | | | | | | | 87 | 87 (41.6%) | 209 |
| 1962 | | | | | | | | 82 | 82 (47.7%) | 172 |
| 1963 | | | | | | | | 40 | 40 (40.4%) | 99 |
| 1964 | | | | | | | | 55 | 55 (26.4%) | 208 |
| 1965 | | | | | | | | 38 | 38 (15.4%) | 246 |
| 1966 | | | | | | | | 35 | 35 (9.9%) | 354 |
| 1967 | | | | | | | | 31 | 31 (6.2%) | 502 |
| 1968 | | | | | | | | 35 | 35 (4.9%) | 715 |
| 1969 | | | | | | | | 22 | 22 (4.2%) | 520 |
| 1970 | | | | | | | | 12 | 12 (4.0%) | 299 |
| 1971 | | | | | | | | 17 | 17 (7.4%) | 230 |
| 1972 | | | | | 17 | | | 16 | 33 (15.1%) | 218 |
| 1973 | | | | | 39 | | | 10 | 49 (16.8%) | 291 |
| 1974 | | | | | 41 | | | 10 | 51 (15.0%) | 339 |
| 1975 | | | | | 25 | 1 | | 10 | 36 (12.0%) | 300 |
| 1976 | | | | | 16 | 7 | | 7 | 30 (12.0%) | 250 |
| 1977 | | | | | 11 | 2 | | 8 | 21 (10.9%) | 193 |
| 1978 | | | | | 8 | 0 | | 5 | 13 (4.8%) | 271 |
| 1979 | | | | | 14 | 0 | | | 14 (3.5%) | 398 |
| 1980 | | | | | 24 | 4 | | | 28 (6.5%) | 430 |
| 1981 | | | | | 28 | | | | 28 (6.6%) | 425 |
| 1982 | | | | | 14 | | | | 14 (4.8%) | 292 |
| 1983 | | | | | 6 | | | | 6 (1.9%) | 308 |
| 1984 | | | | | 4 | | | | 4 (1.6%) | 252 |
| 1985 | | | | | 2 | | | 1 | 3 (0.9%) | 330 |
| 1986 | | | | | | | | | | 373 |
| 1987 | | | | | | | | | | 406 |
| 1988 | | | | | | | | | | 481 |
| 1989 | | | | | | | | | | 507 |
| 1990 | | | | | | | | | | 622 |
| 1991 | | | | | | | | | | 769 |
| 1992 | | | | | | | | | | 729 |
| 1993 | | | | | | | | | | 547 |
| 1994 | | | | | | | | | | 435 |
| 1995 | | | | | | | | | | 380 |
| 1996 | | | | | | | | | | 397 |
| 1997 | | | | | | | | | | 557 |
| 1998 | | | | | | | | | | 793 |
| 1999 | | | | | | | | | | 914 |
| 2000 | | | | | | | | | | 803 |
| 2001 | | | | | | | | | | 852 |
| 2002 | | | | | | | | | | 684 |
| 2003 | | | | | | | | | | 586 |
| 2004 | | | | | | | | | | 605 |
| 2005 | | | | | | | | | | 668 |
| 2006 | | | | | | | | | | 832 |
| 2007 | | | | | | | | | | 894 |
| 2008 | | | | | | | | | | 858 |
| 2009 | | | | | | | | | | 979 |
| 2010 | | | | | | | | | | 972 |
| 2011 | | | | | | | | | | 1,011 |
| TOTAL | | | | | 249 | 14 | | 672 | 935 (3.8%) | 24,933 |
| | CS100 | CS300 | MC-21 | C919 | L10 | CON | OTH | 小計 | シェア | 合計 |

出所: Airbus, Ascend, Boeing, Bombardier, Embraer, JADC

Note: OTH=CONVAIR 880/990, MERCURE, TRIDENT, VC10, COMET, & CARAVELLE

(2) 主要ジェット輸送機の納入機数の推移 (4/4)



1. 主要ジェット輸送機
(3) 主要ジェット輸送機の受注残の推移 (1/4)

| Year | ボーイング | | | | | | | | | | | | | | 小計 | シェア | |
|------|---------|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|---------|
| | BOEING | | | | | | | | | | | | | | | | |
| | 707/720 | 717 | 727 | 737 | 747 | 757 | 767 | 777 | 787 | DC8 | DC9 | M80 | M90 | D10 | M11 | | |
| 1945 | | | | | | | | | | | | | | | | | |
| 1946 | | | | | | | | | | | | | | | | | |
| 1947 | | | | | | | | | | | | | | | | | |
| 1948 | | | | | | | | | | | | | | | | | |
| 1949 | | | | | | | | | | | | | | | | | |
| 1950 | | | | | | | | | | | | | | | | | |
| 1951 | | | | | | | | | | | | | | | | | |
| 1952 | | | | | | | | | | | | | | | | | |
| 1953 | | | | | | | | | | | | | | | | | |
| 1954 | | | | | | | | | | | | | | | | | |
| 1955 | 70 | | | | | | | | 73 | | | | | | | 143 | (81.3%) |
| 1956 | 123 | | | | | | | | 112 | | | | | | | 235 | (74.6%) |
| 1957 | 148 | | | | | | | | 122 | | | | | | | 270 | (76.9%) |
| 1958 | 171 | | | | | | | | 132 | | | | | | | 303 | (67.5%) |
| 1959 | 111 | | | | | | | | 129 | | | | | | | 240 | (59.0%) |
| 1960 | 82 | 80 | | | | | | | 42 | | | | | | | 204 | (54.5%) |
| 1961 | 78 | 117 | | | | | | | 21 | | | | | | | 216 | (59.2%) |
| 1962 | 27 | 127 | | | | | | | 23 | | | | | | | 177 | (61.2%) |
| 1963 | 35 | 141 | | | | | | | 24 | 23 | | | | | | 223 | (69.7%) |
| 1964 | 68 | 129 | | | | | | | 34 | 56 | | | | | | 287 | (81.1%) |
| 1965 | 142 | 205 | 83 | | | | | | 73 | 260 | | | | | | 763 | (91.8%) |
| 1966 | 160 | 219 | 118 | 83 | | | | | 157 | 350 | | | | | | 1087 | (94.9%) |
| 1967 | 129 | 189 | 175 | 126 | | | | | 173 | 263 | | | | | | 1055 | (96.1%) |
| 1968 | 58 | 95 | 119 | 148 | | | | | 107 | 149 | | | 63 | | | 739 | (86.2%) |
| 1969 | 11 | 45 | 33 | 174 | | | | | 38 | 71 | | | 92 | | | 464 | (80.3%) |
| 1970 | 5 | 38 | 17 | 102 | | | | | 13 | 54 | | | 113 | | | 342 | (72.6%) |
| 1971 | 4 | 31 | 36 | 40 | | | | | 4 | 32 | | | 118 | | | 265 | (66.3%) |
| 1972 | 18 | 109 | 28 | 28 | | | | | 0 | 28 | | | 112 | | | 323 | (67.7%) |
| 1973 | 19 | 109 | 47 | 27 | | | | | | 72 | | | 86 | | | 360 | (73.3%) |
| 1974 | 14 | 106 | 39 | 34 | | | | | | 65 | | | 52 | | | 310 | (75.1%) |
| 1975 | 16 | 65 | 23 | 33 | | | | | | 44 | | | 18 | | | 199 | (72.9%) |
| 1976 | 11 | 117 | 21 | 20 | | | | | | 29 | | | 15 | | | 213 | (81.9%) |
| 1977 | 17 | 183 | 33 | 42 | | | | | | 29 | 23 | | 35 | | | 362 | (90.5%) |
| 1978 | 10 | 190 | 138 | 86 | | 49 | | | | 48 | 50 | | 62 | | | 633 | (86.4%) |
| 1979 | 5 | 152 | 139 | 91 | 38 | 94 | | | | 36 | 64 | | 60 | | | 679 | (76.6%) |
| 1980 | 23 | 89 | 142 | 67 | 102 | 105 | | | | 24 | 73 | | 31 | | | 656 | (76.8%) |
| 1981 | 21 | 33 | 155 | 37 | 105 | 110 | | | | 10 | 31 | | 14 | | | 516 | (75.9%) |
| 1982 | 18 | 18 | 131 | 25 | 105 | 92 | | | | 0 | 84 | | 51 | | | 524 | (82.8%) |
| 1983 | 25 | 8 | 113 | 27 | 106 | 57 | | | | | 76 | | 41 | | | 453 | (84.0%) |
| 1984 | 17 | 0 | 177 | 34 | 90 | 43 | | | | | 149 | | 37 | | | 547 | (87.8%) |
| 1985 | 14 | | 336 | 52 | 99 | 56 | | | | | 184 | | 29 | | | 770 | (84.0%) |
| 1986 | 16 | | 407 | 101 | 77 | 52 | | | | | 219 | | 17 | 11 | | 900 | (79.9%) |
| 1987 | 18 | | 423 | 144 | 83 | 72 | | | | | 213 | | 9 | 31 | | 993 | (76.6%) |
| 1988 | 18 | | 570 | 169 | 183 | 102 | | | | | 332 | | 1 | 75 | | 1450 | (78.6%) |
| 1989 | 13 | | 665 | 180 | 298 | 165 | | | | | 350 | | 0 | 93 | | 1764 | (77.0%) |
| 1990 | 20 | | 602 | 232 | 316 | 157 | 28 | | | | 261 | 27 | | 127 | | 1770 | (74.0%) |
| 1991 | 6 | | 457 | 199 | 286 | 160 | 52 | | | | 144 | 27 | | 106 | | 1437 | (72.4%) |
| 1992 | 1 | | 353 | 161 | 222 | 118 | 82 | | | | 70 | 53 | | 71 | | 1131 | (68.7%) |
| 1993 | 1 | | 302 | 107 | 184 | 121 | 112 | | | | 37 | 53 | | 41 | | 958 | (69.9%) |
| 1994 | 0 | | 248 | 83 | 127 | 97 | 112 | | | | 23 | 53 | | 28 | | 771 | (64.7%) |
| 1995 | | 42 | 328 | 90 | 97 | 82 | 200 | | | | 19 | 79 | | 19 | | 956 | (71.7%) |
| 1996 | | 42 | 690 | 120 | 114 | 82 | 236 | | | | 24 | 71 | | 14 | | 1393 | (72.2%) |
| 1997 | | 42 | 869 | 117 | 112 | 119 | 231 | | | | 10 | 48 | | 13 | | 1561 | (67.5%) |
| 1998 | | 83 | 941 | 79 | 108 | 110 | 225 | | | | 26 | 18 | | 14 | | 1604 | (62.6%) |
| 1999 | | 71 | 858 | 67 | 59 | 96 | 177 | | | | 0 | 5 | | 6 | | 1339 | (57.3%) |
| 2000 | | 60 | 950 | 68 | 57 | 61 | 238 | | | | | 0 | | 2 | | 1436 | (56.4%) |
| 2001 | | 14 | 839 | 53 | 49 | 61 | 207 | | | | | | | 0 | | 1223 | (51.6%) |
| 2002 | | 26 | 778 | 43 | 20 | 34 | 192 | | | | | | | | | 1093 | (48.1%) |
| 2003 | | 22 | 810 | 28 | 13 | 21 | 166 | | | | | | | | | 1060 | (47.0%) |
| 2004 | | 18 | 760 | 23 | 2 | 20 | 172 | 51 | | | | | | | | 1046 | (45.2%) |
| 2005 | | 5 | 1117 | 58 | 0 | 29 | 285 | 246 | | | | | | | | 1740 | (50.3%) |
| 2006 | | 0 | 1546 | 107 | | 27 | 296 | 364 | | | | | | | | 2340 | (53.8%) |
| 2007 | | | 1999 | 115 | | 50 | 333 | 683 | | | | | | | | 3180 | (51.6%) |
| 2008 | | | 2158 | 101 | | 64 | 307 | 754 | | | | | | | | 3384 | (50.1%) |
| 2009 | | | 1980 | 98 | | 58 | 249 | 778 | | | | | | | | 3163 | (49.1%) |
| 2010 | | | 1740 | 90 | | 30 | 178 | 812 | | | | | | | | 2850 | (44.5%) |
| 2011 | | | 2365 | 97 | | 72 | 380 | 857 | | | | | | | | 3771 | (43.7%) |
| | 707/720 | 717 | 727 | 737 | 747 | 757 | 767 | 777 | 787 | DC8 | DC9 | M80 | M90 | D10 | M11 | | |

各年の受注残(Backlog)は、各年の受注機数(Net Order)の累計と納入機数(Delivery)の累計の差である。

(3) 主要ジェット輸送機の受注残の推移 (2/4)

| Year | エアバス | | | | | | | | | | 小計 | シェア | |
|------|--------|------|------|------|------|------|------|------|------|------|----|-------|---------|
| | AIRBUS | | | | | | | | | | | | |
| | A300 | A310 | A318 | A319 | A320 | A321 | A330 | A340 | A350 | A380 | | | |
| 1945 | | | | | | | | | | | | | |
| 1946 | | | | | | | | | | | | | |
| 1947 | | | | | | | | | | | | | |
| 1948 | | | | | | | | | | | | | |
| 1949 | | | | | | | | | | | | | |
| 1950 | | | | | | | | | | | | | |
| 1951 | | | | | | | | | | | | | |
| 1952 | | | | | | | | | | | | | |
| 1953 | | | | | | | | | | | | | |
| 1954 | | | | | | | | | | | | | |
| 1955 | | | | | | | | | | | | | |
| 1956 | | | | | | | | | | | | | |
| 1957 | | | | | | | | | | | | | |
| 1958 | | | | | | | | | | | | | |
| 1959 | | | | | | | | | | | | | |
| 1960 | | | | | | | | | | | | | |
| 1961 | | | | | | | | | | | | | |
| 1962 | | | | | | | | | | | | | |
| 1963 | | | | | | | | | | | | | |
| 1964 | | | | | | | | | | | | | |
| 1965 | | | | | | | | | | | | | |
| 1966 | | | | | | | | | | | | | |
| 1967 | | | | | | | | | | | | | |
| 1968 | | | | | | | | | | | | | |
| 1969 | | | | | | | | | | | | | |
| 1970 | | | | | | | | | | | | | |
| 1971 | 6 | | | | | | | | | | | 6 | (1.5%) |
| 1972 | 9 | | | | | | | | | | | 9 | (1.9%) |
| 1973 | 9 | | | | | | | | | | | 9 | (1.8%) |
| 1974 | 14 | | | | | | | | | | | 14 | (3.4%) |
| 1975 | 19 | | | | | | | | | | | 19 | (7.0%) |
| 1976 | 8 | | | | | | | | | | | 8 | (3.1%) |
| 1977 | 15 | | | | | | | | | | | 15 | (3.8%) |
| 1978 | 65 | | | | | | | | | | | 65 | (8.9%) |
| 1979 | 102 | 48 | | | | | | | | | | 150 | (16.9%) |
| 1980 | 94 | 60 | | | | | | | | | | 154 | (18.0%) |
| 1981 | 79 | 64 | | | | | | | | | | 143 | (21.0%) |
| 1982 | 36 | 66 | | | | | | | | | | 102 | (16.1%) |
| 1983 | 17 | 56 | | | 12 | | | | | | | 85 | (15.8%) |
| 1984 | 17 | 41 | | | 16 | | | | | | | 74 | (11.9%) |
| 1985 | 17 | 40 | | | 90 | | | | | | | 147 | (16.0%) |
| 1986 | 14 | 38 | | | 174 | | | | | | | 226 | (20.1%) |
| 1987 | 32 | 44 | | | 227 | | | | | | | 303 | (23.4%) |
| 1988 | 36 | 37 | | | 316 | | 3 | 2 | | | | 394 | (21.4%) |
| 1989 | 66 | 36 | | | 321 | 20 | 40 | 45 | | | | 528 | (23.0%) |
| 1990 | 69 | 39 | | | 332 | 73 | 59 | 51 | | | | 623 | (26.0%) |
| 1991 | 82 | 32 | | | 227 | 76 | 63 | 67 | | | | 547 | (27.6%) |
| 1992 | 76 | 23 | | 6 | 175 | 84 | 64 | 87 | | | | 515 | (31.3%) |
| 1993 | 57 | 4 | | 6 | 117 | 84 | 64 | 81 | | | | 413 | (30.1%) |
| 1994 | 34 | 2 | | 50 | 111 | 88 | 55 | 81 | | | | 421 | (35.3%) |
| 1995 | 19 | 4 | | 80 | 99 | 73 | 34 | 69 | | | | 378 | (28.3%) |
| 1996 | 20 | 2 | | 109 | 185 | 86 | 68 | 66 | | | | 536 | (27.8%) |
| 1997 | 20 | 1 | | 242 | 225 | 98 | 114 | 53 | | | | 753 | (32.5%) |
| 1998 | 39 | 0 | | 308 | 329 | 94 | 114 | 74 | | | | 958 | (37.4%) |
| 1999 | 31 | | 15 | 282 | 389 | 112 | 92 | 76 | | | | 997 | (42.7%) |
| 2000 | 25 | | 32 | 273 | 431 | 131 | 144 | 76 | | | | 1112 | (43.6%) |
| 2001 | 38 | | 32 | 238 | 430 | 115 | 161 | 56 | | 75 | | 1145 | (48.4%) |
| 2002 | 29 | | 32 | 325 | 409 | 99 | 143 | 67 | | 75 | | 1179 | (51.9%) |
| 2003 | 27 | | 23 | 323 | 400 | 108 | 156 | 51 | | 109 | | 1,197 | (53.0%) |
| 2004 | 17 | | 17 | 331 | 470 | 104 | 160 | 50 | | 119 | | 1,268 | (54.8%) |
| 2005 | 15 | | 31 | 339 | 846 | 158 | 166 | 34 | 0 | 129 | | 1,718 | (49.7%) |
| 2006 | 6 | | 31 | 327 | 1020 | 254 | 202 | 22 | 2 | 146 | | 2,010 | (46.2%) |
| 2007 | 0 | | 20 | 310 | 1530 | 316 | 325 | 22 | 285 | 178 | | 2,986 | (48.4%) |
| 2008 | | | 11 | 253 | 1671 | 407 | 387 | 13 | 448 | 175 | | 3,365 | (49.9%) |
| 2009 | | | 6 | 204 | 1675 | 364 | 336 | 4 | 475 | 169 | | 3,233 | (50.2%) |
| 2010 | | | 4 | 197 | 1731 | 364 | 337 | 2 | 545 | 183 | | 3,363 | (52.6%) |
| 2011 | | | 4 | 181 | 2752 | 408 | 349 | 2 | 555 | 186 | | 4,437 | (51.4%) |
| | A300 | A310 | A318 | A319 | A320 | A321 | A330 | A340 | A350 | A380 | | | |

各年の受注残(Backlog)は、各年の受注機数(Net Order)の累計と納入機数(Delivery)の累計の差である。

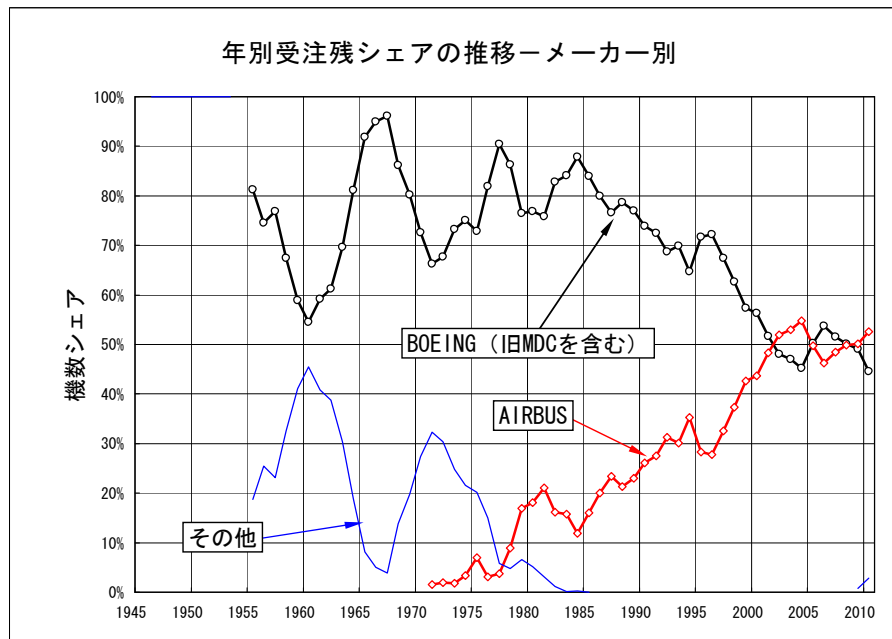
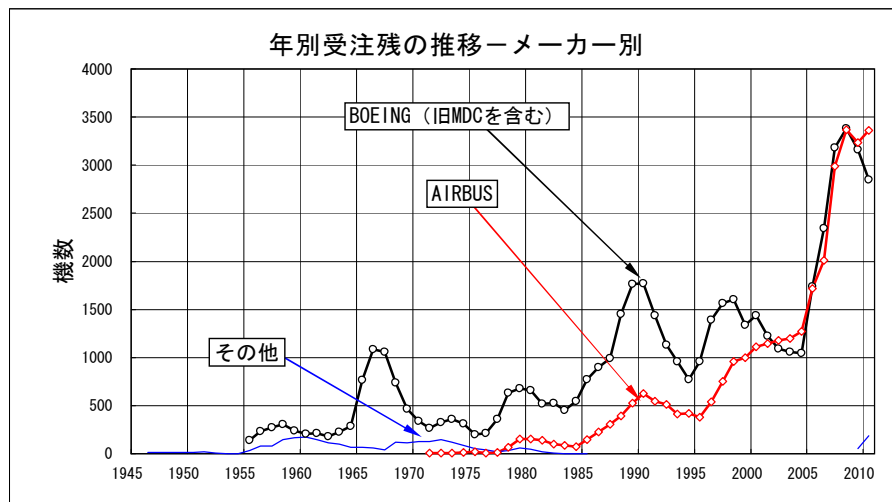
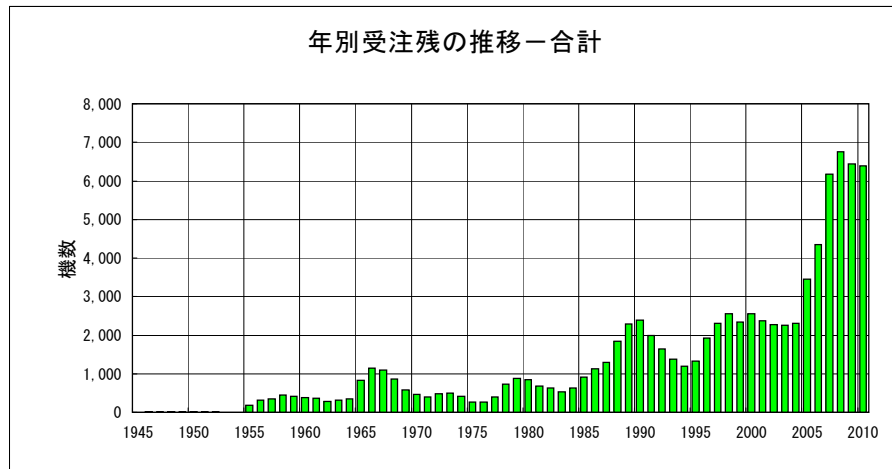
(3) 主要ジェット輸送機の受注残の推移 (3/4)

| Year | その他 | | | | | | | | 合計 | |
|------|------------|-------|-------|-------|----------|---------|-----|-----|---------|-------|
| | BOMBARDIER | | IRKUT | COMAC | LOCKHEED | BAC/Sud | OTH | 小計 | | シェア |
| | CS100 | CS300 | MC-21 | C919 | L10 | CON | | | | |
| 1945 | | | | | | | | | | |
| 1946 | | | | | | | 12 | 12 | (100%) | 12 |
| 1947 | | | | | | | 12 | 12 | (100%) | 12 |
| 1948 | | | | | | | 12 | 12 | (100%) | 12 |
| 1949 | | | | | | | 12 | 12 | (100%) | 12 |
| 1950 | | | | | | | 11 | 11 | (100%) | 11 |
| 1951 | | | | | | | 19 | 19 | (100%) | 19 |
| 1952 | | | | | | | 9 | 9 | (100%) | 9 |
| 1953 | | | | | | | 1 | 1 | (100%) | 1 |
| 1954 | | | | | | | 0 | 0 | | |
| 1955 | | | | | | | 33 | 33 | (18.8%) | 176 |
| 1956 | | | | | | | 80 | 80 | (25.4%) | 315 |
| 1957 | | | | | | | 81 | 81 | (23.1%) | 351 |
| 1958 | | | | | | | 146 | 146 | (32.5%) | 449 |
| 1959 | | | | | | | 167 | 167 | (41.0%) | 407 |
| 1960 | | | | | | | 170 | 170 | (45.5%) | 374 |
| 1961 | | | | | | | 149 | 149 | (40.8%) | 365 |
| 1962 | | | | | | | 112 | 112 | (38.8%) | 289 |
| 1963 | | | | | | | 97 | 97 | (30.3%) | 320 |
| 1964 | | | | | | | 67 | 67 | (18.9%) | 354 |
| 1965 | | | | | | | 68 | 68 | (8.2%) | 831 |
| 1966 | | | | | | | 58 | 58 | (5.1%) | 1,145 |
| 1967 | | | | | | | 43 | 43 | (3.9%) | 1,098 |
| 1968 | | | | | 73 | | 45 | 118 | (13.8%) | 857 |
| 1969 | | | | | 73 | | 41 | 114 | (19.7%) | 578 |
| 1970 | | | | | 96 | | 33 | 129 | (27.4%) | 471 |
| 1971 | | | | | 102 | | 27 | 129 | (32.3%) | 400 |
| 1972 | | | | | 100 | 10 | 35 | 145 | (30.4%) | 477 |
| 1973 | | | | | 72 | 10 | 40 | 122 | (24.8%) | 491 |
| 1974 | | | | | 49 | 10 | 30 | 89 | (21.5%) | 413 |
| 1975 | | | | | 26 | 9 | 20 | 55 | (20.1%) | 273 |
| 1976 | | | | | 24 | 2 | 13 | 39 | (15.0%) | 260 |
| 1977 | | | | | 18 | 0 | 5 | 23 | (5.8%) | 400 |
| 1978 | | | | | 35 | 0 | 0 | 35 | (4.8%) | 733 |
| 1979 | | | | | 57 | 1 | 0 | 58 | (6.5%) | 887 |
| 1980 | | | | | 44 | 0 | 0 | 44 | (5.2%) | 854 |
| 1981 | | | | | 21 | | 0 | 21 | (3.1%) | 680 |
| 1982 | | | | | 7 | | 0 | 7 | (1.1%) | 633 |
| 1983 | | | | | 1 | | 0 | 1 | (0.2%) | 539 |
| 1984 | | | | | 2 | | 0 | 2 | (0.3%) | 623 |
| 1985 | | | | | 0 | | 0 | 0 | (0.0%) | 917 |
| 1986 | | | | | | | | | | 1,126 |
| 1987 | | | | | | | | | | 1,296 |
| 1988 | | | | | | | | | | 1,844 |
| 1989 | | | | | | | | | | 2,292 |
| 1990 | | | | | | | | | | 2,393 |
| 1991 | | | | | | | | | | 1,984 |
| 1992 | | | | | | | | | | 1,646 |
| 1993 | | | | | | | | | | 1,371 |
| 1994 | | | | | | | | | | 1,192 |
| 1995 | | | | | | | | | | 1,334 |
| 1996 | | | | | | | | | | 1,929 |
| 1997 | | | | | | | | | | 2,314 |
| 1998 | | | | | | | | | | 2,562 |
| 1999 | | | | | | | | | | 2,336 |
| 2000 | | | | | | | | | | 2,548 |
| 2001 | | | | | | | | | | 2,368 |
| 2002 | | | | | | | | | | 2,272 |
| 2003 | | | | | | | | | | 2,257 |
| 2004 | | | | | | | | | | 2,314 |
| 2005 | | | | | | | | | | 3,458 |
| 2006 | | | | | | | | | | 4,350 |
| 2007 | | | | | | | | | | 6,166 |
| 2008 | | | | | | | | | | 6,749 |
| 2009 | 33 | 17 | | | | | | 50 | (0.8%) | 6,446 |
| 2010 | 33 | 57 | 50 | 45 | | | | 185 | (2.9%) | 6,398 |
| | 61 | 72 | 128 | 160 | | | | 421 | (4.9%) | 8,629 |
| | CS100 | CS300 | MC-21 | C919 | L10 | CON | OTH | | | |

各年の受注残(Backlog)は、各年の受注機数(Net Order)の累計と納入機数(Delivery)の累計の差である。

Note: OTH=CONVAIR 880/990, MERCURE, TRIDENT, VC10, COMET, & CARAVELLE

(3) 主要ジェット輸送機の受注残の推移 (4/4)



(4) 主要ジェット輸送機の運航機数の推移 (1/3)

| Aircraft Mfr & Type | 1971 | 1972 | 1973 | 1974 | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 |
|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| A300 | | | | 5 | 13 | 27 | 43 | 57 | 80 | 120 | 157 | 200 | 214 | 220 | 229 | 241 |
| A300-600 | | | | | | | | | | | | | | 14 | 17 | 19 |
| A310 | | | | | | | | | | | | | 17 | 42 | 68 | 89 |
| A318 | | | | | | | | | | | | | | | | |
| A319 | | | | | | | | | | | | | | | | |
| A320 | | | | | | | | | | | | | | | | |
| A321 | | | | | | | | | | | | | | | | |
| A330 | | | | | | | | | | | | | | | | |
| A340 | | | | | | | | | | | | | | | | |
| A380 | | | | | | | | | | | | | | | | |
| AIRBUS TOTAL | | | | 5 | 13 | 27 | 43 | 57 | 80 | 120 | 157 | 200 | 231 | 276 | 314 | 349 |
| (Share) | | | | 0.1% | 0.3% | 0.6% | 0.9% | 1.2% | 1.5% | 2.2% | 2.8% | 3.6% | 4.0% | 4.6% | 5.0% | 5.3% |
| 707/720 | 764 | 754 | 758 | 766 | 755 | 729 | 700 | 686 | 636 | 549 | 459 | 411 | 362 | 324 | 296 | 285 |
| 717 | | | | | | | | | | | | | | | | |
| 727-100 | 549 | 554 | 553 | 548 | 540 | 538 | 534 | 531 | 521 | 501 | 446 | 451 | 442 | 439 | 454 | 462 |
| 727-200 | 293 | 332 | 422 | 512 | 597 | 657 | 723 | 838 | 970 | 1101 | 1191 | 1147 | 1183 | 1216 | 1220 | 1219 |
| 737-100/200/T43A | 284 | 305 | 324 | 363 | 408 | 450 | 473 | 508 | 580 | 660 | 765 | 853 | 929 | 978 | 1021 | 1041 |
| 737-300/400/500 | | | | | | | | | | | | | | 7 | 89 | 208 |
| 737-600/700/800/900 | | | | | | | | | | | | | | | | |
| 747-100/200/300/SP | 163 | 192 | 218 | 240 | 246 | 282 | 301 | 333 | 399 | 467 | 513 | 536 | 552 | 576 | 593 | 617 |
| 747-400 | | | | | | | | | | | | | | | | |
| 747-8 | | | | | | | | | | | | | | | | |
| 757 | | | | | | | | | | | | 2 | 27 | 45 | 81 | 116 |
| 767 | | | | | | | | | | | | 20 | 75 | 104 | 129 | 156 |
| 777 | | | | | | | | | | | | | | | | |
| 787 | | | | | | | | | | | | | | | | |
| BOEING TOTAL | 2053 | 2137 | 2275 | 2429 | 2546 | 2656 | 2731 | 2896 | 3106 | 3278 | 3374 | 3420 | 3570 | 3689 | 3883 | 4104 |
| (Share) | 56.3% | 55.9% | 56.4% | 57.2% | 57.5% | 57.7% | 58.2% | 59.0% | 59.8% | 61.0% | 60.8% | 60.9% | 61.2% | 61.6% | 61.9% | 62.1% |
| DC-8-20/30/40/50 | 270 | 265 | 259 | 233 | 230 | 216 | 201 | 184 | 185 | 134 | 97 | 93 | 90 | 58 | 47 | 52 |
| DC-8-60 | 250 | 251 | 251 | 250 | 249 | 248 | 244 | 242 | 238 | 227 | 209 | 167 | 148 | 107 | 104 | 95 |
| DC-8-70 | | | | | | | | | | | | 23 | 50 | 81 | 94 | 92 |
| DC-9-10/20 | 139 | 139 | 135 | 137 | 136 | 135 | 131 | 132 | 127 | 122 | 120 | 117 | 122 | 124 | 122 | 124 |
| DC-9-30/40/50 | 479 | 497 | 516 | 561 | 594 | 638 | 661 | 681 | 719 | 729 | 744 | 745 | 746 | 735 | 736 | 734 |
| DC-10-10/15 | 13 | 61 | 74 | 86 | 100 | 101 | 102 | 106 | 113 | 121 | 131 | 128 | 127 | 134 | 131 | 130 |
| DC-10-30/40 | | 4 | 47 | 81 | 108 | 125 | 138 | 152 | 177 | 207 | 216 | 210 | 210 | 219 | 219 | 226 |
| MD-80 | | | | | | | | | | 5 | 65 | 99 | 150 | 191 | 263 | 350 |
| MD-90 | | | | | | | | | | | | | | | | |
| MD-11 | | | | | | | | | | | | | | | | |
| MDC TOTAL | 1151 | 1217 | 1282 | 1348 | 1417 | 1463 | 1477 | 1497 | 1559 | 1545 | 1582 | 1582 | 1643 | 1649 | 1716 | 1803 |
| (Share) | 31.6% | 31.8% | 31.8% | 31.8% | 32.0% | 31.8% | 31.5% | 30.5% | 30.0% | 28.8% | 28.5% | 28.1% | 28.2% | 27.5% | 27.4% | 27.3% |
| L-1011 | | 16 | 55 | 93 | 116 | 130 | 140 | 153 | 169 | 191 | 220 | 227 | 230 | 219 | 231 | 229 |
| Caravelle | 229 | 241 | 229 | 208 | 179 | 157 | 136 | 133 | 128 | 103 | 95 | 85 | 67 | 69 | 65 | 61 |
| Comet | 33 | 30 | 17 | 17 | 15 | 17 | 13 | 7 | 3 | | | | | | | |
| Concorde | | | | | 2 | 7 | 9 | 11 | 10 | 13 | 14 | 10 | 11 | 10 | 11 | 12 |
| Convair 880/990 | 77 | 76 | 63 | 30 | 25 | 27 | 30 | 30 | 26 | 21 | 20 | 17 | 13 | 12 | 8 | 4 |
| Mercure | | | | 6 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 11 | 11 |
| Trident | 64 | 74 | 81 | 80 | 74 | 80 | 86 | 93 | 91 | 87 | 80 | 69 | 57 | 52 | 35 | 35 |
| VC10 | 37 | 35 | 34 | 29 | 29 | 28 | 21 | 19 | 16 | 5 | | | | | | |
| OTHERS | 440 | 472 | 479 | 463 | 450 | 456 | 445 | 456 | 453 | 430 | 439 | 418 | 388 | 372 | 361 | 352 |
| (Share) | 12.1% | 12.3% | 11.9% | 10.9% | 10.2% | 9.9% | 9.5% | 9.3% | 8.7% | 8.0% | 7.9% | 7.4% | 6.7% | 6.2% | 5.8% | 5.3% |
| GRAND TOTAL | 3644 | 3826 | 4036 | 4245 | 4426 | 4602 | 4696 | 4906 | 5198 | 5373 | 5552 | 5620 | 5832 | 5986 | 6274 | 6608 |
| (Share) | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |

Source: Ascend Online Fleet、Airlineで使用されているジェット機のみを集計
 但し、Antonov, BAC111, BAe146, Avro RJ, CRJ, ERJ, Dornier, Fokker, Ilyushin,
 Tupolev, Yakovlevを除いた。

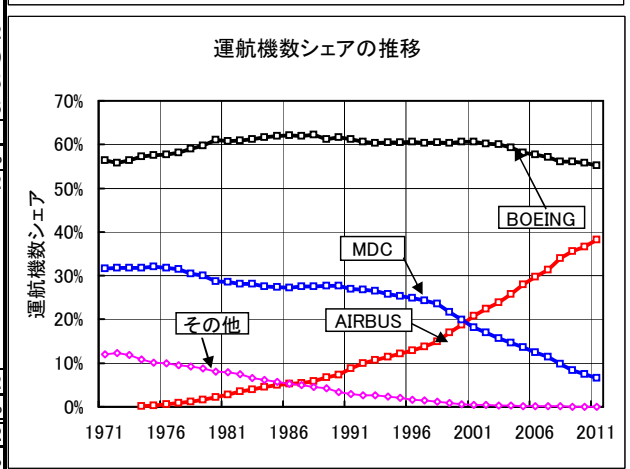
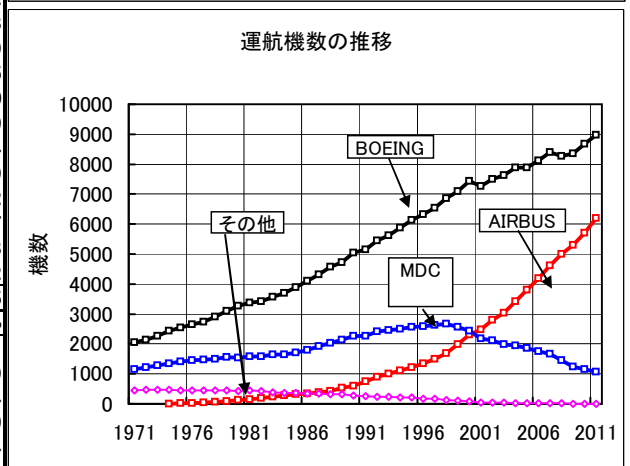
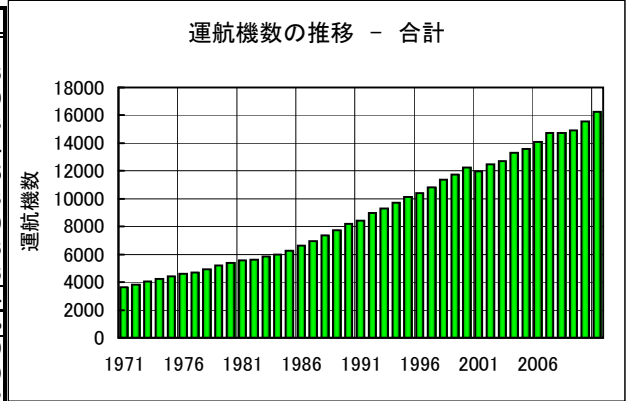
(4) 主要ジェット輸送機の運航機数の推移 (2/3)

| Aircraft Mfr & Type | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 |
|---------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| A300 | 242 | 232 | 237 | 239 | 216 | 209 | 203 | 193 | 182 | 185 | 140 | 120 | 131 | 144 | 124 | 111 | 111 |
| A300-600 | 29 | 46 | 70 | 86 | 107 | 130 | 153 | 172 | 194 | 203 | 213 | 228 | 232 | 238 | 242 | 252 | 266 |
| A310 | 107 | 136 | 157 | 167 | 180 | 200 | 200 | 208 | 204 | 208 | 216 | 215 | 212 | 217 | 200 | 192 | 167 |
| A318 | | | | | | | | | | | | | | | | | 9 |
| A319 | | | | | | | | | | 18 | 65 | 117 | 204 | 310 | 377 | 469 | 531 |
| A320 | | 15 | 60 | 111 | 239 | 353 | 417 | 462 | 509 | 541 | 604 | 681 | 777 | 872 | 971 | 1078 | 1176 |
| A321 | | | | | | | | 16 | 38 | 53 | 76 | 109 | 144 | 172 | 200 | 247 | 270 |
| A330 | | | | | | | 1 | 10 | 40 | 48 | 64 | 86 | 131 | 172 | 187 | 236 | 270 |
| A340 | | | | | | | | 20 | 43 | 87 | 119 | 137 | 161 | 181 | 188 | 211 | 239 |
| A380 | | | | | | | | | | | | | | | | | |
| AIRBUS TOTAL | 378 | 429 | 524 | 603 | 742 | 892 | 994 | 1104 | 1228 | 1343 | 1497 | 1693 | 1992 | 2306 | 2489 | 2796 | 3039 |
| (Share) | 5.4% | 5.8% | 6.8% | 7.4% | 8.8% | 9.9% | 10.7% | 11.4% | 12.1% | 12.9% | 13.8% | 14.9% | 17.0% | 18.8% | 20.8% | 22.4% | 23.9% |
| 707/720 | 255 | 243 | 213 | 205 | 176 | 160 | 123 | 120 | 122 | 106 | 89 | 82 | 74 | 52 | 44 | 45 | 47 |
| 717 | | | | | | | | | | | | | 10 | 44 | 83 | 91 | 120 |
| 727-100 | 453 | 449 | 433 | 408 | 383 | 336 | 281 | 295 | 296 | 292 | 274 | 265 | 251 | 239 | 190 | 153 | 129 |
| 727-200 | 1220 | 1215 | 1177 | 1169 | 1029 | 998 | 957 | 946 | 957 | 983 | 976 | 925 | 810 | 770 | 543 | 477 | 430 |
| 737-100/200/T43A | 1049 | 1050 | 1012 | 1002 | 979 | 936 | 913 | 931 | 945 | 925 | 892 | 839 | 784 | 760 | 602 | 599 | 594 |
| 737-300/400/500 | 342 | 503 | 645 | 816 | 1009 | 1205 | 1380 | 1496 | 1582 | 1668 | 1793 | 1911 | 1914 | 1918 | 1857 | 1860 | 1856 |
| 737-600/700/800/900 | | | | | | | | | | | 3 | 158 | 411 | 673 | 940 | 1160 | 1336 |
| 747-100/200/300/SP | 646 | 674 | 676 | 670 | 636 | 626 | 609 | 601 | 599 | 589 | 571 | 529 | 461 | 438 | 394 | 368 | 343 |
| 747-400 | | | 40 | 103 | 160 | 220 | 273 | 314 | 341 | 366 | 407 | 455 | 504 | 528 | 544 | 566 | 570 |
| 747-8 | | | | | | | | | | | | | | | | | |
| 757 | 154 | 202 | 252 | 329 | 381 | 496 | 565 | 628 | 681 | 720 | 761 | 812 | 872 | 913 | 914 | 941 | 953 |
| 767 | 193 | 246 | 282 | 341 | 395 | 463 | 512 | 548 | 586 | 626 | 667 | 711 | 746 | 794 | 787 | 814 | 800 |
| 777 | | | | | | | | | | 45 | 104 | 176 | 258 | 314 | 373 | 420 | 454 |
| 787 | | | | | | | | | | | | | | | | | |
| BOEING TOTAL | 4312 | 4582 | 4730 | 5043 | 5148 | 5440 | 5613 | 5879 | 6122 | 6320 | 6537 | 6863 | 7095 | 7443 | 7271 | 7494 | 7632 |
| (Share) | 62.0% | 62.2% | 61.2% | 61.6% | 61.2% | 60.6% | 60.3% | 60.5% | 60.5% | 60.7% | 60.4% | 60.4% | 60.4% | 60.7% | 60.6% | 60.2% | 60.1% |
| DC-8-20/30/40/50 | 59 | 50 | 49 | 52 | 51 | 45 | 46 | 51 | 51 | 41 | 38 | 40 | 24 | 16 | 7 | 7 | 7 |
| DC-8-60 | 103 | 105 | 110 | 103 | 102 | 96 | 97 | 108 | 109 | 105 | 101 | 104 | 92 | 71 | 55 | 56 | 56 |
| DC-8-70 | 98 | 98 | 99 | 95 | 83 | 89 | 97 | 100 | 102 | 102 | 102 | 101 | 101 | 101 | 74 | 75 | 75 |
| DC-9-10/20 | 123 | 115 | 117 | 118 | 96 | 98 | 104 | 108 | 100 | 99 | 98 | 87 | 70 | 66 | 62 | 57 | 53 |
| DC-9-30/40/50 | 731 | 731 | 727 | 726 | 632 | 620 | 632 | 644 | 652 | 636 | 645 | 634 | 556 | 515 | 426 | 402 | 349 |
| DC-10-10/15 | 132 | 132 | 132 | 128 | 128 | 128 | 104 | 89 | 85 | 79 | 80 | 80 | 69 | 65 | 64 | 60 | 51 |
| DC-10-30/40 | 227 | 236 | 234 | 233 | 231 | 221 | 212 | 195 | 208 | 217 | 214 | 214 | 198 | 172 | 141 | 129 | 111 |
| MD-80 | 443 | 559 | 672 | 806 | 911 | 1031 | 1065 | 1088 | 1109 | 1112 | 1128 | 1142 | 1153 | 1144 | 1067 | 1050 | 1035 |
| MD-90 | | | | | | | | | 11 | 38 | 58 | 96 | 109 | 109 | 104 | 105 | 104 |
| MD-11 | | | | 3 | 33 | 76 | 106 | 125 | 143 | 160 | 169 | 173 | 182 | 184 | 178 | 180 | 155 |
| MDC TOTAL | 1916 | 2026 | 2140 | 2264 | 2267 | 2404 | 2463 | 2508 | 2570 | 2589 | 2633 | 2671 | 2554 | 2443 | 2178 | 2121 | 1996 |
| (Share) | 27.5% | 27.5% | 27.7% | 27.7% | 27.0% | 26.8% | 26.4% | 25.8% | 25.4% | 24.8% | 24.3% | 23.5% | 21.7% | 19.9% | 18.2% | 17.0% | 15.7% |
| L-1011 | 233 | 227 | 229 | 210 | 206 | 190 | 194 | 182 | 178 | 147 | 142 | 107 | 88 | 68 | 44 | 37 | 35 |
| Caravelle | 58 | 48 | 46 | 31 | 17 | 22 | 22 | 23 | 15 | 9 | 9 | 10 | 9 | 7 | 3 | 1 | 3 |
| Comet | | | | | | | | | | | | | | | | | |
| Concorde | 12 | 13 | 13 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 13 | 13 | 13 | | 6 | 9 | |
| Convair 880/990 | 2 | 1 | | | | | | | | | | | | | | | |
| Mercure | 11 | 11 | 11 | 11 | 8 | 8 | 8 | 5 | | | | | | | | | |
| Trident | 33 | 30 | 30 | 12 | 9 | 8 | 7 | | | | | | | | | | |
| VC10 | | | | | | | | | | | | | | | | | |
| OTHERS | 349 | 330 | 329 | 276 | 252 | 240 | 243 | 222 | 205 | 168 | 164 | 130 | 110 | 75 | 53 | 47 | 38 |
| (Share) | 5.0% | 4.5% | 4.3% | 3.4% | 3.0% | 2.7% | 2.6% | 2.3% | 2.0% | 1.6% | 1.5% | 1.1% | 0.9% | 0.6% | 0.4% | 0.4% | 0.3% |
| GRAND TOTAL | 6955 | 7367 | 7723 | 8186 | 8409 | 8976 | 9313 | 9713 | 10125 | 10420 | 10831 | 11357 | 11751 | 12267 | 11991 | 12458 | 12705 |
| (Share) | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |

Source: Ascend Online Fleet、Airlineで使用されているジェット機のみを集計

(4) 主要ジェット輸送機の運航機数の推移 (3/3)

| Aircraft Mfr & Type | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|---------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| A300 | 109 | 93 | 89 | 81 | 83 | 64 | 58 | 51 |
| A300-600 | 283 | 283 | 288 | 287 | 266 | 242 | 242 | 226 |
| A310 | 183 | 185 | 179 | 176 | 167 | 139 | 130 | 140 |
| A318 | 19 | 28 | 35 | 48 | 60 | 58 | 44 | 53 |
| A319 | 630 | 762 | 897 | 1000 | 1082 | 1160 | 1183 | 1234 |
| A320 | 1292 | 1433 | 1576 | 1769 | 1938 | 2092 | 2341 | 2625 |
| A321 | 317 | 336 | 364 | 417 | 479 | 567 | 612 | 683 |
| A330 | 318 | 377 | 436 | 507 | 574 | 634 | 718 | 800 |
| A340 | 278 | 302 | 320 | 330 | 335 | 329 | 335 | 326 |
| A380 | | | | 1 | 13 | 23 | 39 | 66 |
| AIRBUS TOTAL | 3429 | 3799 | 4184 | 4616 | 4997 | 5308 | 5702 | 6204 |
| (Share) | 25.8% | 28.0% | 29.7% | 31.4% | 34.0% | 35.6% | 36.7% | 38.2% |
| 707/720 | 46 | 31 | 24 | 12 | 12 | 8 | 0 | 0 |
| 717 | 137 | 150 | 145 | 149 | 132 | 135 | 123 | 129 |
| 727-100 | 94 | 79 | 69 | 36 | 36 | 21 | 17 | 12 |
| 727-200 | 427 | 391 | 351 | 305 | 271 | 223 | 210 | 178 |
| 737-100/200/T43A | 557 | 484 | 432 | 382 | 314 | 252 | 243 | 189 |
| 737-300/400/500 | 1870 | 1815 | 1791 | 1819 | 1636 | 1504 | 1479 | 1405 |
| 737-600/700/800/900 | 1537 | 1713 | 2018 | 2338 | 2555 | 2938 | 3293 | 3660 |
| 747-100/200/300/SP | 327 | 288 | 263 | 230 | 193 | 142 | 120 | 100 |
| 747-400 | 589 | 607 | 624 | 642 | 643 | 611 | 599 | 594 |
| 747-8 | | | | | | | | 9 |
| 757 | 987 | 970 | 977 | 970 | 925 | 893 | 889 | 882 |
| 767 | 819 | 826 | 834 | 844 | 806 | 807 | 814 | 837 |
| 777 | 490 | 535 | 594 | 679 | 739 | 824 | 895 | 968 |
| 787 | | | | | | | | 2 |
| BOEING TOTAL | 7880 | 7889 | 8122 | 8406 | 8262 | 8358 | 8682 | 8965 |
| (Share) | 59.3% | 58.1% | 57.7% | 57.1% | 56.2% | 56.0% | 55.8% | 55.2% |
| DC-8-20/30/40/50 | 7 | 7 | 3 | 4 | 4 | 3 | 1 | 1 |
| DC-8-60 | 58 | 48 | 42 | 33 | 31 | 31 | 15 | 19 |
| DC-8-70 | 68 | 70 | 69 | 64 | 58 | 24 | 24 | 14 |
| DC-9-10/20 | 41 | 36 | 20 | 16 | 16 | 14 | 13 | 10 |
| DC-9-30/40/50 | 333 | 289 | 261 | 221 | 164 | 120 | 92 | 64 |
| DC-10-10/15 | 57 | 62 | 61 | 64 | 64 | 59 | 58 | 11 |
| DC-10-30/40 | 106 | 89 | 70 | 70 | 63 | 47 | 44 | 82 |
| MD-80 | 1018 | 973 | 940 | 909 | 754 | 666 | 645 | 619 |
| MD-90 | 107 | 107 | 108 | 109 | 110 | 102 | 80 | 55 |
| MD-11 | 157 | 172 | 175 | 187 | 179 | 176 | 185 | 186 |
| MDC TOTAL | 1952 | 1853 | 1749 | 1677 | 1443 | 1242 | 1157 | 1061 |
| (Share) | 14.7% | 13.7% | 12.4% | 11.4% | 9.8% | 8.3% | 7.4% | 6.5% |
| L-1011 | 30 | 25 | 19 | 15 | 11 | 4 | 6 | 2 |
| Caravelle | 2 | 1 | 1 | | | | | |
| Comet | | | | | | | | |
| Concorde | | | | | | | | |
| Convair 880/990 | | | | | | | | |
| Mercure | | | | | | | | |
| Trident | | | | | | | | |
| VC10 | | | | | | | | |
| OTHERS | 32 | 26 | 20 | 15 | 11 | 4 | 6 | 2 |
| (Share) | 0.2% | 0.2% | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| GRAND TOTAL | 13293 | 13567 | 14075 | 14714 | 14713 | 14912 | 15547 | 16232 |
| (Share) | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |



Source: Ascend Online Fleet、Airlineで使用されているジェット機のみを集計

(5) 主要ジェット輸送機の地域別運航機数(2011年末)

出典: ASCEND Database

| 製造メーカー | 機種名 | 座席数 | 北米 | 中南米 | 西欧 | 東欧 | CIS | アフリカ | 中東 | 豪州 | 中国 | 日本 | アジア | 総計 |
|--------------|---------------------|---------|---------|------|------|-----|-----|------|-----|-----|------|-----|------|-------|
| Airbus | A300 | 265-281 | 125 | 4 | 39 | 1 | 3 | 11 | 56 | | 18 | | 18 | 275 |
| | A310 | 213-280 | 56 | 1 | 11 | 2 | 4 | 1 | 23 | 1 | | | 20 | 119 |
| | A318 | 107 | 4 | 25 | 20 | 4 | | | | | | | | 53 |
| | A319 | 124 | 320 | 108 | 471 | 21 | 55 | 21 | 13 | | 159 | | 66 | 1234 |
| | A320 | 131-152 | 463 | 231 | 651 | 67 | 122 | 72 | 167 | 81 | 371 | 33 | 367 | 2625 |
| | A321 | 185-199 | 75 | 14 | 287 | 2 | 34 | 11 | 30 | 6 | 141 | | 83 | 683 |
| | A330 | 302-372 | 73 | 32 | 166 | | 17 | 24 | 117 | 35 | 141 | | 195 | 800 |
| | A340 | 313-380 | | 16 | 166 | | | 32 | 45 | 5 | 29 | | 33 | 326 |
| | A380 | 525 | | | 14 | | | | 20 | 11 | 2 | | 19 | 66 |
| | 合計 | | 1116 | 431 | 1825 | 97 | 235 | 172 | 471 | 139 | 861 | 33 | 801 | 6181 |
| Antonov | An-124 | 貨物機 | | | | | 21 | | 1 | | | | | 22 |
| | An-225 | 貨物機 | | | | | 1 | | | | | | | 1 |
| | 合計 | | 0 | 0 | 0 | 0 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 23 |
| Boeing | 717 | 100 | 103 | | 9 | | 6 | | | 11 | | | | 129 |
| | 727 | 117-151 | 104 | 37 | | | 1 | 17 | 12 | | | | 19 | 190 |
| | 737-300/400/500 | 82-146 | 322 | 89 | 240 | 76 | 180 | 91 | 22 | 39 | 124 | 51 | 171 | 1405 |
| | 737-200 | 112 | 35 | 58 | | 1 | 5 | 39 | 4 | 1 | | | 46 | 189 |
| | 737-600/700/800/900 | 108-215 | 1129 | 256 | 802 | 38 | 66 | 164 | 54 | 130 | 587 | 98 | 336 | 3660 |
| | 747 | 331-568 | 115 | 3 | 175 | | 35 | 11 | 58 | 34 | 80 | 16 | 176 | 703 |
| | 757 | 164-280 | 610 | 9 | 133 | 1 | 54 | 11 | 8 | 1 | 47 | | 8 | 882 |
| | 767 | 196-375 | 390 | 63 | 97 | 4 | 48 | 34 | 14 | 34 | 15 | 117 | 21 | 837 |
| | 777 | 365-550 | 176 | 10 | 169 | | 12 | 31 | 166 | 17 | 77 | 95 | 215 | 968 |
| | 787 | 223 | | | | | | | | | | 2 | | 2 |
| | 合計 | | 2984 | 525 | 1625 | 120 | 407 | 398 | 338 | 267 | 930 | 379 | 992 | 8965 |
| Boeing (MDC) | DC-10 | 262 | 75 | 4 | | | 2 | 1 | | | | | | 82 |
| | DC-8 | 162-238 | 22 | | | | | 11 | | | | | 1 | 34 |
| | DC-9 | 78-126 | 42 | 18 | | | 1 | 12 | | | | | 1 | 74 |
| | MD-11 | 285-405 | 124 | | 37 | | 3 | 5 | 6 | | 3 | | 8 | 186 |
| | MD-80 | 116-165 | 386 | 42 | 77 | 12 | 5 | 26 | 45 | | | | 26 | 619 |
| | MD-90 | 153 | 29 | | | | | | 6 | | | 6 | 14 | 55 |
| | 合計 | | 678 | 64 | 114 | 12 | 11 | 55 | 57 | 0 | 3 | 6 | 50 | 1050 |
| Ilyushin | Il-62 | 163 | | | | | 6 | | | | | | 4 | 10 |
| | Il-76 | 貨物機 | | | | | 82 | 12 | 10 | | | | 5 | 109 |
| | Il-96 | | | 3 | | | 9 | | | | | | | 12 |
| | 合計 | | 0 | 3 | 0 | 0 | 97 | 12 | 10 | 0 | 0 | 0 | 9 | 131 |
| Lockheed | L-1011 TriStar | 合計 | 236-272 | | | | | | 1 | | | | 1 | 2 |
| | 合計 | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| Tupolev | Tu-154 | 162 | | | | | 47 | | | | | | 2 | 49 |
| | Tu-204 | 196 | | 4 | | | 22 | 3 | | | | | 2 | 31 |
| | 合計 | | 0 | 4 | 0 | 0 | 69 | 3 | 0 | 0 | 0 | 0 | 4 | 80 |
| Yakovlev | Yak-42 | 110-120 | | 3 | | | 51 | 4 | 1 | | | | | 59 |
| | 合計 | | 0 | 3 | 0 | 0 | 51 | 4 | 1 | 0 | 0 | 0 | 0 | 59 |
| | 総計 | | 4778 | 1030 | 3564 | 229 | 892 | 644 | 879 | 406 | 1794 | 418 | 1857 | 16491 |

2. リージョナルジェット機

(1) リージョナルジェット機の受注機数の推移(1/3)

| Year | BAE Systems | | | | | | Bombardier | | | | | | |
|------|-------------|--------|------|------|-------|-----|------------|----------------|--------|--------|---------|------|-------|
| | BAC111 | BAe146 | RJ70 | RJ85 | RJ100 | 小計 | シェア | CRJ100/200/440 | CRJ700 | CRJ900 | CRJ1000 | 小計 | シェア |
| 1961 | 16 | | | | | 16 | 100.0% | | | | | | |
| 1962 | 9 | | | | | 9 | 100.0% | | | | | | |
| 1963 | 25 | | | | | 25 | 100.0% | | | | | | |
| 1964 | 23 | | | | | 23 | 100.0% | | | | | | |
| 1965 | 11 | | | | | 11 | 91.7% | | | | | | |
| 1966 | 13 | | | | | 13 | 100.0% | | | | | | |
| 1967 | 36 | | | | | 36 | 87.8% | | | | | | |
| 1968 | 36 | | | | | 36 | 72.0% | | | | | | |
| 1969 | 18 | | | | | 18 | 64.3% | | | | | | |
| 1970 | 14 | | | | | 14 | 60.9% | | | | | | |
| 1971 | 4 | | | | | 4 | 25.0% | | | | | | |
| 1972 | 5 | | | | | 5 | 25.0% | | | | | | |
| 1973 | 0 | | | | | 0 | 0.0% | | | | | | |
| 1974 | 5 | | | | | 5 | 18.5% | | | | | | |
| 1975 | 0 | | | | | 0 | 0.0% | | | | | | |
| 1976 | 7 | | | | | 7 | 30.4% | | | | | | |
| 1977 | 0 | | | | | 0 | 0.0% | | | | | | |
| 1978 | 8 | | | | | 8 | 42.1% | | | | | | |
| 1979 | 0 | | | | | 0 | 0.0% | | | | | | |
| 1980 | 0 | | | | | 0 | 0.0% | | | | | | |
| 1981 | 3 | 4 | | | | 7 | 35.0% | | | | | | |
| 1982 | 0 | 0 | | | | 0 | 0.0% | | | | | | |
| 1983 | 0 | 28 | | | | 28 | 75.7% | | | | | | |
| 1984 | 2 | 9 | | | | 11 | 44.0% | | | | | | |
| 1985 | 0 | 23 | | | | 23 | 33.3% | | | | | | |
| 1986 | 0 | 15 | | | | 15 | 26.3% | | | | | | |
| 1987 | 2 | 22 | | | | 24 | 92.3% | | | | | | |
| 1988 | | 31 | | | | 31 | 75.6% | | | | | | |
| 1989 | | 33 | | | | 33 | 25.2% | | | | | | |
| 1990 | | 19 | | | | 19 | 30.6% | 13 | | | | 13 | 21.0% |
| 1991 | | 11 | 3 | | | 14 | 29.2% | 21 | | | | 21 | 43.8% |
| 1992 | | 15 | 0 | 4 | | 19 | 86.4% | | | | | 0 | 0.0% |
| 1993 | | 2 | 0 | 1 | 8 | 11 | 14.9% | 28 | | | | 28 | 37.8% |
| 1994 | | 7 | 4 | 10 | 8 | 29 | 32.6% | 28 | | | | 28 | 31.5% |
| 1995 | | | 5 | 21 | 24 | 50 | 41.0% | 45 | | | | 45 | 36.9% |
| 1996 | | | | 18 | 2 | 20 | 20.4% | 37 | | | | 37 | 37.8% |
| 1997 | | | | 25 | 7 | 32 | 10.3% | 135 | 27 | | | 162 | 52.1% |
| 1998 | | | | 0 | 5 | 5 | 1.4% | 137 | 64 | | | 201 | 56.8% |
| 1999 | | | | 0 | 7 | 7 | 2.2% | 160 | 3 | | | 163 | 50.5% |
| 2000 | | | | 5 | 8 | 13 | 2.3% | 142 | 58 | | | 200 | 35.3% |
| 2001 | | | | | 1 | 1 | 0.4% | 182 | 15 | 20 | | 217 | 76.1% |
| 2002 | | | | | | | 0.0% | 18 | 4 | 5 | | 27 | 26.0% |
| 2003 | | | | 2 | 2 | 4 | 1.3% | 33 | 33 | | | 66 | 21.6% |
| 2004 | | | | | | | | 55 | 31 | 29 | | 115 | 45.3% |
| 2005 | | | | | | | | 9 | 28 | 29 | | 66 | 31.3% |
| 2006 | | | | | | | | 4 | 12 | 48 | 15 | 79 | 19.0% |
| 2007 | | | | | | | | | 21 | 89 | 8 | 118 | 36.8% |
| 2008 | | | | | | | | | 19 | 27 | 6 | 52 | 25.4% |
| 2009 | | | | | | | | | 21 | | 20 | 41 | 61.2% |
| 2010 | | | | | | | | | | 14 | | 14 | 6.2% |
| 2011 | | | | | | | | | 4 | 5 | 0 | 9 | 3.7% |
| 総計 | 237 | 219 | 12 | 87 | 71 | 626 | 11.3% | 1047 | 340 | 266 | 49 | 1702 | 30.7% |

出典：Ascend, Bombardier, Embraer, JADC

(1) リージョナルジェット機の受注機数の推移(2/3)

| Year | CAIC | | Embraer | | | | | | | Fairchild Dornier | | | |
|------|-------|-------|---------|--------|--------|--------|--------|--------|--------|-------------------|-------|--------|-------|
| | ARJ21 | シェア | ERJ135 | ERJ140 | ERJ145 | EMB170 | EMB175 | EMB190 | EMB195 | 小計 | シェア | 328JET | シェア |
| 1961 | | | | | | | | | | | | | |
| 1962 | | | | | | | | | | | | | |
| 1963 | | | | | | | | | | | | | |
| 1964 | | | | | | | | | | | | | |
| 1965 | | | | | | | | | | | | | |
| 1966 | | | | | | | | | | | | | |
| 1967 | | | | | | | | | | | | | |
| 1968 | | | | | | | | | | | | | |
| 1969 | | | | | | | | | | | | | |
| 1970 | | | | | | | | | | | | | |
| 1971 | | | | | | | | | | | | | |
| 1972 | | | | | | | | | | | | | |
| 1973 | | | | | | | | | | | | | |
| 1974 | | | | | | | | | | | | | |
| 1975 | | | | | | | | | | | | | |
| 1976 | | | | | | | | | | | | | |
| 1977 | | | | | | | | | | | | | |
| 1978 | | | | | | | | | | | | | |
| 1979 | | | | | | | | | | | | | |
| 1980 | | | | | | | | | | | | | |
| 1981 | | | | | | | | | | | | | |
| 1982 | | | | | | | | | | | | | |
| 1983 | | | | | | | | | | | | | |
| 1984 | | | | | | | | | | | | | |
| 1985 | | | | | | | | | | | | | |
| 1986 | | | | | | | | | | | | | |
| 1987 | | | | | | | | | | | | | |
| 1988 | | | | | | | | | | | | | |
| 1989 | | | | | | | | | | | | | |
| 1990 | | | | | | | | | | | | | |
| 1991 | | | | | | | | | | | | | |
| 1992 | | | | | | | | | | | | | |
| 1993 | | | | | | | | | | | | | |
| 1994 | | | | | | | | | 3 | 3 | 3.4% | | |
| 1995 | | | | | | | | | 2 | 2 | 1.6% | | |
| 1996 | | | | | | | | | 35 | 35 | 35.7% | | |
| 1997 | | | 1 | | 116 | | | | 117 | 117 | 37.6% | | |
| 1998 | | | 68 | | 71 | | | | 139 | 139 | 39.3% | 9 | 2.5% |
| 1999 | | | 11 | | 86 | | | | 97 | 97 | 30.0% | 56 | 17.3% |
| 2000 | | | 35 | 59 | 235 | 15 | | | 344 | 344 | 60.7% | 10 | 1.8% |
| 2001 | | | 15 | 15 | 25 | | | | 55 | 55 | 19.3% | 12 | 4.2% |
| 2002 | | | 5 | | 66 | 6 | | | 77 | 77 | 74.0% | | 0.0% |
| 2003 | 35 | 11.4% | 9 | | 10 | 25 | | 145 | 189 | 189 | 61.8% | 12 | 3.9% |
| 2004 | | | 14 | | 22 | 38 | 15 | 47 | 136 | 136 | 53.5% | 3 | 1.2% |
| 2005 | | | 14 | | 6 | 41 | 7 | 26 | 111 | 111 | 52.6% | 4 | 1.9% |
| 2006 | | | 89 | | 31 | 15 | 79 | 88 | 4 | 306 | 73.6% | | |
| 2007 | 50 | 15.6% | 24 | | | 20 | 22 | 45 | 30 | 141 | 43.9% | | |
| 2008 | 5 | 2.4% | 11 | | | 22 | 5 | 27 | 42 | 107 | 52.2% | 1 | 0.5% |
| 2009 | 2 | 3.0% | 2 | | | 0 | 4 | 12 | 6 | 24 | 35.8% | | |
| 2010 | | | | | | 6 | 36 | 42 | 8 | 92 | 40.7% | | |
| 2011 | 12 | 4.9% | | | | | 21 | 119 | 16 | 156 | 63.9% | | |
| 総計 | 104 | 1.9% | 298 | 74 | 708 | 188 | 189 | 551 | 123 | 2131 | 38.4% | 107 | 1.9% |

出典：Ascend, Bombardier, Embraer, JADC

(1) リージョナルジェット機の受注機数の推移(3/3)

| Year | Fokker | | | | Mitsubishi | | Sukhoi | | VFW | | 合計 | |
|------|--------|-----|------|-----|------------|--------|--------|--------|-------|--------|-------|------|
| | F28 | F70 | F100 | 小計 | シェア | MRJ-90 | シェア | SSJ100 | シェア | VFW614 | | シェア |
| 1961 | | | | | | | | | | | | 16 |
| 1962 | | | | | | | | | | | | 9 |
| 1963 | | | | | | | | | | | | 25 |
| 1964 | | | | | | | | | | | | 23 |
| 1965 | 1 | | | 1 | 8.3% | | | | | | | 12 |
| 1966 | 0 | | | 0 | 0.0% | | | | | | | 13 |
| 1967 | 5 | | | 5 | 12.2% | | | | | | | 41 |
| 1968 | 14 | | | 14 | 28.0% | | | | | | | 50 |
| 1969 | 10 | | | 10 | 35.7% | | | | | | | 28 |
| 1970 | 9 | | | 9 | 39.1% | | | | | | | 23 |
| 1971 | 12 | | | 12 | 75.0% | | | | | | | 16 |
| 1972 | 15 | | | 15 | 75.0% | | | | | | | 20 |
| 1973 | 9 | | | 9 | 100.0% | | | | | | | 9 |
| 1974 | 20 | | | 20 | 74.1% | | | | | 2 | 7.4% | 27 |
| 1975 | 19 | | | 19 | 73.1% | | | | | 7 | 26.9% | 26 |
| 1976 | 13 | | | 13 | 56.5% | | | | | 3 | 13.0% | 23 |
| 1977 | 7 | | | 7 | 87.5% | | | | | 1 | 12.5% | 8 |
| 1978 | 11 | | | 11 | 57.9% | | | | | 0 | 0.0% | 19 |
| 1979 | 9 | | | 9 | 100.0% | | | | | 0 | 0.0% | 9 |
| 1980 | 15 | | | 15 | 100.0% | | | | | 0 | 0.0% | 15 |
| 1981 | 13 | | | 13 | 65.0% | | | | | 0 | 0.0% | 20 |
| 1982 | 22 | | | 22 | 100.0% | | | | | 0 | 0.0% | 22 |
| 1983 | 9 | | | 9 | 24.3% | | | | | 0 | 0.0% | 37 |
| 1984 | 6 | | 8 | 14 | 56.0% | | | | | 0 | 0.0% | 25 |
| 1985 | 20 | | 26 | 46 | 66.7% | | | | | 0 | 0.0% | 69 |
| 1986 | 1 | | 40 | 41 | 71.9% | | | | | 1 | 1.8% | 57 |
| 1987 | 1 | | 1 | 2 | 7.7% | | | | | | | 26 |
| 1988 | | | 10 | 10 | 24.4% | | | | | | | 41 |
| 1989 | | | 98 | 98 | 74.8% | | | | | | | 131 |
| 1990 | | | 30 | 30 | 48.4% | | | | | | | 62 |
| 1991 | | | 13 | 13 | 27.1% | | | | | | | 48 |
| 1992 | | | 3 | 3 | 13.6% | | | | | | | 22 |
| 1993 | | 8 | 27 | 35 | 47.3% | | | | | | | 74 |
| 1994 | | 18 | 11 | 29 | 32.6% | | | | | | | 89 |
| 1995 | | 15 | 10 | 25 | 20.5% | | | | | | | 122 |
| 1996 | | 6 | | 6 | 6.1% | | | | | | | 98 |
| 1997 | | | | | | | | | | | | 311 |
| 1998 | | | | | | | | | | | | 354 |
| 1999 | | | | | | | | | | | | 323 |
| 2000 | | | | | | | | | | | | 567 |
| 2001 | | | | | | | | | | | | 285 |
| 2002 | | | | | | | | | | | | 104 |
| 2003 | | | | | | | | | | | | 306 |
| 2004 | | | | | | | | | | | | 254 |
| 2005 | | | | | | | | 30 | 14.2% | | | 211 |
| 2006 | | | | | | | | 31 | 7.5% | | | 416 |
| 2007 | | | | | | | | 12 | 3.7% | | | 321 |
| 2008 | | | | | | 15 | 7.3% | 25 | 12.2% | | | 205 |
| 2009 | | | | | | | | 0 | 0.0% | | | 67 |
| 2010 | | | | | | 50 | 22.1% | 70 | 31.0% | | | 226 |
| 2011 | | | | | | | | 67 | 27.5% | | | 244 |
| 総計 | 241 | 47 | 277 | 565 | 10.2% | 65 | 1.2% | 235 | 4.2% | 14 | 0.3% | 5549 |

出典：Ascend, Bombardier, Embraer, JADC

(2) リージョナルジェット機の納入機数の推移(1/3)

| Year | BAE Systems | | | | | | Bombardier | | | | | | |
|------|-------------|--------|------|------|-------|-----|------------|----------------|--------|--------|---------|------|-------|
| | BAC111 | BAe146 | RJ70 | RJ85 | RJ100 | 小計 | シェア | CRJ100/200/440 | CRJ700 | CRJ900 | CRJ1000 | 小計 | シェア |
| 1961 | | | | | | | | | | | | | |
| 1962 | | | | | | | | | | | | | |
| 1963 | | | | | | | | | | | | | |
| 1964 | | | | | | | | | | | | | |
| 1965 | 34 | | | | | 34 | 100.0% | | | | | | |
| 1966 | 46 | | | | | 46 | 100.0% | | | | | | |
| 1967 | 20 | | | | | 20 | 100.0% | | | | | | |
| 1968 | 26 | | | | | 26 | 100.0% | | | | | | |
| 1969 | 40 | | | | | 40 | 78.4% | | | | | | |
| 1970 | 22 | | | | | 22 | 61.1% | | | | | | |
| 1971 | 12 | | | | | 12 | 46.2% | | | | | | |
| 1972 | 7 | | | | | 7 | 31.8% | | | | | | |
| 1973 | 2 | | | | | 2 | 10.5% | | | | | | |
| 1974 | 4 | | | | | 4 | 36.4% | | | | | | |
| 1975 | 2 | | | | | 2 | 11.1% | | | | | | |
| 1976 | 0 | | | | | 0 | 0.0% | | | | | | |
| 1977 | 6 | | | | | 6 | 25.0% | | | | | | |
| 1978 | 3 | | | | | 3 | 18.8% | | | | | | |
| 1979 | 0 | | | | | 0 | 0.0% | | | | | | |
| 1980 | 4 | | | | | 4 | 23.5% | | | | | | |
| 1981 | 1 | | | | | 1 | 7.7% | | | | | | |
| 1982 | 1 | | | | | 1 | 9.1% | | | | | | |
| 1983 | 1 | 10 | | | | 11 | 40.7% | | | | | | |
| 1984 | 2 | 11 | | | | 13 | 43.3% | | | | | | |
| 1985 | 1 | 18 | | | | 19 | 59.4% | | | | | | |
| 1986 | 1 | 22 | | | | 23 | 67.6% | | | | | | |
| 1987 | 0 | 23 | | | | 23 | 92.0% | | | | | | |
| 1988 | 0 | 22 | | | | 22 | 73.3% | | | | | | |
| 1989 | 1 | 35 | | | | 36 | 57.1% | | | | | | |
| 1990 | 1 | 24 | | | | 25 | 50.0% | | | | | | |
| 1991 | | 27 | | | | 27 | 36.5% | | | | | | |
| 1992 | | 14 | | | | 14 | 19.4% | 3 | | | | 3 | 4.2% |
| 1993 | | 3 | 3 | 4 | 5 | 15 | 15.0% | 22 | | | | 22 | 22.0% |
| 1994 | | 9 | 3 | 4 | 11 | 27 | 31.0% | 26 | | | | 26 | 29.9% |
| 1995 | | 1 | 2 | 11 | 8 | 22 | 21.4% | 40 | | | | 40 | 38.8% |
| 1996 | | | 4 | 15 | 7 | 26 | 26.5% | 53 | | | | 53 | 54.1% |
| 1997 | | | | 17 | 4 | 21 | 17.5% | 60 | | | | 60 | 50.0% |
| 1998 | | | | 10 | 11 | 21 | 13.4% | 75 | | | | 75 | 47.8% |
| 1999 | | | | 11 | 12 | 23 | 10.6% | 82 | | | | 82 | 37.8% |
| 2000 | | | | 7 | 7 | 14 | 4.6% | 99 | | | | 99 | 32.2% |
| 2001 | | | | 6 | 4 | 10 | 2.9% | 125 | 22 | | | 147 | 42.4% |
| 2002 | | | | | | | | 139 | 46 | | | 185 | 57.5% |
| 2003 | | | | 2 | 2 | 4 | 1.2% | 156 | 56 | 10 | | 222 | 68.3% |
| 2004 | | | | | | | | 108 | 52 | 15 | | 175 | 53.0% |
| 2005 | | | | | | | | 47 | 64 | 14 | | 125 | 46.8% |
| 2006 | | | | | | | | 12 | 26 | 41 | | 79 | 37.8% |
| 2007 | | | | | | | | | 6 | 54 | | 60 | 26.2% |
| 2008 | | | | | | | | | 4 | 57 | | 61 | 23.6% |
| 2009 | | | | | | | | | 23 | 36 | | 59 | 29.8% |
| 2010 | | | | | | | | | 19 | 12 | 3 | 34 | 25.4% |
| 2011 | | | | | | | | | 13 | 17 | 17 | 47 | 30.9% |
| 総計 | 237 | 219 | 12 | 87 | 71 | 626 | 13.0% | 1047 | 331 | 256 | 20 | 1654 | 34.3% |

出典：Ascend, Bombardier, Embraer, JADC

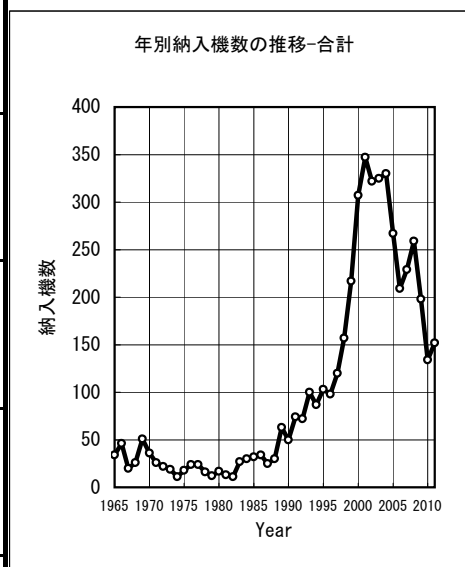
(2) リージョナルジェット機の納入機数の推移(2/3)

| Year | Embraer | | | | | | | Fairchild Dornier | | | |
|------|---------|--------|--------|--------|--------|--------|--------|-------------------|-------|--------|-------|
| | ERJ135 | ERJ140 | ERJ145 | EMB170 | EMB175 | EMB190 | EMB195 | 小計 | シェア | 328JET | シェア |
| 1961 | | | | | | | | | | | |
| 1962 | | | | | | | | | | | |
| 1963 | | | | | | | | | | | |
| 1964 | | | | | | | | | | | |
| 1965 | | | | | | | | | | | |
| 1966 | | | | | | | | | | | |
| 1967 | | | | | | | | | | | |
| 1968 | | | | | | | | | | | |
| 1969 | | | | | | | | | | | |
| 1970 | | | | | | | | | | | |
| 1971 | | | | | | | | | | | |
| 1972 | | | | | | | | | | | |
| 1973 | | | | | | | | | | | |
| 1974 | | | | | | | | | | | |
| 1975 | | | | | | | | | | | |
| 1976 | | | | | | | | | | | |
| 1977 | | | | | | | | | | | |
| 1978 | | | | | | | | | | | |
| 1979 | | | | | | | | | | | |
| 1980 | | | | | | | | | | | |
| 1981 | | | | | | | | | | | |
| 1982 | | | | | | | | | | | |
| 1983 | | | | | | | | | | | |
| 1984 | | | | | | | | | | | |
| 1985 | | | | | | | | | | | |
| 1986 | | | | | | | | | | | |
| 1987 | | | | | | | | | | | |
| 1988 | | | | | | | | | | | |
| 1989 | | | | | | | | | | | |
| 1990 | | | | | | | | | | | |
| 1991 | | | | | | | | | | | |
| 1992 | | | | | | | | | | | |
| 1993 | | | | | | | | | | | |
| 1994 | | | | | | | | | | | |
| 1995 | | | | | | | | | | | |
| 1996 | | | 2 | | | | | 2 | 2.0% | | |
| 1997 | | | 33 | | | | | 33 | 27.5% | | |
| 1998 | | | 60 | | | | | 60 | 38.2% | | |
| 1999 | 16 | | 81 | | | | | 97 | 44.7% | 15 | 6.9% |
| 2000 | 48 | | 112 | | | | | 160 | 52.1% | 34 | 11.1% |
| 2001 | 34 | 22 | 105 | | | | | 161 | 46.4% | 29 | 8.4% |
| 2002 | 12 | 36 | 81 | | | | | 129 | 40.1% | 8 | 2.5% |
| 2003 | 18 | 16 | 58 | | | | | 92 | 28.3% | 7 | 2.2% |
| 2004 | 13 | | 88 | 46 | | | | 147 | 44.5% | 8 | 2.4% |
| 2005 | 19 | | 47 | 46 | 14 | 12 | | 138 | 51.7% | 4 | 1.5% |
| 2006 | 26 | | 12 | 36 | 11 | 41 | 3 | 129 | 61.7% | 1 | 0.5% |
| 2007 | 36 | | 8 | 11 | 34 | 70 | 10 | 169 | 73.8% | | |
| 2008 | 36 | | 6 | 9 | 55 | 78 | 14 | 198 | 76.4% | | |
| 2009 | 17 | | 7 | 22 | 11 | 62 | 20 | 139 | 70.2% | | |
| 2010 | | | 6 | 11 | 8 | 58 | 17 | 100 | 74.6% | | |
| 2011 | | | 2 | 1 | 10 | 68 | 24 | 105 | 69.1% | | |
| 総計 | 275 | 74 | 708 | 182 | 143 | 389 | 88 | 1654 | 34.3% | 106 | 2.2% |

出典：Ascend, Bombardier, Embraer, JADC

(2) リージョナルジェット機の納入機数の推移(3/3)

| Year | Fokker | | | | VFW | | 合計 | |
|------|--------|-----|------|-----|--------|--------|-------|------|
| | F28 | F70 | F100 | 小計 | シェア | VFW614 | | シェア |
| 1961 | | | | | | | | |
| 1962 | | | | | | | | |
| 1963 | | | | | | | | |
| 1964 | | | | | | | | |
| 1965 | | | | | | | 34 | |
| 1966 | | | | | | | 46 | |
| 1967 | | | | | | | 20 | |
| 1968 | | | | | | | 26 | |
| 1969 | 11 | | | 11 | 21.6% | | 51 | |
| 1970 | 14 | | | 14 | 38.9% | | 36 | |
| 1971 | 14 | | | 14 | 53.8% | | 26 | |
| 1972 | 15 | | | 15 | 68.2% | | 22 | |
| 1973 | 17 | | | 17 | 89.5% | | 19 | |
| 1974 | 7 | | | 7 | 63.6% | | 11 | |
| 1975 | 15 | | | 15 | 83.3% | 1 | 5.6% | 18 |
| 1976 | 19 | | | 19 | 79.2% | 5 | 20.8% | 24 |
| 1977 | 12 | | | 12 | 50.0% | 6 | 25.0% | 24 |
| 1978 | 12 | | | 12 | 75.0% | 1 | 6.3% | 16 |
| 1979 | 12 | | | 12 | 100.0% | 0 | 0.0% | 12 |
| 1980 | 13 | | | 13 | 76.5% | 0 | 0.0% | 17 |
| 1981 | 12 | | | 12 | 92.3% | 0 | 0.0% | 13 |
| 1982 | 10 | | | 10 | 90.9% | 0 | 0.0% | 11 |
| 1983 | 16 | | | 16 | 59.3% | 0 | 0.0% | 27 |
| 1984 | 17 | | | 17 | 56.7% | 0 | 0.0% | 30 |
| 1985 | 12 | | | 12 | 37.5% | 1 | 3.1% | 32 |
| 1986 | 11 | | | 11 | 32.4% | | | 34 |
| 1987 | 2 | | | 2 | 8.0% | | | 25 |
| 1988 | | | 8 | 8 | 26.7% | | | 30 |
| 1989 | | | 27 | 27 | 42.9% | | | 63 |
| 1990 | | | 25 | 25 | 50.0% | | | 50 |
| 1991 | | | 47 | 47 | 63.5% | | | 74 |
| 1992 | | | 55 | 55 | 76.4% | | | 72 |
| 1993 | | | 63 | 63 | 63.0% | | | 100 |
| 1994 | | 1 | 33 | 34 | 39.1% | | | 87 |
| 1995 | | 26 | 15 | 41 | 39.8% | | | 103 |
| 1996 | | 13 | 4 | 17 | 17.3% | | | 98 |
| 1997 | | 6 | | 6 | 5.0% | | | 120 |
| 1998 | | 1 | | 1 | 0.6% | | | 157 |
| 1999 | | | | | | | | 217 |
| 2000 | | | | | | | | 307 |
| 2001 | | | | | | | | 347 |
| 2002 | | | | | | | | 322 |
| 2003 | | | | | | | | 325 |
| 2004 | | | | | | | | 330 |
| 2005 | | | | | | | | 267 |
| 2006 | | | | | | | | 209 |
| 2007 | | | | | | | | 229 |
| 2008 | | | | | | | | 259 |
| 2009 | | | | | | | | 198 |
| 2010 | | | | | | | | 134 |
| 2011 | | | | | | | | 152 |
| 総計 | 241 | 47 | 277 | 565 | 11.7% | 14 | 0.3% | 4824 |



出典：Ascend, Bombardier, Embraer, JADC

(3)リージョナルジェット輸送機の地域別運航機数(2011年末)

出典: ASCEND Database

| 製造メーカー | 機種名 | 座席数 | 北米 | 中南米 | 西欧 | 東欧 | CIS | アフリカ | 中東 | 豪州 | 中国 | 日本 | アジア | 総計 |
|-------------------------------------|--------------|--------|------|-----|-----|----|-----|------|----|----|-----|----|-----|------|
| Antonov | An-148 | 75 | | | | | 10 | | | | | | | 10 |
| | An-72 | 貨物機 | | | | | 1 | 2 | | | | | | 3 |
| | An-74 | 貨物機 | | | | | 12 | 4 | 2 | | | | | 18 |
| | 合計 | | 0 | 0 | 0 | 0 | 23 | 6 | 2 | 0 | 0 | 0 | 0 | 31 |
| BAE SYSTEMS | RJ Avroliner | 70-100 | | | 87 | 1 | 5 | 7 | | 3 | | | 3 | 106 |
| | One-Eleven | 81 | | | | | 1 | | | | | | | 1 |
| | BAe146 | 82-100 | | 10 | 28 | 7 | 3 | 8 | 4 | 12 | | | 10 | 82 |
| | 合計 | | 0 | 10 | 115 | 8 | 9 | 15 | 4 | 15 | 0 | 0 | 13 | 189 |
| Bombardier (Canadair) | CRJ100/200 | 50 | 625 | 5 | 60 | 6 | 66 | 32 | 3 | | 17 | 13 | | 827 |
| | CRJ1000 | 100 | | | 20 | | | | | | | | | 20 |
| | CRJ700 | 65-78 | 279 | 4 | 35 | | 1 | 5 | 2 | | 2 | 3 | 4 | 335 |
| | CRJ900 | 90 | 139 | 13 | 68 | 7 | | 7 | 6 | | | | 4 | 244 |
| | 合計 | | 1043 | 22 | 183 | 13 | 67 | 44 | 11 | 0 | 19 | 16 | 8 | 1426 |
| Embraer | EMB-170 | 70-78 | 79 | | 28 | 10 | | 20 | 17 | 4 | | 13 | | 171 |
| | EMB-175 | 84 | 105 | 9 | 6 | 12 | | | 5 | | | 3 | | 140 |
| | EMB-190 | 110 | 126 | 85 | 67 | | 3 | 8 | 9 | 18 | 50 | | 8 | 374 |
| | EMB-195 | 118 | | 28 | 46 | 6 | 2 | | 6 | | | | | 88 |
| | ERJ-135 | 14-37 | 26 | 2 | 15 | | | 16 | | | | | 1 | 60 |
| | ERJ-140 | 44 | 74 | | | | | | | | | | | 74 |
| | ERJ-145 | 48 | 439 | 53 | 64 | | 15 | 6 | | | 5 | | | 582 |
| | 合計 | | 849 | 177 | 226 | 28 | 20 | 50 | 37 | 22 | 55 | 16 | 9 | 1489 |
| Fairchild/Dornier | 328JET | 34 | 3 | 2 | 8 | | | | | | | | 1 | 14 |
| | 合計 | | 3 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| Fokker | F100 | 99 | | 19 | 43 | 10 | 6 | 7 | 35 | 32 | | | 6 | 158 |
| | F70 | 70 | | 2 | 35 | 3 | | | 1 | 2 | | | 2 | 45 |
| | F.28 | 77-79 | | | | | | 9 | 1 | | | | 8 | 18 |
| | 合計 | | 0 | 21 | 78 | 13 | 6 | 16 | 37 | 34 | 0 | 0 | 16 | 221 |
| Harbin Embraer Aircraft Industry | ERJ-145 | 50 | | | | | | | | | 41 | | | 41 |
| 合計 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 41 | |
| Sukhoi | Superjet 100 | 87 | | | | | 5 | | | | | | | 5 |
| | 合計 | | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Tupolev | Tu-134 | 76 | | | | | 48 | 1 | 4 | | | | 2 | 55 |
| | 合計 | | 0 | 0 | 0 | 0 | 48 | 1 | 4 | 0 | 0 | 0 | 2 | 55 |
| Yakovlev | Yak-40 | 32 | | 8 | | | 96 | 3 | 4 | | | | | 111 |
| | 合計 | | 0 | 8 | 0 | 0 | 96 | 3 | 4 | 0 | 0 | 0 | 0 | 111 |
| 総計 | | | 1895 | 240 | 610 | 62 | 274 | 135 | 99 | 71 | 115 | 32 | 49 | 3582 |

3. ターボプロップ機
 (1) ターボプロップ機の受注機数の推移(1/4)

| Year | ATR | | | BAE Systems | | | | | | | 小計 | |
|------|-------|-------|------|-------------|----------|----------|-------|--------|-----|------|-----|------|
| | ATR42 | ATR72 | 小計 | Britannia | Vanguard | Viscount | HS748 | Argosy | ATP | J-31 | | J-41 |
| 1949 | | | | 18 | | | | | | | | 18 |
| 1950 | | | | | | 22 | | | | | | 22 |
| 1951 | | | | | | 16 | | | | | | 16 |
| 1952 | | | | | | 28 | | | | | | 28 |
| 1953 | | | | | | 24 | | | | | | 24 |
| 1954 | | | | | | 91 | | | | | | 91 |
| 1955 | | | | 10 | | 75 | | | | | | 85 |
| 1956 | | | | 21 | 20 | 88 | | | | | | 129 |
| 1957 | | | | 13 | 20 | 40 | | | | | | 73 |
| 1958 | | | | 14 | | 26 | | | | | | 40 |
| 1959 | | | | 5 | | 5 | 1 | 24 | | | | 35 |
| 1960 | | | | 3 | 3 | 20 | 3 | 39 | | | | 68 |
| 1961 | | | | | | 7 | 12 | 3 | | | | 22 |
| 1962 | | | | | | | 12 | | | | | 12 |
| 1963 | | | | | | | 16 | | | | | 16 |
| 1964 | | | | | | | 44 | 6 | | | | 50 |
| 1965 | | | | | | | 22 | | | | | 22 |
| 1966 | | | | | | | 29 | | | | | 29 |
| 1967 | | | | | | | 41 | | | | | 41 |
| 1968 | | | | | | | 6 | | | | | 6 |
| 1969 | | | | | | | 23 | | | | | 23 |
| 1970 | | | | | | | 32 | | | | | 32 |
| 1971 | | | | | | | 13 | | | | | 13 |
| 1972 | | | | | | | 3 | | | | | 3 |
| 1973 | | | | | | | 23 | | | | | 23 |
| 1974 | | | | | | | 11 | | | | | 11 |
| 1975 | | | | | | | 12 | | | | | 12 |
| 1976 | | | | | | | 6 | | | | | 6 |
| 1977 | | | | | | | 8 | | | | | 8 |
| 1978 | | | | | | | 17 | | | | | 17 |
| 1979 | | | | | | | 10 | | | | | 10 |
| 1980 | | | | | | | 5 | | | | | 5 |
| 1981 | | | | | | | 8 | | | 2 | | 10 |
| 1982 | 21 | | 21 | | | | 2 | | | 7 | | 9 |
| 1983 | 4 | | 4 | | | | 7 | | | 16 | | 23 |
| 1984 | 12 | | 12 | | | | 6 | | | 37 | | 43 |
| 1985 | 7 | | 7 | | | | 5 | | 3 | 48 | | 56 |
| 1986 | 28 | 5 | 33 | | | | | | | 34 | | 34 |
| 1987 | 50 | 9 | 59 | | | | | | | 37 | | 37 |
| 1988 | 41 | 20 | 61 | | | | 2 | 16 | | 36 | | 54 |
| 1989 | 37 | 20 | 57 | | | | | 15 | | 93 | | 108 |
| 1990 | 32 | 29 | 61 | | | | 1 | 1 | | 37 | | 39 |
| 1991 | 8 | 13 | 21 | | | | | | 10 | 9 | 25 | 44 |
| 1992 | 10 | 9 | 19 | | | | | | 6 | 22 | | 28 |
| 1993 | 22 | 33 | 55 | | | | | | 3 | 3 | | 8 |
| 1994 | 13 | 12 | 25 | | | | | | 3 | | 53 | 56 |
| 1995 | 22 | 26 | 48 | | | | | | | | 11 | 11 |
| 1996 | 14 | 7 | 21 | | | | | | | 1 | 6 | 7 |
| 1997 | 19 | 38 | 57 | | | | | | 2 | 1 | 2 | 5 |
| 1998 | 4 | 17 | 21 | | | | | | 3 | | 1 | 4 |
| 1999 | 13 | 14 | 27 | | | | | | | | | |
| 2000 | 6 | 18 | 24 | | | | | | | | | |
| 2001 | 5 | 15 | 20 | | | | | | | | | |
| 2002 | 2 | 9 | 11 | | | | | | | | | |
| 2003 | 10 | | 10 | | | | | | | | | |
| 2004 | 1 | 11 | 12 | | | | | | | | | |
| 2005 | 12 | 61 | 73 | | | | | | | | | |
| 2006 | 4 | 59 | 63 | | | | | | | | | |
| 2007 | 12 | 80 | 92 | | | | | | | | | |
| 2008 | 4 | 33 | 37 | | | | | | | | | |
| 2009 | 5 | 38 | 43 | | | | | | | | | |
| 2010 | 5 | 75 | 80 | | | | | | | | | |
| 2011 | 13 | 144 | 157 | | | | | | | | | |
| 総計 | 436 | 795 | 1231 | 84 | 43 | 442 | 380 | 72 | 62 | 383 | 100 | 1548 |

出典：Ascend, ATR, Bombardier, JADC

(1) ターボプロップ機の受注機数の推移(2/4)

| Year | Bombardier | | | | | | | | CASA | | | |
|------|------------|------|------|------|--------------|----------|----------|--------------|------|-------|--------|-----|
| | CL-44 | DHC5 | DHC6 | DHC7 | DHC8-100/200 | DHC8-300 | DHC8-400 | Short330/360 | 小計 | C-212 | CN-235 | 小計 |
| 1949 | | | | | | | | | | | | |
| 1950 | | | | | | | | | | | | |
| 1951 | | | | | | | | | | | | |
| 1952 | | | | | | | | | | | | |
| 1953 | | | | | | | | | | | | |
| 1954 | | | | | | | | | | | | |
| 1955 | | | | | | | | | | | | |
| 1956 | | | | | | | | | | | | |
| 1957 | 8 | | | | | | | | 8 | | | |
| 1958 | | | | | | | | | 0 | | | |
| 1959 | 15 | | | | | | | | 15 | | | |
| 1960 | 6 | | | | | | | | 6 | | | |
| 1961 | 4 | | | | | | | | 4 | | | |
| 1962 | | | | | | | | | 0 | | | |
| 1963 | | 4 | | | | | | | 4 | | | |
| 1964 | 4 | | | | | | | | 4 | | | |
| 1965 | 2 | 15 | 10 | | | | | | 27 | | | |
| 1966 | | | 32 | | | | | | 32 | | | |
| 1967 | | 12 | 98 | | | | | | 110 | | | |
| 1968 | | 12 | 94 | | | | | | 106 | | | |
| 1969 | | 16 | 39 | | | | | | 55 | | | |
| 1970 | | | 36 | | | | | | 36 | 2 | | 2 |
| 1971 | | | 28 | | | | | | 28 | 8 | | 8 |
| 1972 | | | 29 | | | | | | 29 | 32 | | 32 |
| 1973 | | | 43 | | | | | | 43 | 0 | | 0 |
| 1974 | | 9 | 41 | | | | 5 | | 55 | 26 | | 26 |
| 1975 | | 2 | 41 | | | | | | 43 | 20 | | 20 |
| 1976 | | 7 | 39 | 1 | | | | 3 | 50 | 28 | | 28 |
| 1977 | | 17 | 50 | 3 | | | | 5 | 75 | 13 | | 13 |
| 1978 | | 1 | 60 | 10 | | | | 23 | 94 | 36 | | 36 |
| 1979 | | 5 | 69 | 16 | | | | 11 | 101 | 22 | | 22 |
| 1980 | | 3 | 40 | 31 | | | | 21 | 95 | 58 | | 58 |
| 1981 | | 15 | 31 | 14 | 2 | | | 21 | 83 | 34 | | 34 |
| 1982 | | 2 | 15 | 11 | 1 | | | 15 | 44 | 10 | 10 | 20 |
| 1983 | | | 8 | 9 | 1 | | | 29 | 47 | 10 | 0 | 10 |
| 1984 | | | 20 | 9 | 22 | | | 45 | 96 | 14 | 4 | 18 |
| 1985 | | 1 | 7 | 1 | 32 | | | 25 | 66 | 28 | 0 | 28 |
| 1986 | | 4 | 2 | 2 | 67 | 10 | | 32 | 117 | 14 | 23 | 37 |
| 1987 | | | 1 | 3 | 21 | 5 | | 14 | 44 | 9 | 1 | 10 |
| 1988 | | | 9 | 1 | 32 | 11 | | 29 | 82 | 13 | 6 | 19 |
| 1989 | | | | | 32 | 28 | | 13 | 73 | 12 | 10 | 22 |
| 1990 | | | | | 22 | 27 | | 1 | 50 | 7 | 81 | 88 |
| 1991 | | | | | 13 | 8 | | 8 | 29 | 3 | 12 | 15 |
| 1992 | | | | | 38 | 1 | | | 39 | 0 | 14 | 14 |
| 1993 | | | | | 5 | 13 | | | 18 | 17 | 1 | 18 |
| 1994 | | | | | 11 | 7 | | | 18 | 3 | 0 | 3 |
| 1995 | | | | | 14 | 5 | | | 19 | 2 | 7 | 9 |
| 1996 | | | | | 46 | 8 | | | 54 | 8 | 10 | 18 |
| 1997 | | | | | 10 | 9 | 19 | | 38 | 6 | 11 | 17 |
| 1998 | | | | | 11 | 18 | 3 | | 32 | 0 | 11 | 11 |
| 1999 | | | | | 7 | 18 | 32 | | 57 | 5 | 1 | 6 |
| 2000 | | | | | 5 | 23 | 7 | | 35 | 1 | 1 | 2 |
| 2001 | | | | | | 5 | 13 | | 18 | 3 | 6 | 9 |
| 2002 | | | | | | 2 | 5 | | 7 | 1 | 9 | 10 |
| 2003 | | | | | | | 11 | 24 | 35 | 3 | 1 | 4 |
| 2004 | | | | | 2 | 16 | 12 | | 30 | 2 | 4 | 6 |
| 2005 | | | | | 2 | 11 | 48 | | 61 | 1 | 1 | 2 |
| 2006 | | | | | 3 | 14 | 35 | | 52 | 2 | 3 | 5 |
| 2007 | | | 26 | | 5 | 14 | 76 | | 121 | | 10 | 10 |
| 2008 | | | 7 | | | 3 | 53 | | 63 | 5 | 15 | 20 |
| 2009 | | | 16 | | | | 34 | | 50 | 1 | 3 | 4 |
| 2010 | | | 12 | | | | 45 | | 57 | | 12 | 12 |
| 2011 | | | 4 | | | | 7 | | 11 | | 1 | 1 |
| 総計 | 39 | 125 | 907 | 111 | 404 | 267 | 413 | 300 | 2566 | 459 | 268 | 727 |

出典：Ascend, ATR, Bombardier, JADC

(1) ターボプロップ機の受注機数の推移(3/4)

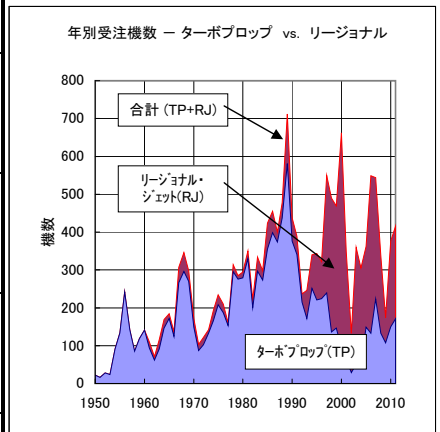
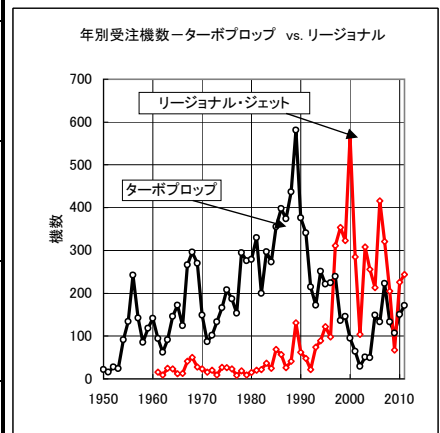
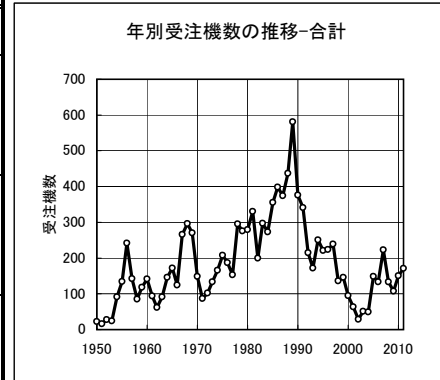
| Year | Embraer | | | Fairchild/Dornier | | | | Fokker | | | GAF | Gulfstream | Handley Page | IAI |
|------|---------|---------|-----|-------------------|-----|-----|------|---------|--------|-----|---------|--------------|--------------|-------|
| | EMB-110 | EMB-120 | 小計 | Metro | 228 | 328 | 小計 | F27/227 | F50/60 | 小計 | N22/N24 | Gulfstream I | Herald | Arava |
| 1949 | | | | | | | | | | | | | | |
| 1950 | | | | | | | | | | | | | | |
| 1951 | | | | | | | | | | | | | | |
| 1952 | | | | | | | | | | | | | | |
| 1953 | | | | | | | | | | | | | | |
| 1954 | | | | | | | | | | | | | | |
| 1955 | | | | | | | | 2 | | 2 | | | | |
| 1956 | | | | | | | | 41 | | 41 | | | | |
| 1957 | | | | | | | | 35 | | 35 | | 18 | | |
| 1958 | | | | | | | | 19 | | 19 | | 5 | | |
| 1959 | | | | | | | | 39 | | 39 | | 15 | 2 | |
| 1960 | | | | | | | | 33 | | 33 | | 25 | 6 | |
| 1961 | | | | | | | | 37 | | 37 | | 20 | 5 | |
| 1962 | | | | | | | | 25 | | 25 | | 16 | 7 | |
| 1963 | | | | | | | | 32 | | 32 | | 26 | 11 | |
| 1964 | | | | | | | | 31 | | 31 | | 24 | 6 | |
| 1965 | | | | | | | | 85 | | 85 | | 14 | 7 | |
| 1966 | | | | | | | | 26 | | 26 | | 19 | 1 | |
| 1967 | | | | | | | | 66 | | 66 | | 2 | | |
| 1968 | | | | | | | | 40 | | 40 | | 7 | 3 | |
| 1969 | 60 | | 60 | | | | | 15 | | 15 | | 5 | | |
| 1970 | 1 | | 1 | 4 | | | 4 | 39 | | 39 | | | | |
| 1971 | | | 0 | 2 | | | 2 | 16 | | 16 | | | | |
| 1972 | | | 0 | 8 | | | 8 | 8 | | 8 | 12 | | | |
| 1973 | 13 | | 13 | 15 | | | 15 | 20 | | 20 | 1 | | | 8 |
| 1974 | 8 | | 8 | 13 | | | 13 | 18 | | 18 | 17 | | | 9 |
| 1975 | 37 | | 37 | 19 | | | 19 | 26 | | 26 | 15 | | | 23 |
| 1976 | 55 | | 55 | 20 | | | 20 | 11 | | 11 | 15 | | | 2 |
| 1977 | 15 | | 15 | 28 | | | 28 | 7 | | 7 | 7 | | | |
| 1978 | 16 | | 16 | 80 | | | 80 | 8 | | 8 | 38 | | | 6 |
| 1979 | 83 | | 83 | 27 | | | 27 | 18 | | 18 | 7 | | | 8 |
| 1980 | 36 | | 36 | 38 | | | 38 | 22 | | 22 | 6 | | | 14 |
| 1981 | 59 | | 59 | 55 | 3 | | 58 | 16 | | 16 | 24 | | | 5 |
| 1982 | 25 | | 25 | 34 | 10 | | 44 | 12 | | 12 | | | | 10 |
| 1983 | 34 | | 34 | 33 | 73 | | 106 | 6 | | 6 | 5 | | | 6 |
| 1984 | 12 | 15 | 27 | 21 | 15 | | 36 | 7 | | 7 | | | | 5 |
| 1985 | 2 | 33 | 35 | 36 | 27 | | 63 | 20 | 31 | 51 | | | | 1 |
| 1986 | 13 | 36 | 49 | 36 | 18 | | 54 | 5 | 1 | 6 | 2 | | | |
| 1987 | 17 | 54 | 71 | 26 | 38 | | 64 | | 11 | 11 | 19 | | | |
| 1988 | 2 | 58 | 60 | 45 | 11 | | 56 | | 49 | 49 | | | | |
| 1989 | 6 | 44 | 50 | 14 | 21 | 1 | 36 | | 22 | 22 | 1 | 1 | | |
| 1990 | 1 | 24 | 25 | 31 | 12 | | 43 | | 14 | 14 | | | | |
| 1991 | 2 | 12 | 14 | 31 | 19 | 14 | 64 | | 18 | 18 | | | | 2 |
| 1992 | 2 | 5 | 7 | 11 | 5 | 1 | 17 | | 27 | 27 | 1 | | | 1 |
| 1993 | | 16 | 16 | 15 | 3 | 5 | 23 | | 2 | 2 | | | | |
| 1994 | | 8 | 8 | 22 | 6 | 28 | 56 | | 21 | 21 | | | | |
| 1995 | | 14 | 14 | 8 | 6 | 7 | 21 | | 13 | 13 | | | | |
| 1996 | 1 | 2 | 3 | 3 | 12 | 28 | 43 | | 3 | 3 | | | | |
| 1997 | | 9 | 9 | 11 | 6 | 13 | 30 | | | | | | | |
| 1998 | | 20 | 20 | 1 | 2 | 4 | 7 | | | | | | | |
| 1999 | | | 0 | 4 | 0 | 3 | 7 | | | | | | | |
| 2000 | | 3 | 3 | 8 | 11 | 1 | 20 | | | | | | | |
| 2001 | | | | | 0 | 1 | 1 | | | | | | | |
| 2002 | | | | | 0 | | 0 | | | | | | | |
| 2003 | | | | | 1 | 1 | 2 | | | | | | | |
| 2004 | | | | | 0 | | 0 | | | | | | | |
| 2005 | | | | | 12 | 1 | 13 | | | | | | | |
| 2006 | | 1 | 1 | | 12 | | 12 | | | | | | | |
| 2007 | | | | | | | 0 | | | | | | | |
| 2008 | | | | | 13 | | 13 | | | | | | | |
| 2009 | | | | | 10 | | 10 | | | | | | | |
| 2010 | | | | | 1 | | 1 | | | | | | | |
| 2011 | | | | | 2 | | 2 | | | | | | | |
| 総計 | 500 | 354 | 854 | 699 | 346 | 108 | 1156 | 785 | 212 | 997 | 170 | 197 | 48 | 100 |

出典：Ascend, ATR, Bombardier, JADC

(1) ターボプロップ機の受注機数の推移(4/4)

| Year | Lockheed | NAMC | Nord | Raytheon | Saab | | | 合計 |
|------|----------|-------|---------|--------------|------|------|-----|-------|
| | Electra | YS-11 | NORD262 | 99/1300/1900 | 340 | 2000 | 小計 | |
| 1949 | | | | | | | | 18 |
| 1950 | | | | | | | | 22 |
| 1951 | | | | | | | | 16 |
| 1952 | | | | | | | | 28 |
| 1953 | | | | | | | | 24 |
| 1954 | | | | | | | | 91 |
| 1955 | 47 | | | | | | | 134 |
| 1956 | 72 | | | | | | | 242 |
| 1957 | 8 | | | | | | | 142 |
| 1958 | 21 | | | | | | | 85 |
| 1959 | 12 | | | | | | | 118 |
| 1960 | 3 | | | | | | | 141 |
| 1961 | 6 | | | | | | | 94 |
| 1962 | 2 | | | | | | | 62 |
| 1963 | 1 | | 1 | | | | | 91 |
| 1964 | | 17 | 14 | | | | | 146 |
| 1965 | | 15 | 2 | | | | | 172 |
| 1966 | | 7 | 10 | | | | | 124 |
| 1967 | | 32 | 10 | 5 | | | | 266 |
| 1968 | | 37 | 12 | 85 | | | | 296 |
| 1969 | | 37 | 36 | 39 | | | | 270 |
| 1970 | | 11 | 9 | 15 | | | | 149 |
| 1971 | | 16 | 1 | 3 | | | | 87 |
| 1972 | | 7 | 1 | 2 | | | | 102 |
| 1973 | | 2 | 3 | 5 | | | | 133 |
| 1974 | | 1 | | 8 | | | | 166 |
| 1975 | | | 11 | 2 | | | | 208 |
| 1976 | | | | 0 | | | | 187 |
| 1977 | | | | 0 | | | | 153 |
| 1978 | | | | 0 | | | | 295 |
| 1979 | | | | 0 | | | | 276 |
| 1980 | | | | 0 | 5 | | 5 | 279 |
| 1981 | | | | 22 | 19 | | 19 | 330 |
| 1982 | | | | 10 | 5 | | 5 | 200 |
| 1983 | | | | 40 | 16 | | 16 | 297 |
| 1984 | | | | 26 | 3 | | 3 | 273 |
| 1985 | | | | 27 | 21 | | 21 | 355 |
| 1986 | | | | 45 | 21 | | 21 | 398 |
| 1987 | | | | 16 | 43 | | 43 | 374 |
| 1988 | | | 1 | 27 | 28 | | 28 | 437 |
| 1989 | | | | 63 | 123 | 25 | 148 | 581 |
| 1990 | | | | 39 | 14 | 3 | 17 | 376 |
| 1991 | | | | 105 | 28 | 1 | 29 | 341 |
| 1992 | | | | 32 | 30 | | 30 | 215 |
| 1993 | | | | 21 | 11 | | 11 | 172 |
| 1994 | | | | 57 | 4 | 3 | 7 | 251 |
| 1995 | | | | 51 | 28 | 7 | 35 | 221 |
| 1996 | | | | 32 | 36 | 7 | 43 | 224 |
| 1997 | | | | 51 | 20 | 12 | 32 | 239 |
| 1998 | | | | 38 | 1 | 2 | 3 | 136 |
| 1999 | | | | 49 | | | | 146 |
| 2000 | | | | 11 | | | | 95 |
| 2001 | | | | 16 | | | | 64 |
| 2002 | | | | 1 | | | | 29 |
| 2003 | | | | 0 | | | | 51 |
| 2004 | | | | 1 | | | | 49 |
| 2005 | | | | | | | | 149 |
| 2006 | | | | | | | | 133 |
| 2007 | | | | | | | | 223 |
| 2008 | | | | | | | | 133 |
| 2009 | | | | | | | | 107 |
| 2010 | | | | | | | | 150 |
| 2011 | | | | | | | | 171 |
| 総計 | 172 | 182 | 111 | 944 | 456 | 60 | 516 | 11537 |

出典 : Ascend, ATR, Bombardier, JADC



(2) ターボプロップ機の納入機数の推移(1/4)

| Year | ATR | | | BAE Systems | | | | | | | 小計 | |
|------|-------|-------|-----|-------------|----------|----------|-------|--------|-----|------|-----|------|
| | ATR42 | ATR72 | 小計 | Britannia | Vanguard | Viscount | HS748 | Argosy | ATP | J-31 | | J-41 |
| 1950 | | | | | | 2 | | | | | | 2 |
| 1951 | | | | | | | | | | | | 0 |
| 1952 | | | | | | | | | | | | 0 |
| 1953 | | | | | | 22 | | | | | | 22 |
| 1954 | | | | | | 22 | | | | | | 22 |
| 1955 | | | | 2 | | 42 | | | | | | 44 |
| 1956 | | | | 6 | | 77 | | | | | | 83 |
| 1957 | | | | 17 | | 95 | | | | | | 112 |
| 1958 | | | | 24 | | 107 | | | | | | 131 |
| 1959 | | | | 21 | | 44 | | | | | | 65 |
| 1960 | | | | 14 | | 9 | | | 1 | | | 27 |
| 1961 | | | | | 33 | 9 | | | 18 | | | 60 |
| 1962 | | | | | 6 | 6 | 12 | | 26 | | | 50 |
| 1963 | | | | | | 5 | 11 | | 19 | | | 35 |
| 1964 | | | | | 1 | 2 | 10 | | 2 | | | 15 |
| 1965 | | | | | | | 17 | | 5 | | | 22 |
| 1966 | | | | | | | 31 | | 1 | | | 32 |
| 1967 | | | | | | | 36 | | | | | 36 |
| 1968 | | | | | | | 33 | | | | | 33 |
| 1969 | | | | | | | 27 | | | | | 27 |
| 1970 | | | | | | | 21 | | | | | 21 |
| 1971 | | | | | | | 19 | | | | | 19 |
| 1972 | | | | | | | 16 | | | | | 16 |
| 1973 | | | | | | | 13 | | | | | 13 |
| 1974 | | | | | | | 13 | | | | | 13 |
| 1975 | | | | | | | 20 | | | | | 20 |
| 1976 | | | | | | | 12 | | | | | 12 |
| 1977 | | | | | | | 8 | | | | | 8 |
| 1978 | | | | | | | 16 | | | | | 16 |
| 1979 | | | | | | | 15 | | | | | 15 |
| 1980 | | | | | | | 6 | | | | | 6 |
| 1981 | | | | | | | 12 | | | | | 12 |
| 1982 | | | | | | | 6 | | | 4 | | 10 |
| 1983 | | | | | | | 10 | | | 13 | | 23 |
| 1984 | | | | | | | 9 | | | 24 | | 33 |
| 1985 | 2 | | 2 | | | | 5 | | | 34 | | 39 |
| 1986 | 29 | | 29 | | | | 0 | | | 47 | | 47 |
| 1987 | 35 | | 35 | | | | 0 | | | 55 | | 55 |
| 1988 | 48 | | 48 | | | | 1 | | 7 | 32 | | 40 |
| 1989 | 40 | 3 | 43 | | | | 1 | | 11 | 50 | | 62 |
| 1990 | 31 | 15 | 46 | | | | | | 11 | 55 | | 66 |
| 1991 | 31 | 30 | 61 | | | | | | 13 | 40 | | 53 |
| 1992 | 22 | 29 | 51 | | | | | | 9 | 17 | | 26 |
| 1993 | 17 | 29 | 46 | | | | | | 3 | 9 | 17 | 29 |
| 1994 | 17 | 32 | 49 | | | | | | 1 | 1 | 17 | 19 |
| 1995 | 12 | 27 | 39 | | | | | | 2 | | 38 | 40 |
| 1996 | 28 | 11 | 39 | | | | | | | 1 | 20 | 21 |
| 1997 | 19 | 19 | 38 | | | | | | 2 | 1 | 5 | 8 |
| 1998 | 9 | 21 | 30 | | | | | | 3 | | 2 | 5 |
| 1999 | 12 | 23 | 35 | | | | | | | | 1 | 1 |
| 2000 | 7 | 15 | 22 | | | | | | | | | |
| 2001 | 5 | 15 | 20 | | | | | | | | | |
| 2002 | 5 | 14 | 19 | | | | | | | | | |
| 2003 | 3 | 6 | 9 | | | | | | | | | |
| 2004 | 5 | 8 | 13 | | | | | | | | | |
| 2005 | 5 | 10 | 15 | | | | | | | | | |
| 2006 | 8 | 16 | 24 | | | | | | | | | |
| 2007 | 7 | 39 | 46 | | | | | | | | | |
| 2008 | 6 | 49 | 55 | | | | | | | | | |
| 2009 | 6 | 48 | 54 | | | | | | | | | |
| 2010 | 3 | 44 | 47 | | | | | | | | | |
| 2011 | 6 | 48 | 54 | | | | | | | | | |
| 総計 | 418 | 551 | 969 | 84 | 43 | 442 | 380 | 72 | 62 | 383 | 100 | 1566 |

出典：Ascend, ATR, Bombardier, JADC

(2) ターボプロップ機の納入機数の推移(2/4)

| Year | Bombardier | | | | | | | | | CASA | | |
|------|------------|------|------|------|--------------|----------|----------|--------------|------|-------|--------|-----|
| | CL-44 | DHC5 | DHC6 | DHC7 | DHC8-100/200 | DHC8-300 | DHC8-400 | Short330/360 | 小計 | C-212 | CN-235 | 小計 |
| 1950 | | | | | | | | | | | | |
| 1951 | | | | | | | | | | | | |
| 1952 | | | | | | | | | | | | |
| 1953 | | | | | | | | | | | | |
| 1954 | | | | | | | | | | | | |
| 1955 | | | | | | | | | | | | |
| 1956 | | | | | | | | | | | | |
| 1957 | | | | | | | | | | | | |
| 1958 | | | | | | | | | | | | |
| 1959 | | | | | | | | | | | | |
| 1960 | | 3 | | | | | | | 3 | | | |
| 1961 | | 17 | | | | | | | 17 | | | |
| 1962 | | 13 | | | | | | | 13 | | | |
| 1963 | | | | | | | | | 0 | | | |
| 1964 | | 3 | | | | | | | 3 | | | |
| 1965 | | 1 | 4 | | | | | | 5 | | | |
| 1966 | | 2 | | 12 | | | | | 14 | | | |
| 1967 | | | 6 | 68 | | | | | 74 | | | |
| 1968 | | | 16 | 101 | | | | | 117 | | | |
| 1969 | | | 5 | 75 | | | | | 80 | | | |
| 1970 | | | 11 | 33 | | | | | 44 | | | |
| 1971 | | | 9 | 46 | | | | | 55 | 2 | | 2 |
| 1972 | | | 8 | 11 | | | | | 19 | | | 0 |
| 1973 | | | | 45 | | | | | 45 | | | 0 |
| 1974 | | | | 47 | | | | | 47 | 11 | | 11 |
| 1975 | | | | 34 | | | | | 34 | 31 | | 31 |
| 1976 | | 14 | 41 | | | | | 5 | 60 | 28 | | 28 |
| 1977 | | 5 | 42 | 1 | | | | 7 | 55 | 21 | | 21 |
| 1978 | | 11 | 43 | 4 | | | | 8 | 66 | 28 | | 28 |
| 1979 | | 8 | 55 | 11 | | | | 15 | 89 | 19 | | 19 |
| 1980 | | 4 | 76 | 18 | | | | 24 | 122 | 22 | | 22 |
| 1981 | | 5 | 45 | 31 | | | | 21 | 102 | 38 | | 38 |
| 1982 | | 13 | 18 | 20 | | | | 12 | 63 | 31 | | 31 |
| 1983 | | | 7 | 5 | | | | 31 | 43 | 30 | | 30 |
| 1984 | | | 12 | 10 | 2 | | | 37 | 61 | 27 | | 27 |
| 1985 | | 1 | 16 | 4 | 18 | | | 42 | 81 | 23 | | 23 |
| 1986 | | 4 | 2 | 1 | 38 | | | 26 | 71 | 34 | | 34 |
| 1987 | | 1 | 4 | 1 | 28 | | | 20 | 54 | 6 | 5 | 11 |
| 1988 | | | 9 | 5 | 33 | | | 16 | 63 | 14 | 11 | 25 |
| 1989 | | | | | 47 | 11 | | 15 | 73 | 19 | 10 | 29 |
| 1990 | | | | | 40 | 24 | | 8 | 72 | 9 | 18 | 27 |
| 1991 | | | | | 26 | 33 | | 7 | 66 | 6 | 23 | 29 |
| 1992 | | | | | 25 | 17 | | 6 | 48 | 0 | 5 | 5 |
| 1993 | | | | | 14 | 3 | | | 17 | 7 | 27 | 34 |
| 1994 | | | | | 17 | 13 | | | 30 | 7 | 17 | 24 |
| 1995 | | | | | 8 | 12 | | | 20 | 5 | 17 | 22 |
| 1996 | | | | | 28 | 7 | | | 35 | 2 | 13 | 15 |
| 1997 | | | | | 27 | 8 | | | 35 | 2 | 14 | 16 |
| 1998 | | | | | 14 | 17 | | | 31 | 4 | 10 | 14 |
| 1999 | | | | | 15 | 10 | | | 25 | 5 | 9 | 14 |
| 2000 | | | | | 6 | 11 | 19 | | 36 | 3 | 5 | 8 |
| 2001 | | | | | 5 | 18 | 28 | | 51 | 5 | 7 | 12 |
| 2002 | | | | | | 12 | 21 | | 33 | | 11 | 11 |
| 2003 | | | | | 1 | 6 | 9 | | 16 | 2 | 7 | 9 |
| 2004 | | | | | 1 | 8 | 16 | | 25 | 4 | 4 | 8 |
| 2005 | | | | | 1 | 9 | 14 | | 24 | 2 | 4 | 6 |
| 2006 | | | | | 1 | 16 | 30 | | 47 | 3 | 4 | 7 |
| 2007 | | | | | 4 | 17 | 42 | | 63 | 2 | 6 | 8 |
| 2008 | | | | | 4 | 8 | 44 | | 56 | 1 | 7 | 8 |
| 2009 | | | | | 1 | 7 | 58 | | 66 | 1 | 4 | 5 |
| 2010 | | | | | | | 54 | | 55 | | 5 | 5 |
| 2011 | | | | | | | 55 | | 61 | | 7 | 7 |
| 総計 | 39 | 125 | 843 | 111 | 404 | 267 | 390 | 300 | 2485 | 454 | 250 | 704 |

出典：Ascend, ATR, Bombardier, JADC

(2) ターボプロップ機の納入機数の推移(3/4)

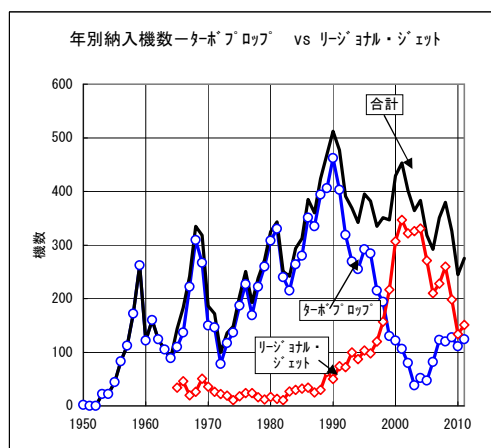
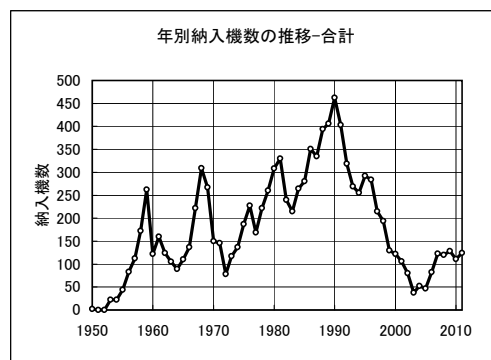
| Year | Embraer | | | Fairchild/Dornier | | | | Fokker | | | GAF | Gulfstream | Handley Page | IAI |
|------|---------|---------|-----|-------------------|-----|-----|------|---------|--------|-----|---------|--------------|--------------|-------|
| | EMB-110 | EMB-120 | 小計 | Metro | 228 | 328 | 小計 | F27/227 | F50/60 | 小計 | N22/N24 | Gulfstream I | Herald | Arava |
| 1950 | | | | | | | | | | | | | | |
| 1951 | | | | | | | | | | | | | | |
| 1952 | | | | | | | | | | | | | | |
| 1953 | | | | | | | | | | | | | | |
| 1954 | | | | | | | | | | | | | | |
| 1955 | | | | | | | | | | | | | | |
| 1956 | | | | | | | | | | | | | | |
| 1957 | | | | | | | | | | | | | | |
| 1958 | | | | | | | | 29 | | 29 | | | | |
| 1959 | | | | | | | | 65 | | 65 | | 23 | | |
| 1960 | | | | | | | | 38 | | 38 | | 31 | | |
| 1961 | | | | | | | | 40 | | 40 | | 20 | | 2 |
| 1962 | | | | | | | | 30 | | 30 | | 18 | | 9 |
| 1963 | | | | | | | | 32 | | 32 | | 24 | | 13 |
| 1964 | | | | | | | | 30 | | 30 | | 27 | | 11 |
| 1965 | | | | | | | | 38 | | 38 | | 14 | | 7 |
| 1966 | | | | | | | | 52 | | 52 | | 14 | | 2 |
| 1967 | | | | | | | | 70 | | 70 | | 12 | | |
| 1968 | | | | | | | | 46 | | 46 | | 6 | | 4 |
| 1969 | | | | | | | | 45 | | 45 | | 5 | | |
| 1970 | 1 | | 1 | 2 | | | 2 | 18 | | 18 | | | | |
| 1971 | | | 0 | 3 | | | 3 | 27 | | 27 | | 1 | | |
| 1972 | | | 0 | 3 | | | 3 | 21 | | 21 | | | | |
| 1973 | 13 | | 13 | 15 | | | 15 | 12 | | 12 | 1 | 1 | | 7 |
| 1974 | 25 | | 25 | 15 | | | 15 | 7 | | 7 | | | | 4 |
| 1975 | 35 | | 35 | 19 | | | 19 | 18 | | 18 | 11 | | | 12 |
| 1976 | 52 | | 52 | 15 | | | 15 | 21 | | 21 | 16 | | | 18 |
| 1977 | 21 | | 21 | 23 | | | 23 | 18 | | 18 | 20 | | | 1 |
| 1978 | 40 | | 40 | 41 | | | 41 | 11 | | 11 | 17 | | | 3 |
| 1979 | 52 | | 52 | 43 | | | 43 | 16 | | 16 | 18 | | | 8 |
| 1980 | 62 | | 62 | 53 | | | 53 | 13 | | 13 | 19 | | | 11 |
| 1981 | 67 | | 67 | 59 | | | 59 | 17 | | 17 | 12 | | | 7 |
| 1982 | 40 | | 40 | 44 | 3 | | 47 | 14 | | 14 | 16 | | | 4 |
| 1983 | 17 | | 17 | 34 | 18 | | 52 | 15 | | 15 | 12 | | | 3 |
| 1984 | 29 | | 29 | 23 | 18 | | 41 | 11 | | 11 | 5 | | | 5 |
| 1985 | 2 | 6 | 8 | 33 | 19 | | 52 | 13 | | 13 | | | | 10 |
| 1986 | 6 | 18 | 24 | 35 | 31 | | 66 | 16 | | 16 | 2 | | | 1 |
| 1987 | 7 | 35 | 42 | 35 | 38 | | 73 | 2 | 6 | 8 | 9 | | | |
| 1988 | 9 | 47 | 56 | 28 | 20 | | 48 | | 31 | 31 | 4 | | | 2 |
| 1989 | 3 | 53 | 56 | 21 | 14 | | 35 | | 27 | 27 | 7 | 1 | | |
| 1990 | 12 | 51 | 63 | 18 | 25 | | 43 | | 37 | 37 | | | | 1 |
| 1991 | 4 | 31 | 35 | 12 | 29 | | 41 | | 21 | 21 | | | | |
| 1992 | 2 | 23 | 25 | 37 | 14 | | 51 | | 28 | 28 | 1 | | | 2 |
| 1993 | | 14 | 14 | 26 | 9 | 3 | 38 | | 19 | 19 | | | | 1 |
| 1994 | | 7 | 7 | 18 | 6 | 17 | 41 | | 18 | 18 | | | | |
| 1995 | | 16 | 16 | 14 | 5 | 30 | 49 | | 11 | 11 | | | | |
| 1996 | 1 | 16 | 17 | 5 | 8 | 23 | 36 | | 11 | 11 | | | | |
| 1997 | | 12 | 12 | 11 | 12 | 11 | 34 | | 3 | 3 | | | | |
| 1998 | | 14 | 14 | | 7 | 13 | 20 | | | | | | | |
| 1999 | | 7 | 7 | 2 | 5 | 6 | 13 | | | | | | | |
| 2000 | | | 0 | 6 | 2 | 1 | 9 | | | | | | | |
| 2001 | | 2 | 2 | 6 | 6 | 2 | 14 | | | | | | | |
| 2002 | | | | | 3 | | 3 | | | | | | | |
| 2003 | | | | | 3 | | 3 | | | | | | | |
| 2004 | | | | | 4 | 1 | 5 | | | | | | | |
| 2005 | | | | | 1 | 1 | 2 | | | | | | | |
| 2006 | | | | | 4 | | 4 | | | | | | | |
| 2007 | | 2 | 2 | | 4 | | 4 | | | | | | | |
| 2008 | | | | | 1 | | 1 | | | | | | | |
| 2009 | | | | | 3 | | 3 | | | | | | | |
| 2010 | | | | | 4 | | 4 | | | | | | | |
| 2011 | | | | | 2 | | 2 | | | | | | | |
| 総計 | 500 | 354 | 854 | 699 | 312 | 108 | 1125 | 785 | 212 | 997 | 170 | 197 | 48 | 100 |

出典：Ascend, ATR, Bombardier, JADC

(2) ターボプロップ機の納入機数の推移 (4/4)

| Year | Lockheed | NAMC | Nord | Raytheon | Saab | | | 合計 |
|------|----------|-------|---------|--------------|------|------|-----|-------|
| | Electra | YS-11 | NORD262 | 99/1300/1900 | 340 | 2000 | 小計 | |
| 1950 | | | | | | | | 2 |
| 1951 | | | | | | | | 0 |
| 1952 | | | | | | | | 0 |
| 1953 | | | | | | | | 22 |
| 1954 | | | | | | | | 22 |
| 1955 | | | | | | | | 44 |
| 1956 | | | | | | | | 83 |
| 1957 | | | | | | | | 112 |
| 1958 | 12 | | | | | | | 172 |
| 1959 | 109 | | | | | | | 262 |
| 1960 | 23 | | | | | | | 122 |
| 1961 | 21 | | | | | | | 160 |
| 1962 | 4 | | | | | | | 124 |
| 1963 | | | | | | | | 105 |
| 1964 | | | | 1 | | | | 89 |
| 1965 | | | | 3 | | | | 110 |
| 1966 | | 15 | | 9 | | | | 137 |
| 1967 | | 13 | | 10 | | | | 222 |
| 1968 | | 18 | | 12 | | | | 309 |
| 1969 | | 38 | | 7 | | | | 267 |
| 1970 | | 35 | | 13 | | | | 150 |
| 1971 | | 28 | | 12 | | | | 3 |
| 1972 | | 19 | | 17 | | | | 2 |
| 1973 | | 7 | | 10 | | | | 2 |
| 1974 | | 7 | | 1 | | | | 10 |
| 1975 | | 2 | | 3 | | | | 3 |
| 1976 | | | | 4 | | | | 0 |
| 1977 | | | | 5 | | | | 0 |
| 1978 | | | | 2 | | | | 0 |
| 1979 | | | | | | | | 0 |
| 1980 | | | | | | | | 0 |
| 1981 | | | | 16 | | | | 16 |
| 1982 | | | | 15 | | | | 21 |
| 1983 | | | | 20 | | | | 42 |
| 1984 | | | | 21 | | | | 31 |
| 1985 | | | | 27 | | | | 34 |
| 1986 | | | | 15 | | | | 33 |
| 1987 | | | | 48 | | | | 28 |
| 1988 | | | | 41 | | | | 32 |
| 1989 | | | | 60 | | | | 47 |
| 1990 | | | | 38 | | | | 59 |
| 1991 | | | | 32 | | | | 50 |
| 1992 | | | | 45 | | | | 26 |
| 1993 | | | | 50 | | | | 12 |
| 1994 | | | | 62 | | | | 13 |
| 1995 | | | | 70 | | | | 27 |
| 1996 | | | | 35 | | | | 26 |
| 1997 | | | | 45 | | | | 25 |
| 1998 | | | | 28 | | | | 3 |
| 1999 | | | | 47 | | | | 4 |
| 2000 | | | | 7 | | | | 7 |
| 2001 | | | | 14 | | | | |
| 2002 | | | | 1 | | | | |
| 2003 | | | | 1 | | | | |
| 2004 | | | | | | | | |
| 2005 | | | | | | | | |
| 2006 | | | | | | | | |
| 2007 | | | | | | | | |
| 2008 | | | | | | | | |
| 2009 | | | | | | | | |
| 2010 | | | | | | | | |
| 2011 | | | | | | | | |
| 総計 | 169 | 182 | 110 | 944 | 456 | 60 | 516 | 11136 |

出典 : Ascend, ATR, Bombardier, JADC



(3)ターボプロップ機の地域別運航機数(2011年末)

出典: ASCEND Database

| 製造メーカ | 機種名 | 座席数 | 北米 | 中南米 | 西欧 | 東欧 | CIS | アフリカ | 中東 | 豪州 | 中国 | 日本 | アジア | 総計 |
|----------------------------|---------------------|-------|------|-----|-----|-----|-----|------|----|-----|----|----|-----|------|
| A.S.T.A. (GAF) | Nomad | 12 | | | | | | | | 2 | | | 3 | 5 |
| | 合計 | | | | | | | | | 2 | | | 3 | 5 |
| Aerospatiale | N262 | 28 | | | | | | 1 | | | | | | 1 |
| | 合計 | | | | | | | 1 | | | | | | 1 |
| Aircraft Industries - | L-410 Turbolet | 15-19 | | 81 | 6 | 27 | 35 | 77 | | | | | 7 | 233 |
| | 合計 | | | 81 | 6 | 27 | 35 | 77 | | | | | 7 | 233 |
| Antonov | An-12 | 貨物機 | | | | | 61 | 12 | | | | | 2 | 75 |
| | An-140 | 48-52 | | | | | 4 | | 6 | | | | | 10 |
| | An-24 | 50 | | 8 | | | 161 | 4 | | | | 6 | 6 | 179 |
| | An-26 | 45 | | 36 | | 16 | 100 | 37 | 4 | | | 3 | 3 | 196 |
| | An-3 | | | | | | 7 | | | | | | | 7 |
| | An-30 | 34-45 | | 2 | | | 4 | 1 | | | | | | 7 |
| | An-32 | 42 | | 8 | | | 10 | 15 | | | | | 1 | 34 |
| | An-38 | 24 | | | | | 4 | | | | | | 1 | 5 |
| 合計 | | | 54 | | 16 | 351 | 69 | 10 | | | | | 13 | 513 |
| ATR | ATR 42 | 48-50 | 40 | 69 | 57 | 26 | 21 | 32 | 4 | 8 | | | 40 | 297 |
| | ATR 72 | 68-74 | 17 | 78 | 132 | 21 | 21 | 40 | 12 | 26 | | | 146 | 493 |
| | 合計 | | 57 | 147 | 189 | 47 | 42 | 72 | 16 | 34 | | | 186 | 790 |
| BAE SYSTEMS | HS748 | 45 | 14 | | | | | 5 | | | | | 3 | 22 |
| | ATP | 72 | | | 36 | | | | | | | | 2 | 38 |
| | Jetstream 31 | 19 | 20 | 55 | 24 | 1 | | 4 | | 9 | | | 1 | 114 |
| | Jetstream 41 | 29 | | 11 | 20 | | | 12 | 1 | 2 | | | 9 | 55 |
| | 合計 | | 20 | 66 | 44 | 1 | | 16 | 1 | 11 | | | 10 | 169 |
| Boeing (MDC) | DC-3 | 29-40 | 7 | 1 | | | | 1 | | | | | | 9 |
| | 合計 | | 7 | 1 | | | | 1 | | | | | | 9 |
| Bombardier (Canadair) | CL-215 | 0 | 2 | | | | | | | | | | | 2 |
| | 合計 | | 2 | | | | | | | | | | | 2 |
| Bombardier (de Havilland) | Dash 7 | 49 | 12 | 1 | 5 | | | 6 | | | | | 8 | 32 |
| | Dash 8 | 37-76 | 333 | 45 | 162 | 18 | 5 | 81 | 7 | 117 | | 40 | 34 | 842 |
| | DHC-5 Buffalo | 貨物機 | 2 | | | | | | | | | | | 2 |
| | DHC-6 Twin Otter | 17-19 | 81 | 41 | 17 | | | 27 | 3 | 29 | | | 74 | 272 |
| | 合計 | | 428 | 87 | 184 | 18 | 5 | 114 | 10 | 146 | | 40 | 116 | 1148 |
| Bombardier (Shorts) | 330 | 30 | 12 | 1 | | | | | | 1 | | | 2 | 16 |
| | 360 | 36 | 29 | 10 | 6 | | | 2 | | 2 | | | 2 | 51 |
| | SC.7 Skyvan | 18 | 5 | | 4 | | | 6 | | | | | 2 | 17 |
| | 合計 | | 46 | 11 | 10 | | | 8 | | 3 | | | 6 | 84 |
| CAIC | MA60 | 60 | | | | | 1 | 3 | | | 11 | | 23 | 38 |
| | 合計 | | | | | | 1 | 3 | | | 11 | | 23 | 38 |
| CASA | C-212 | 19-26 | 23 | | 3 | | | | | 3 | | | | 29 |
| | CN-235 | 44 | 3 | | | | | | | | | | | 3 |
| | 合計 | | 26 | | 3 | | | | | 3 | | | | 32 |
| Embraer | EMB-110 Bandeirante | 15-19 | 10 | 29 | 2 | | | 5 | 5 | 4 | | | | 55 |
| | EMB-120 Brasilia | 30 | 64 | 14 | 11 | 3 | 4 | 34 | 17 | 17 | | | | 147 |
| | 合計 | | 74 | 43 | 13 | 3 | 4 | 39 | 5 | 21 | | | | 202 |
| Fairchild (Swearingen) | Metro | 合計 | 18 | 156 | 51 | 35 | 1 | | 1 | 42 | | | 1 | 287 |
| | 合計 | | 156 | 51 | 35 | 1 | | | 1 | 42 | | | 1 | 287 |
| Fairchild/Dornier | 228 | 15-19 | 14 | 8 | 12 | | | 9 | 4 | 1 | | 3 | 20 | 71 |
| | 328 | 30 | 9 | 5 | 25 | | | 4 | | 1 | | | 9 | 53 |
| | 合計 | | 23 | 13 | 37 | | | 13 | 4 | 2 | | 3 | 29 | 124 |
| Fokker | F50 | 50 | | 16 | 45 | 9 | 7 | 18 | 11 | 16 | | | 12 | 134 |
| | F.27 | 46 | | 4 | 9 | | | 2 | 2 | 3 | | | 6 | 26 |
| | 合計 | | | 20 | 54 | 9 | 7 | 20 | 13 | 19 | | | 18 | 160 |
| General Dynamics (Convair) | CV580 | 50 | 30 | 1 | | | | | | 9 | | | | 40 |
| | CV640 | 貨物機 | 2 | 3 | | | | | | | | | | 5 |
| | 合計 | | 32 | 4 | | | | | | 9 | | | | 45 |
| Gulfstream Aerospace | Gulfstream I | 18-35 | 11 | | | | | 4 | | | | | | 15 |
| | Mallard | 17 | | | | | | | | 3 | | | | 3 |
| 合計 | | 11 | | | | | | 4 | | 3 | | | 18 | |
| Harbin | Y-12 | 17-19 | | | | | | 2 | | 4 | 39 | | | 45 |
| | 合計 | | | | | | | 2 | | 4 | 39 | | | 45 |
| Hawker Beechcraft | BE1900 | 19 | 203 | 30 | 25 | 2 | | 72 | 4 | 27 | | | 13 | 376 |
| | BE99 | 15 | 115 | 5 | 2 | | | | | | | | | 122 |
| | 合計 | | 318 | 35 | 27 | 2 | | 72 | 4 | 27 | | | 13 | 498 |
| Ilyushin | Il-114 | 64 | | | | | 6 | | | | | | | 6 |
| | Il-18 | 100 | | 1 | | | 5 | 4 | | | | | 3 | 13 |
| | 合計 | | | 1 | | | 11 | 4 | | | | | 3 | 19 |
| Indonesian Aerospace | CN-212 | 26 | | | | | | | | | | | 11 | 11 |
| | 合計 | | | | | | | | | | | | 11 | 11 |
| Lockheed | Hercules | 貨物機 | 16 | 1 | 2 | | | 10 | 1 | 1 | | | | 31 |
| | L-188 Electra | 91 | 10 | | 2 | | | | | | | | | 12 |
| | 合計 | | 26 | 1 | 4 | | | 10 | 1 | 1 | | | | 43 |
| NAMC | YS-11 | 62 | | 3 | | | | | | | | | 2 | 5 |
| | 合計 | | | 3 | | | | | | | | | 2 | 5 |
| RUAG | 228 | 19 | | | 1 | | | | | | | 1 | | 2 |
| | 合計 | | | | 1 | | | | | | | 1 | | 2 |
| Saab | 2000 | 50 | | | 27 | 8 | 6 | | | | | | | 41 |
| | 340 | 33 | 94 | 21 | 32 | 34 | 12 | 4 | | 52 | | 14 | 10 | 273 |
| | 合計 | | 94 | 21 | 59 | 42 | 18 | 4 | | 52 | | 14 | 10 | 314 |
| Shaanxi | Y-8 | 貨物機 | | | | | | | | | 1 | | | 1 |
| | 合計 | | | | | | | | | | 1 | | | 1 |
| Viking Air | DHC-6 Twin Otter | 19-20 | | | | | | 1 | | | | | 3 | 4 |
| | 合計 | | | | | | | 1 | | | | | 3 | 4 |
| WSK-PZL Mielec | An-28 | 17 | | 2 | | 1 | 17 | 13 | | | | | | 33 |
| | 合計 | | | 2 | | 1 | 17 | 13 | | | | | | 33 |
| Xian | Y-7 | 50 | | | | | | | | | | | 2 | 2 |
| | 合計 | | | | | | | | | | | | 2 | 2 |
| 総計 | | | 1334 | 641 | 702 | 167 | 491 | 548 | 65 | 379 | 51 | 58 | 461 | 4897 |

4. ビジネス・ジェット機

ビジネス・ジェット機の運航機数

(1986 ~ 1998)

| Aircraft Mfr | Type | Class | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 |
|--------------------------|----------------------|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Adam Aircraft Industries | A700 | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Aero Commander | Jet Commander 1121 | Light | 116 | 112 | 107 | 102 | 99 | 86 | 79 | 75 | 69 | 64 | 59 | 51 | 49 |
| | total | | 116 | 112 | 107 | 102 | 99 | 86 | 79 | 75 | 69 | 64 | 59 | 51 | 49 |
| Aerospatiale | Corvette | Entry | 37 | 37 | 37 | 37 | 34 | 32 | 32 | 32 | 32 | 32 | 32 | 31 | 30 |
| | total | | 37 | 37 | 37 | 37 | 34 | 32 | 32 | 32 | 32 | 32 | 32 | 31 | 30 |
| Airbus | A300 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | A310 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | A318 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | A319 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | A320 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | A321 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | A330 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | A340 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Antonov | An-74 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Avcraft | 328Jet | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BAE SYSTEMS | RJ Avroliner | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | One-Eleven | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 146 | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 125/ Hawker | Light Medium | 547 | 571 | 602 | 622 | 640 | 669 | 704 | 725 | 746 | 755 | 771 | 777 | 777 |
| | total | | 547 | 571 | 602 | 622 | 640 | 669 | 704 | 725 | 746 | 755 | 771 | 777 | 777 |
| Boeing | 707 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 727 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 747 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 757 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 767 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 777 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 737 (CFMI) | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 737 (JT8D) | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 737 (NG) | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Boeing (McDonnell-Doug) | DC-8 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | DC-9 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MD-11 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MD-80 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bombardier | Challenger | Medium | 122 | 133 | 156 | 179 | 205 | 225 | 244 | 265 | 289 | 311 | 341 | 379 | 406 |
| | Challenger 300 | Medium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Cri Regional Jet | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 10 |
| | Cri700 Regional Jet | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Cri800 Regional Jet | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Global 5000 | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Global Express | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 7 |
| | Learjet 23 | Entry | 65 | 58 | 54 | 49 | 48 | 46 | 45 | 42 | 39 | 39 | 39 | 38 | 36 |
| | Learjet 24 | Entry | 239 | 234 | 233 | 229 | 228 | 228 | 226 | 221 | 218 | 217 | 218 | 217 | 216 |
| | Learjet 25 | Light | 331 | 331 | 331 | 324 | 323 | 319 | 317 | 316 | 314 | 314 | 311 | 314 | 311 |
| | Learjet 28 | Light | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 | 5 | 5 | 5 |
| | Learjet 29 | Light | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| | Learjet 31 | Light | 0 | 1 | 6 | 12 | 25 | 42 | 60 | 79 | 98 | 112 | 126 | 142 | 162 |
| | Learjet 35 | Light | 509 | 509 | 516 | 520 | 524 | 529 | 532 | 534 | 529 | 525 | 524 | 528 | 530 |
| | Learjet 36 | Light | 48 | 48 | 47 | 48 | 49 | 49 | 49 | 49 | 49 | 48 | 47 | 55 | 55 |
| | Learjet 40 | Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Learjet 45 | Light Medium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 12 |
| | Learjet 55 | Light Medium | 128 | 130 | 132 | 138 | 142 | 144 | 144 | 144 | 142 | 142 | 142 | 142 | 141 |
| | Learjet 60 | Light Medium | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19 | 36 | 60 | 83 | 108 | 138 |
| | total | | 1,451 | 1,453 | 1,484 | 1,508 | 1,553 | 1,591 | 1,628 | 1,678 | 1,722 | 1,778 | 1,846 | 1,950 | 2,033 |
| Cessna | Citation | Entry | 671 | 668 | 667 | 665 | 661 | 659 | 659 | 660 | 659 | 656 | 653 | 644 | 640 |
| | Citation Bravo | Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 27 | 64 |
| | Citation Encore | Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Citation Excel | Light Medium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 17 |
| | Citation II | Light | 492 | 506 | 536 | 561 | 591 | 622 | 645 | 660 | 667 | 665 | 664 | 662 | 661 |
| | Citation III | Light Medium | 118 | 142 | 160 | 173 | 192 | 201 | 201 | 201 | 201 | 201 | 201 | 200 | 200 |
| | Citation Mustang | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Citation S/II | Light | 118 | 140 | 158 | 158 | 158 | 158 | 156 | 156 | 156 | 156 | 156 | 0 | 0 |
| | Citation Sovereign | Light Medium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Citation T-47 (C552) | Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Citation Ultra | Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 223 |
| | Citation V | Light | 0 | 2 | 2 | 34 | 88 | 150 | 201 | 240 | 279 | 338 | 386 | 257 | 257 |
| | Citation VI | Light Medium | 0 | 0 | 0 | 0 | 0 | 6 | 14 | 27 | 35 | 37 | 37 | 37 | 37 |
| | Citation VII | Light Medium | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 24 | 42 | 55 | 71 | 79 | 91 |
| | Citation X | Medium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 11 | 35 | 65 |
| | Citation XLS | Light Medium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Cj1 | Entry | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 38 | 84 | 125 | 170 | 233 | 289 |
| | Cj2 | Entry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Cj3 | Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Cj4 | Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | total | | 1,399 | 1,458 | 1,523 | 1,591 | 1,690 | 1,799 | 1,893 | 2,007 | 2,126 | 2,237 | 2,353 | 2,356 | 2,545 |
| Chichester Miles | Leopard | Very Light | 0 | 0 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| | total | | 0 | 0 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cirrus Design Corp | SJ50 Vision | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Comp Air Aviation | Comp Air CA-J Jet | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

4. ビジネス・ジェット機

ビジネス・ジェット機の運航機数

(1986 ~ 1998)

| Aircraft Mfr | Type | Class | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | |
|----------------------------|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----|
| Dassault Aviation | Falcon 10/100 | Light | 196 | 199 | 206 | 208 | 211 | 211 | 210 | 208 | 205 | 205 | 202 | 200 | 200 | |
| | Falcon 20/200 | Light Medium | 388 | 390 | 387 | 384 | 390 | 389 | 387 | 387 | 390 | 388 | 385 | 421 | 419 | |
| | Falcon 2000 | Medium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 19 | 40 | 51 | 66 | |
| | Falcon 50 | Medium | 165 | 172 | 181 | 190 | 200 | 210 | 216 | 225 | 230 | 235 | 233 | 238 | 252 | |
| | Falcon 7X | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Falcon 900 | Medium | 5 | 33 | 59 | 66 | 80 | 98 | 110 | 120 | 132 | 139 | 154 | 173 | 192 | |
| | total | | 754 | 794 | 833 | 848 | 881 | 908 | 923 | 941 | 962 | 986 | 1,014 | 1,083 | 1,129 | |
| Diamond Aircraft Industri | D-JET | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Eclipse Aviation | Eclipse 400 | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Eclipse 500 | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Embraer | 170 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 175 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Lineage 1000 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | ERJ-135 | Medium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | ERJ-145 | Medium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Phenom 100 | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Phenom 300 | Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Emivest Aerospace | SJ30 | Entry | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Epic Aircraft | Elite | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Victory | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Fairchild/Dornier | 328Jet | Medium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Fokker | 70 | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 100 | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | F28 | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Grob Aerospace | SPn Utility Jet (G180) | Entry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Gulfstream Aerospace | Gulfstream G300 | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Gulfstream G350 | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Gulfstream G400 | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Gulfstream G450 | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Gulfstream G500 | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Gulfstream G550 | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Gulfstream G650 | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Gulfstream II | Heavy | 246 | 246 | 248 | 247 | 242 | 244 | 244 | 244 | 244 | 242 | 241 | 238 | 240 | |
| | Gulfstream III | Heavy | 173 | 174 | 178 | 174 | 165 | 171 | 170 | 170 | 168 | 168 | 168 | 169 | 171 | 169 |
| | Gulfstream IV | Heavy | 9 | 28 | 70 | 113 | 136 | 170 | 187 | 206 | 228 | 258 | 279 | 301 | 327 | |
| | Gulfstream V | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 20 | 39 | |
| | total | | 428 | 448 | 496 | 534 | 543 | 585 | 601 | 620 | 640 | 669 | 694 | 730 | 775 | |
| Hawker Beechcraft | 125/ Hawker | Light Medium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 22 | 51 | |
| | Beechjet 400 | Light | 15 | 29 | 49 | 63 | 69 | 86 | 115 | 138 | 154 | 165 | 190 | 229 | 273 | |
| | Hawker 200 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Hawker 4000 | Medium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Premier I | Entry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| | total | | 15 | 29 | 49 | 63 | 69 | 86 | 115 | 138 | 154 | 165 | 192 | 251 | 325 | |
| Honda | HondaJet | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Ilyushin | Il-62 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Il-96 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Israel Aerospace Industri | Astra/G100 | Light Medium | 8 | 12 | 18 | 31 | 41 | 51 | 56 | 60 | 65 | 68 | 77 | 82 | 95 | |
| | Gulfstream G150 | Light Medium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Gulfstream G200 (Galaxy) | Medium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | |
| | Gulfstream G280 | Medium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Westwind | Light Medium | 277 | 282 | 285 | 284 | 283 | 279 | 278 | 276 | 275 | 275 | 273 | 270 | 266 | |
| | total | | 285 | 294 | 303 | 315 | 324 | 330 | 334 | 336 | 340 | 343 | 350 | 353 | 364 | |
| Lockheed | JetStar | Medium | 159 | 155 | 152 | 147 | 140 | 133 | 128 | 123 | 118 | 114 | 112 | 108 | 110 | |
| | L-1011 TriStar | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | total | | 159 | 155 | 152 | 147 | 140 | 133 | 128 | 123 | 118 | 114 | 112 | 108 | 110 | |
| M.B.B. | Hfb 320 Hansa | Light | 20 | 21 | 23 | 23 | 22 | 20 | 18 | 18 | 20 | 22 | 21 | 19 | 14 | |
| | Total | | 20 | 21 | 23 | 23 | 22 | 20 | 18 | 18 | 20 | 22 | 21 | 19 | 14 | |
| Mitsubishi | MU-300 Diamond | Light | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 92 | 92 | 89 | 88 | 88 | 88 | |
| | Total | | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 92 | 92 | 89 | 88 | 88 | 88 | |
| Morane Saulnier | Paris | Entry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Piaggio-Douglas | PD-808 | Light | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | total | | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Piper | PiperJet | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Rockwell | Sabreliner | Light Medium | 388 | 382 | 382 | 378 | 366 | 353 | 345 | 337 | 329 | 325 | 323 | 325 | 321 | |
| | total | | 388 | 382 | 382 | 378 | 366 | 353 | 345 | 337 | 329 | 325 | 323 | 325 | 321 | |
| Spectrum Aeronautical | Spectrum 33 | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Tiblisi Aircraft Manufactu | Twinjet 1500 | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Tupolev | Tu-134 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Tu-154 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Tu-204 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| VisionAire | VA-10 Vantage | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | |
| Yakovlev | Yak-40 | Medium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Yak-42 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Grand Total | | | 5,693 | 5,848 | 6,086 | 6,263 | 6,457 | 6,689 | 6,896 | 7,125 | 7,353 | 7,582 | 7,858 | 8,126 | 8,572 | |

4. ビジネス・ジェット機

ビジネス・ジェット機の運航機数

(1999 ~ 2011)

| Aircraft Mfr | Type | Class | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|--------------------------|----------------------|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Adam Aircraft Industries | A700 | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 |
| Aero Commander | Jet Commander 1121 | Light | 41 | 40 | 39 | 38 | 32 | 30 | 22 | 19 | 17 | 15 | 15 | 13 | 11 |
| | total | | 41 | 40 | 39 | 38 | 32 | 30 | 22 | 19 | 17 | 15 | 15 | 13 | 11 |
| Aerospatiale | Corvette | Entry | 29 | 26 | 25 | 23 | 23 | 23 | 20 | 12 | 11 | 10 | 5 | 4 | 3 |
| | total | | 29 | 26 | 25 | 23 | 23 | 23 | 20 | 12 | 11 | 10 | 5 | 4 | 3 |
| Airbus | A300 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 3 | 3 | 2 |
| | A310 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 4 | 5 | 3 | 3 |
| | A318 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 12 | 13 |
| | A319 | Airliner | 1 | 7 | 8 | 8 | 13 | 11 | 18 | 16 | 20 | 22 | 28 | 33 | 38 |
| | A320 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 5 | 8 | 10 | 13 |
| | A321 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| | A330 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 2 | 2 |
| | A340 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 6 | 7 | 7 | 7 |
| | total | | 1 | 7 | 8 | 8 | 13 | 11 | 18 | 32 | 38 | 45 | 63 | 71 | 79 |
| Antonov | An-74 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 5 | 6 | 5 | 4 |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 5 | 6 | 5 | 4 |
| Avcraft | 328Jet | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| BAE SYSTEMS | RJ Avroliner | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 6 | 7 | 8 |
| | One-Eleven | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 7 | 4 | 5 | 4 |
| | 146 | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 4 | 5 | 7 | 7 |
| | 125/ Hawker | Light Medium | 772 | 771 | 767 | 763 | 756 | 748 | 737 | 695 | 701 | 682 | 660 | 650 | 630 |
| | total | | 772 | 771 | 767 | 763 | 756 | 748 | 737 | 708 | 715 | 698 | 675 | 669 | 649 |
| Boeing | 707 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 6 | 6 | 6 | 8 |
| | 727 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 48 | 44 | 43 | 40 | 34 |
| | 747 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 21 | 21 | 21 | 22 | 21 |
| | 757 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 7 | 8 | 8 | 9 | 8 |
| | 767 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 10 | 13 | 13 | 14 | 16 |
| | 777 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 2 | 2 | 4 |
| | 737 (CFMI) | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 6 | 6 | 5 | 5 | 10 |
| | 737 (JT8D) | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 14 | 15 | 14 | 15 | 16 |
| | 737 (NG) | Airliner | 33 | 43 | 55 | 62 | 66 | 68 | 71 | 72 | 76 | 77 | 87 | 89 | 90 |
| | total | | 33 | 43 | 55 | 62 | 66 | 68 | 71 | 189 | 191 | 193 | 199 | 202 | 207 |
| Boeing (McDonnell-Doug) | DC-8 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 2 | 2 | 2 |
| | DC-9 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 6 | 5 | 4 | 4 |
| | MD-11 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 |
| | MD-80 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 6 | 7 | 7 | 9 |
| | Total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 13 | 16 | 16 | 13 | 15 |
| Bombardier | Challenger | Medium | 444 | 486 | 524 | 556 | 578 | 603 | 622 | 657 | 685 | 721 | 742 | 775 | 809 |
| | Challenger 300 | Medium | 0 | 0 | 3 | 4 | 6 | 29 | 72 | 114 | 166 | 224 | 255 | 293 | 328 |
| | Cri Regional Jet | Heavy | 13 | 13 | 14 | 17 | 18 | 18 | 0 | 17 | 26 | 43 | 60 | 70 | 78 |
| | Cri700 Regional Jet | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 3 | 4 | 5 |
| | Cri800 Regional Jet | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 2 |
| | Global 5000 | Heavy | 0 | 0 | 0 | 0 | 0 | 3 | 14 | 27 | 42 | 58 | 79 | 94 | 107 |
| | Global Express | Heavy | 33 | 70 | 95 | 111 | 123 | 128 | 146 | 158 | 184 | 201 | 225 | 255 | 289 |
| | Learjet 23 | Entry | 34 | 32 | 27 | 26 | 26 | 24 | 21 | 18 | 17 | 12 | 11 | 8 | 8 |
| | Learjet 24 | Entry | 211 | 206 | 201 | 194 | 187 | 180 | 168 | 154 | 146 | 137 | 129 | 123 | 105 |
| | Learjet 25 | Light | 309 | 309 | 304 | 301 | 294 | 290 | 278 | 255 | 251 | 234 | 222 | 218 | 202 |
| | Learjet 28 | Light | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 | 5 | 5 | 5 |
| | Learjet 29 | Light | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| | Learjet 31 | Light | 182 | 208 | 225 | 236 | 238 | 238 | 240 | 241 | 242 | 242 | 240 | 238 | 234 |
| | Learjet 35 | Light | 529 | 532 | 528 | 530 | 527 | 518 | 512 | 499 | 488 | 485 | 470 | 452 | 417 |
| | Learjet 36 | Light | 54 | 53 | 53 | 52 | 51 | 51 | 46 | 44 | 44 | 45 | 44 | 40 | 39 |
| | Learjet 40 | Light | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 66 | 89 | 112 | 119 | 126 | 126 |
| | Learjet 45 | Light Medium | 50 | 110 | 167 | 212 | 230 | 255 | 280 | 311 | 343 | 365 | 377 | 390 | 405 |
| | Learjet 55 | Light Medium | 141 | 139 | 140 | 139 | 140 | 139 | 138 | 136 | 137 | 136 | 135 | 132 | 131 |
| | Learjet 60 | Light Medium | 165 | 195 | 228 | 249 | 264 | 274 | 289 | 302 | 325 | 352 | 361 | 372 | 388 |
| | total | | 2,174 | 2,362 | 2,518 | 2,636 | 2,691 | 2,759 | 2,875 | 3,010 | 3,195 | 3,380 | 3,483 | 3,601 | 3,682 |
| Cessna | Citation | Entry | 638 | 636 | 633 | 632 | 630 | 621 | 605 | 595 | 591 | 576 | 574 | 567 | 550 |
| | Citation Bravo | Light | 98 | 152 | 202 | 242 | 273 | 296 | 317 | 331 | 332 | 326 | 315 | 315 | 316 |
| | Citation Encore | Light | 1 | 9 | 47 | 91 | 105 | 130 | 136 | 147 | 173 | 198 | 203 | 207 | 211 |
| | Citation Excel | Light Medium | 54 | 135 | 218 | 302 | 350 | 371 | 370 | 370 | 369 | 361 | 360 | 364 | 364 |
| | Citation II | Light | 659 | 664 | 664 | 666 | 662 | 657 | 626 | 644 | 643 | 636 | 631 | 624 | 619 |
| | Citation III | Light Medium | 200 | 199 | 199 | 200 | 199 | 198 | 198 | 199 | 197 | 194 | 193 | 189 | 190 |
| | Citation Mustang | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 48 | 145 | 269 | 344 | 381 |
| | Citation S/II | Light | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 155 | 154 | 153 | 152 | 151 | 152 |
| | Citation Sovereign | Light Medium | 0 | 0 | 0 | 3 | 3 | 15 | 57 | 115 | 179 | 251 | 287 | 298 | 309 |
| | Citation T-47 (C552) | Light | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Citation Ultra | Light | 256 | 257 | 257 | 275 | 254 | 254 | 249 | 248 | 247 | 236 | 238 | 208 | 221 |
| | Citation V | Light | 257 | 258 | 257 | 258 | 257 | 254 | 253 | 252 | 254 | 251 | 249 | 250 | 245 |
| | Citation VI | Light Medium | 37 | 37 | 37 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 34 | 35 |
| | Citation VII | Light Medium | 106 | 119 | 118 | 118 | 118 | 116 | 116 | 114 | 112 | 114 | 113 | 111 | 108 |
| | Citation X | Medium | 101 | 138 | 173 | 205 | 223 | 234 | 250 | 264 | 279 | 290 | 290 | 297 | 303 |
| | Citation XLS | Light Medium | 0 | 0 | 0 | 0 | 1 | 31 | 101 | 169 | 249 | 326 | 373 | 392 | 417 |
| | Cj1 | Entry | 345 | 404 | 465 | 495 | 513 | 533 | 548 | 575 | 605 | 626 | 635 | 632 | 629 |
| | Cj2 | Entry | 4 | 11 | 50 | 133 | 192 | 216 | 238 | 275 | 321 | 375 | 397 | 407 | 419 |
| | Cj3 | Light | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 124 | 207 | 289 | 333 | 348 | 363 |
| | Cj4 | Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 20 | 64 |
| | total | | 2,756 | 3,019 | 3,320 | 3,656 | 3,816 | 3,962 | 4,314 | 4,617 | 4,996 | 5,385 | 5,651 | 5,758 | 5,896 |
| Chichester Miles | Leopard | Very Light | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | total | | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cirrus Design Corp | SJ50 Vision | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 |
| Comp Air Aviation | Comp Air CA-J Jet | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 |

4. ビジネス・ジェット機

ビジネス・ジェット機の運航機数

(1999 ~ 2011)

| Aircraft Mfr | Type | Class | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | |
|----------------------------|--------------------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-----|
| Dassault Aviation | Falcon 10/100 | Light | 199 | 199 | 197 | 202 | 196 | 201 | 186 | 182 | 179 | 172 | 165 | 165 | 151 | |
| | Falcon 20/200 | Light Medium | 417 | 431 | 429 | 435 | 421 | 404 | 350 | 309 | 296 | 278 | 263 | 255 | 242 | |
| | Falcon 2000 | Medium | 99 | 126 | 163 | 200 | 228 | 264 | 293 | 330 | 363 | 385 | 410 | 436 | 457 | |
| | Falcon 50 | Medium | 262 | 290 | 302 | 315 | 318 | 317 | 319 | 322 | 328 | 328 | 328 | 321 | 317 | 321 |
| | Falcon 7X | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 8 | 29 | 60 | 99 | 127 | |
| | Falcon 900 | Medium | 214 | 248 | 275 | 300 | 315 | 323 | 342 | 360 | 389 | 407 | 416 | 438 | 454 | |
| | total | | 1,191 | 1,294 | 1,366 | 1,452 | 1,478 | 1,509 | 1,493 | 1,507 | 1,563 | 1,599 | 1,635 | 1,710 | 1,752 | |
| Diamond Aircraft Industri | D-JET | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 3 | 2 | 1 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 3 | 2 | 1 | |
| Eclipse Aviation | Eclipse 400 | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | |
| | Eclipse 500 | Very Light | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 6 | 102 | 236 | 226 | 228 | 229 | |
| | total | | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 6 | 103 | 237 | 226 | 228 | 229 | |
| Embraer | 170 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| | 175 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| | Lineage 1000 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 11 | |
| | ERJ-135 | Medium | 0 | 0 | 2 | 13 | 24 | 34 | 47 | 76 | 109 | 138 | 148 | 162 | 172 | |
| | ERJ-145 | Medium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 3 | 3 | |
| | Phenom 100 | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 88 | 191 | 226 | |
| | Phenom 300 | Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 30 | 70 | |
| | total | | 0 | 0 | 2 | 13 | 24 | 34 | 47 | 76 | 114 | 150 | 248 | 394 | 486 | |
| Emivest Aerospace | SJ30 | Entry | 0 | 1 | 1 | 1 | 2 | 2 | 3 | 4 | 6 | 6 | 7 | 7 | 4 | |
| | total | | 0 | 1 | 1 | 1 | 2 | 2 | 3 | 4 | 6 | 6 | 7 | 7 | 4 | |
| Epic Aircraft | Elite | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| | Victory | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 2 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 2 | |
| Fairchild/Dornier | 328Jet | Medium | 0 | 0 | 1 | 2 | 2 | 5 | 6 | 13 | 17 | 16 | 21 | 21 | 22 | |
| | total | | 0 | 0 | 1 | 2 | 2 | 5 | 6 | 13 | 17 | 16 | 21 | 21 | 22 | |
| Fokker | 70 | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 2 | 1 | 1 | |
| | 100 | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 5 | 5 | 4 | 5 | |
| | F28 | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 5 | 5 | 5 | 4 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 14 | 12 | 10 | 10 | |
| Grob Aerospace | SPn Utility Jet (G180) | Entry | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | |
| Gulfstream Aerospace | Gulfstream G300 | Heavy | 0 | 0 | 0 | 0 | 0 | 11 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | |
| | Gulfstream G350 | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 9 | 10 | 10 | 7 | 10 | 10 | |
| | Gulfstream G400 | Heavy | 0 | 0 | 0 | 0 | 0 | 21 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | |
| | Gulfstream G450 | Heavy | 0 | 0 | 0 | 0 | 0 | 7 | 21 | 50 | 86 | 123 | 157 | 188 | 220 | |
| | Gulfstream G500 | Heavy | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 6 | 6 | 7 | 7 | 7 | |
| | Gulfstream G550 | Heavy | 0 | 0 | 0 | 1 | 15 | 42 | 73 | 106 | 145 | 185 | 227 | 269 | 318 | |
| | Gulfstream G650 | Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | |
| | Gulfstream II | Heavy | 240 | 241 | 241 | 240 | 235 | 230 | 223 | 214 | 202 | 196 | 182 | 172 | 156 | |
| | Gulfstream III | Heavy | 168 | 174 | 174 | 180 | 176 | 174 | 175 | 174 | 174 | 175 | 172 | 171 | 173 | |
| | Gulfstream IV | Heavy | 358 | 403 | 441 | 471 | 495 | 477 | 473 | 472 | 473 | 467 | 471 | 468 | 467 | |
| | Gulfstream V | Heavy | 70 | 100 | 131 | 161 | 172 | 173 | 170 | 174 | 174 | 174 | 169 | 171 | 174 | |
| | total | | 836 | 918 | 987 | 1,053 | 1,093 | 1,136 | 1,180 | 1,239 | 1,306 | 1,372 | 1,429 | 1,496 | 1,565 | |
| Hawker Beechcraft | 125/ Hawker | Light Medium | 107 | 162 | 215 | 259 | 307 | 359 | 406 | 467 | 533 | 617 | 661 | 685 | 699 | |
| | Beechjet 400 | Light | 316 | 361 | 387 | 403 | 426 | 454 | 505 | 557 | 598 | 628 | 625 | 631 | 620 | |
| | Hawker 200 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | |
| | Hawker 4000 | Medium | 0 | 0 | 1 | 3 | 3 | 5 | 5 | 5 | 6 | 11 | 32 | 49 | 53 | |
| | Premier I | Entry | 3 | 5 | 23 | 53 | 83 | 114 | 138 | 163 | 211 | 244 | 255 | 263 | 274 | |
| | total | | 426 | 528 | 626 | 718 | 819 | 932 | 1,054 | 1,192 | 1,348 | 1,500 | 1,573 | 1,629 | 1,648 | |
| Honda | HondaJet | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 2 | 3 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 2 | 3 | |
| Ilyushin | Il-62 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 13 | 13 | 5 | 6 | 4 | |
| | Il-96 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 16 | 5 | 6 | 4 | |
| Israel Aerospace Industri | Astra/G100 | Light Medium | 103 | 115 | 123 | 130 | 135 | 139 | 144 | 143 | 142 | 143 | 143 | 142 | 144 | |
| | Gulfstream G150 | Light Medium | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 36 | 68 | 81 | 87 | 91 | |
| | Gulfstream G200 (Galaxy) | Medium | 4 | 13 | 40 | 55 | 76 | 98 | 120 | 142 | 171 | 206 | 221 | 232 | 242 | |
| | Gulfstream G280 | Medium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | |
| | Westwind | Light Medium | 263 | 265 | 264 | 264 | 262 | 255 | 253 | 247 | 242 | 237 | 232 | 230 | 226 | |
| | total | | 370 | 393 | 427 | 449 | 473 | 492 | 519 | 542 | 591 | 654 | 678 | 694 | 707 | |
| Lockheed | JetStar | Medium | 105 | 104 | 100 | 98 | 94 | 87 | 77 | 52 | 46 | 39 | 35 | 32 | 25 | |
| | L-1011 TriStar | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | |
| | total | | 105 | 104 | 100 | 98 | 94 | 87 | 77 | 53 | 46 | 40 | 35 | 33 | 25 | |
| M.B.B. | Hfb 320 Hansa | Light | 11 | 8 | 8 | 8 | 8 | 7 | 7 | 3 | 2 | 2 | 1 | 1 | 0 | |
| | Total | | 11 | 8 | 8 | 8 | 8 | 7 | 7 | 3 | 2 | 2 | 1 | 1 | 0 | |
| Mitsubishi | MU-300 Diamond | Light | 87 | 86 | 86 | 86 | 85 | 83 | 80 | 79 | 79 | 73 | 71 | 70 | 66 | |
| | Total | | 87 | 86 | 86 | 86 | 85 | 83 | 80 | 79 | 79 | 73 | 71 | 70 | 66 | |
| Morane Saulnier | Paris | Entry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 20 | 22 | 20 | |
| | Total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 20 | 22 | 20 | |
| Piaggio-Douglas | PD-808 | Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Piper | PiperJet | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | |
| Rockwell | Sabreliner | Light Medium | 319 | 317 | 312 | 308 | 300 | 288 | 297 | 261 | 233 | 216 | 209 | 199 | 186 | |
| | total | | 319 | 317 | 312 | 308 | 300 | 288 | 297 | 261 | 233 | 216 | 209 | 199 | 186 | |
| Spectrum Aeronautical | Spectrum 33 | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Tiblisi Aircraft Manufactu | Twinjet 1500 | Very Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | |
| Tupolev | Tu-134 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 52 | 54 | 45 | 45 | 33 | |
| | Tu-154 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 10 | 9 | 8 | 6 | 4 | |
| | Tu-204 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 62 | 63 | 54 | 52 | 38 | |
| VisionAire | VA-10 Vantage | Very Light | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | total | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Yakovlev | Yak-40 | Medium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 87 | 89 | 88 | 74 | 57 | |
| | Yak-42 | Airliner | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 13 | 19 | 17 | 20 | 15 | |
| | total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 100 | 108 | 105 | 94 | 72 | |
| Grand Total | | | 9,153 | 9,919 | 10,650 | 11,377 | 11,776 | 12,178 | 12,830 | 13,782 | 14,789 | 15,847 | 16,453 | 17,012 | 17,389 | |

(注1)：2005年よりエアラインが使用しているBusiness / VIP 仕様の機材を全て網羅するよう、データ処理方法を変更した。そのため、2006年は2004年より機数が大幅に増加している。

5. 767の受注納入状況(1/2)

2011年12月末現在

| 顧客名 | 国名 | 最初の受注期日 | 機材タイプ | エンジン | 確定受注機数 | 納入機数 | 備考 |
|------------------------------|----------|------------|-------|--------------|--------|------|----|
| AerFi Group Ltd | アイルランド | 1989.04.18 | 200ER | PW4000-4056 | 1 | 1 | |
| | | 1989.04.18 | 300ER | PW4000-4060 | 13 | 13 | |
| Aeromaritime | フランス | 1989.01.17 | 200ER | PW4000-4060 | 2 | 2 | |
| | | 1989.01.17 | 300ER | PW4000-4060 | 1 | 1 | |
| Air Algerie | アルジェリア | 1989.05.01 | 300 | CF6-80C2B2F | 3 | 3 | |
| Air Canada | カナダ | 1979.07.11 | 200 | JT9D-7R4D | 10 | 10 | |
| | | 1979.07.11 | 200ER | JT9D-7R4D | 9 | 9 | |
| | | 1989.08.31 | 300ER | PW4000-4060 | 6 | 6 | |
| Air China | 中国 | 1985.05.23 | 200ER | JT9D-7R4E4 | 6 | 6 | |
| | | 1990.05.31 | 300 | PW4000-4056 | 4 | 4 | |
| Air France | フランス | 1992.02.07 | 300ER | CF6-80C2B6F | 3 | 3 | |
| Air Kazakhstan | カザクスタン | 2000.12.29 | 200ER | CF6-80C2B6F | 1 | 1 | |
| Air Mauritius | モーリシャス | 1987.01.19 | 200ER | CF6-80C2B4 | 2 | 2 | |
| Air New Zealand | ニュージーランド | 1984.07.30 | 200ER | CF6-80A2 | 3 | 3 | |
| | | 1991.03.01 | 300ER | CF6-80C2B6 | 5 | 5 | |
| Air Zimbabwe | ジンバブエ | 1988.07.20 | 200ER | PW4000-4056 | 2 | 2 | |
| American Airlines | 米国 | 1978.11.15 | 200 | CF6-80A | 13 | 13 | |
| | | 1978.11.15 | 200ER | CF6-80A2 | 17 | 17 | |
| | | 1987.03.03 | 300ER | CF6-80C2B6 | 58 | 58 | |
| Amiri Flight | アラブ首長国連邦 | 1999.11.30 | 300ER | CF6-80C2B7F | 1 | 1 | |
| ANA | 日本 | 1979.10.01 | 200 | CF6-80A | 25 | 25 | |
| | | 1985.12.26 | 300 | CF6-80C2B2 | 34 | 34 | |
| | | 1985.12.26 | 300ER | CF6-80C2B6 | 33 | 31 | |
| | | 2001.08.07 | 300F | CF6-80C2B6F | 4 | 4 | |
| Ansett Australia | オーストラリア | 1980.03.17 | 200 | CF6-80A | 5 | 5 | |
| Aramco Aircraft | サウジアラビア | 2002.04.15 | 200ER | CF6-80C2B4F | 1 | 1 | |
| Asiana Airlines | 韓国 | 1988.12.23 | 300 | CF6-80C2B2F | 9 | 9 | |
| | | 1990.09.03 | 300ER | CF6-80C2B6F | 2 | 2 | |
| | | 1990.09.03 | 300F | CF6-80C2B7F | 1 | 1 | |
| Avianca | コロンビア | 1980.12.24 | 200ER | PW4000-4056 | 2 | 2 | |
| AWAS | アイルランド | 1990.01.15 | 200ER | PW4000-4060 | 4 | 4 | |
| | | 1988.09.08 | 300ER | PW4000-4060 | 29 | 29 | |
| Azerbaijan Airlines | アゼルバイジャン | 2008.08.04 | 300ER | CF6-80C2B7F | 3 | 2 | |
| | | 2010.06.04 | 300F | CF6-80C2B6F | 2 | | |
| Bahrain Royal Flight | バーレーン | 2008.12.22 | 400ER | CF6-80C2B7F | 1 | 1 | |
| BOC Aviation | シンガポール | 1995.08.04 | 300ER | CF6-80C2B6F | 3 | 3 | |
| British Airways | 英国 | 1987.08.14 | 300ER | RB211-524H | 28 | 28 | |
| Canadian Airlines Int'l | カナダ | 1987.04.07 | 300ER | CF6-80C2B6F | 14 | 14 | |
| China Airlines | 台湾 | 1980.03.20 | 200 | JT9D-7R4D | 2 | 2 | |
| China Yunnan Airlines | 中国 | 1995.01.10 | 300ER | RB211-524H2 | 3 | 3 | |
| Condor Flugdienst | アイルランド | 1988.11.16 | 300ER | PW4000-4056 | 11 | 11 | |
| Continental Airlines | 米国 | 1998.11.23 | 200ER | CF6-80C2B4F | 10 | 10 | |
| | | 1997.10.10 | 400ER | CF6-80C2B8F | 16 | 16 | |
| Delta Air Lines | 米国 | 1978.11.15 | 200 | CF6-80A2 | 15 | 15 | |
| | | 1984.02.21 | 300 | CF6-80A2 | 28 | 28 | |
| | | 1988.09.22 | 300ER | PW4000-4060 | 53 | 53 | |
| | | 1997.06.10 | 400ER | CF6-80C2B8F | 21 | 21 | |
| DHL International | ベルギー | 2007.02.23 | 300F | CF6-80C2B7F | 6 | 3 | |
| Egyptair | エジプト | 1984.01.12 | 200ER | JT9D-7R4E | 3 | 3 | |
| | | 1988.10.25 | 300ER | PW4000-4060 | 2 | 2 | |
| El Al | イスラエル | 1981.03.18 | 200 | JT9D-7R4D | 2 | 2 | |
| | | 1981.03.18 | 200ER | JT9D-7R4D | 2 | 2 | |
| Ethiopian Airlines | エチオピア | 1982.12.16 | 200ER | JT9D-7R4E | 3 | 3 | |
| | | 2002.11.28 | 300ER | PW4000-4062 | 3 | 3 | |
| EVA Air | 台湾 | 1993.06.10 | 200 | CF6-80C2B2F | 4 | 4 | |
| | | 1989.10.06 | 300ER | CF6-80C2B6F | 4 | 4 | |
| FedEx | 米国 | 2011.12.14 | 300F | CF6-80C2B6F | 27 | | |
| Flightlease AG | スイス | 1999.12.15 | 300ER | PW4000-4062 | 4 | 4 | |
| GATX Air | 米国 | 1989.05.24 | 200ER | CF6-80A2 | 1 | 1 | |
| GECAS | 米国 | 1995.08.30 | 300ER | CF6-80C2B7F | 29 | 29 | |
| | | 1999.12.15 | 300F | CF6-80C2B7F | 1 | 1 | |
| Gulf Air | バーレーン | 1987.11.18 | 300ER | CF6-80C2B4 | 20 | 20 | |
| Hainan Airlines | 中国 | 2001.08.21 | 300ER | PW4000-4056 | 3 | 3 | |
| Hawaiian Airlines | 米国 | 2001.09.25 | 300ER | PW4000-4060 | 3 | 3 | |
| ILFC | 米国 | 1986.08.27 | 200 | CF6-80A2 | 1 | 1 | |
| | | 1986.02.18 | 200ER | CF6-80A2 | 4 | 4 | |
| | | 1988.05.16 | 300ER | CF6-80C2B6 | 52 | 52 | |
| Italian Air Force | イタリア | 2002.04.23 | 200ER | CF6-80C2B6F | 4 | 4 | |
| ITOCHU AeroTech | 日本 | 1993.11.04 | 200ER | CF6-80C2B6FA | 4 | 4 | |
| ITOCHU AirLease BV | 日本 | 1991.04.15 | 300ER | CF6-80C2B6F | 3 | 3 | |
| Japan Air Self Defence Force | 日本 | 2003.06.30 | 200ER | CF6-80C2B6FA | 4 | 4 | |
| Japan Airlines | 日本 | 1983.09.29 | 200 | JT9D-7R4D | 3 | 3 | |
| | | 1983.09.29 | 300 | JT9D-7R4D | 22 | 22 | |
| | | 2000.11.27 | 300ER | CF6-80C2B7F | 32 | 32 | |
| | | 2005.07.20 | 300F | CF6-80C2B7F | 3 | 3 | |

5. 767の受注納入状況 (2/2)

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| 顧客名 | 国名 | 最初の受注 期日 | 機材 タイプ | エンジン | 確定 受注機数 | 納入機数 | 備考 |
|--------------------------|----------|-------------|-----------|-------------|------------|------|----|
| Kuwait Airways | クウェート | 1984.09.18 | 200ER | JT9D-7R4E4 | 3 | 3 | |
| LAM | モザンビーク | 1990.08.01 | 200ER | PW4000-4056 | 1 | 1 | |
| LAN Airlines | チリ | 1997.05.28 | 300ER | CF6-80C2B6F | 32 | 21 | |
| | | 1997.11.17 | 300F | CF6-80C2B7F | 8 | 8 | |
| Lauda | オーストリア | 1987.04.21 | 300ER | PW4000-4056 | 7 | 7 | |
| LOT | ポーランド | 1988.11.04 | 200ER | CF6-80C2B4 | 2 | 2 | |
| | | 1988.11.04 | 300ER | CF6-80C2B6 | 3 | 3 | |
| LTU | ドイツ | 1988.01.21 | 300ER | PW4000-4060 | 5 | 5 | |
| MALEV | ハンガリー | 1991.02.22 | 200ER | CF6-80C2B4F | 2 | 2 | |
| Martinair | オランダ | 1988.03.11 | 300ER | PW4000-4060 | 6 | 6 | |
| Mid East Jet | サウジアラビア | 1996.10.04 | 200ER | CF6-80C2B7F | 1 | 1 | |
| Mongolian Airlines | モンゴル | 2011.05.03 | 300ER | CF6-80C2B6F | 1 | | |
| MyTravel Airways | 英国 | 1993.08.17 | 300ER | CF6-80C2B6F | 3 | 3 | |
| PACE Airlines | 米国 | 1986.07.25 | 200ER | CF6-80C2B2 | 9 | 6 | |
| Pacific Western Airlines | 米国 | 1978.12.21 | 200 | JT9D-7R4D | 2 | 2 | |
| Qantas | オーストラリア | 1983.09.07 | 200ER | JT9D-7R4E | 7 | 7 | |
| | | 1987.04.24 | 300ER | CF6-80C2B6 | 22 | 22 | |
| Royal Brunei Airlines | ブルネイ | 1996.03.08 | 300ER | CF6-80C2B6F | 2 | 2 | |
| SAS | スウェーデン | 1988.01.18 | 200ER | PW4000-4056 | 2 | 2 | |
| | | 1988.01.18 | 300ER | PW4000-4060 | 14 | 14 | |
| SAS Norge | ノルウェー | 1980.04.28 | 200 | JT9D-7R4D | 2 | 2 | |
| Shanghai Airlines | 中国 | 1993.05.14 | 300 | PW4000-4056 | 4 | 4 | |
| | | 2005.07.18 | 300ER | PW4000-4062 | 2 | 2 | |
| TACA Int'l Airlines | エルサルバドル | 1986.05.22 | 200 | CF6-80A | 1 | 1 | |
| | | 1991.08.26 | 300ER | CF6-80C2B6F | 2 | 2 | |
| Thomson Airways | 英国 | 1980.03.31 | 200 | CF6-80A2 | 11 | 11 | |
| | | 1994.11.23 | 300ER | CF6-80C2B7F | 7 | 7 | |
| Transbrasil | ブラジル | 1981.07.30 | 200 | CF6-80A | 3 | 3 | |
| Turkmenistan Airlines | トルクメニスタン | 2003.08.11 | 300ER | CF6-80C2B7F | 1 | 1 | |
| TWA Airlines | 米国 | 1979.12.05 | 200 | JT9D-7R4D | 10 | 10 | |
| United Airlines | 米国 | 1978.07.14 | 200 | JT9D-7R4D | 19 | 19 | |
| | | 1989.05.19 | 300ER | PW4000-4060 | 37 | 37 | |
| UPS Airlines | 米国 | 1993.01.15 | 300F | CF6-80C2B6F | 59 | 44 | |
| US Air Force | 米国 | 2011.03.07 | 200ER | PW4000-4052 | 4 | | |
| US Airways | 米国 | 1991.06.20 | 200ER | CF6-80C2B2 | 3 | 6 | |
| Uzbekistan Airways | ウズベキスタン | 1995.10.20 | 300ER | PW4000-4062 | 9 | 5 | |
| | | 1986.03.18 | 200ER | CF6-80C2B2 | 6 | 6 | |
| VARIG | ブラジル | 1989.03.20 | 300ER | CF6-80C2B6F | 4 | 4 | |
| | | 2011.12.27 | 300ER | CF6-80C2B7F | 2 | | |
| 未発表民間顧客 | 不明 | 2011.12.27 | 300ER | CF6-80C2B7F | 2 | | |
| 合計 | | | 200 | | 128 | 128 | |
| | | | 200ER | | 125 | 121 | |
| | | | 300 | | 104 | 104 | |
| | | | 300ER | | 580 | 559 | |
| | | | 300F | | 111 | 64 | |
| | | | 400ER | | 38 | 38 | |
| | | | 計 | | 1086 | 1014 | |

6. 777の受注納入状況(1/2)

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| 顧客名 | 国名 | 最初の受注期日 | 機材タイプ | エンジン | 確定受注機数 | 納入機数 | 備考 |
|---------------------------|----------|------------|--------|--------------|--------|------|----|
| Aeroflot | ロシア | 2011.02.28 | 300ER | GE90-115B | 16 | | |
| Air Austral | リユニオン | 2010.05.11 | 200LR | GE90-115B | 2 | 1 | |
| Air Canada | カナダ | 2005.11.10 | 200LR | GE90-110B1 | 6 | 6 | |
| | | 2005.11.10 | 300ER | GE90-115B | 10 | 10 | |
| Air China | 中国 | 1997.03.24 | 200 | PW4000-4077 | 10 | 10 | |
| | | 2007.11.14 | 300ER | GE90-115B | 19 | 4 | |
| Air France | フランス | 1996.11.20 | 200ER | GE90-90B | 18 | 18 | |
| | | 2005.05.23 | 200LRF | GE90-110B1L | 5 | 5 | |
| | | 2000.11.13 | 300ER | GE90-115B | 36 | 29 | |
| Air India | インド | 2005.12.30 | 200LR | GE90-110B1 | 8 | 8 | |
| | | 2005.12.30 | 300ER | GE90-115B | 15 | 12 | |
| Air Lease Corporation | 米国 | 2011.08.08 | 300ER | GE90-115B | 5 | | |
| Air New Zealand | ニュージーランド | 2004.08.25 | 200ER | Trent-895 | 4 | 4 | |
| | | 2007.08.03 | 300ER | GE90-115BL | 5 | 4 | |
| Alitalia | イタリア | 2000.11.09 | 200ER | GE90-94B | 6 | 6 | |
| American Airlines | 米国 | 1996.11.21 | 200ER | Trent-892 | 53 | 47 | |
| | | 2001.12.31 | 300ER | GE90-115B | 7 | | |
| Amiri Flight | アラブ首長国連邦 | 2009.12.15 | 300ER | GE90-115B | 1 | 1 | |
| ANA | 日本 | 1990.12.19 | 200 | PW4000-4074 | 16 | 16 | |
| | | 1990.12.19 | 200ER | PW4000-4090 | 12 | 7 | |
| | | 1990.12.19 | 300 | PW4000-4090 | 7 | 7 | |
| | | 1995.09.12 | 300ER | GE90-115B | 19 | 19 | |
| Asiana Airlines | 韓国 | 1996.12.20 | 200ER | PW4000-4090 | 10 | 8 | |
| Austrian | オーストリア | 2005.09.30 | 200ER | GE90-90B | 1 | 1 | |
| Avion Aircraft Trading | アイスランド | 2005.09.07 | 200LRF | GE90-110B1L | 8 | 8 | |
| Biman Bangladesh Airlines | バングラデッシュ | 2008.04.22 | 300ER | GE90-115BL2 | 4 | 2 | |
| BOC Aviation | シンガポール | 1995.12.22 | 200ER | Trent-892 | 2 | 2 | |
| | | 1995.12.22 | 300 | Trent-892 | 4 | 4 | |
| | | 2010.10.29 | 300ER | GE90-115BL | 8 | | |
| British Airways | 英国 | 1991.08.21 | 200 | GE90-76B | 5 | 5 | |
| | | 1991.08.21 | 200ER | GE90-85B | 44 | 44 | |
| | | 2008.08.06 | 300ER | GE90-115B | 2 | 2 | |
| Cathay Pacific | 中国(香港) | 1992.05.05 | 200 | Trent-877 | 5 | 5 | |
| | | 2011.08.10 | 200LRF | GE90-110B1L | 8 | | |
| | | 1992.05.05 | 300 | Trent-892 | 12 | 12 | |
| | | 2005.12.14 | 300ER | GE90-115B | 46 | 20 | |
| CEIBA Intercontinental | 赤道ギニア共和国 | 2009.03.18 | 200LR | GE90-110B1 | 1 | 1 | |
| China Southern Airlines | 中国 | 1992.12.17 | 200 | GE90-85B | 4 | 4 | |
| | | 1992.12.17 | 200ER | GE90-90B | 2 | 2 | |
| | | 2007.02.28 | 200LRF | GE90-110B1L | 12 | 6 | |
| Continental Airlines | 米国 | 1993.05.12 | 200ER | GE90-90B | 20 | 20 | |
| DAE Capital | アラブ首長国連邦 | 2005.11.21 | 200LRF | GE90-110B1L | 13 | 3 | |
| Delta Air Lines | 米国 | 1997.11.13 | 200ER | Trent-892 | 8 | 8 | |
| | | 1997.11.13 | 200LR | GE90-110B1L2 | 10 | 10 | |
| Egyptair | エジプト | 1995.08.23 | 200ER | PW4000-4090 | 5 | 5 | |
| EI AI | イスラエル | 1999.12.14 | 200ER | Trent-895 | 6 | 6 | |
| Emirates Airline | アラブ首長国連邦 | 1992.06.04 | 200 | Trent-877 | 3 | 3 | |
| | | 1992.06.04 | 200ER | Trent-890 | 6 | 6 | |
| | | 2005.11.21 | 200LR | GE90-110B1 | 10 | 10 | |
| | | 2004.07.19 | 300ER | GE90-115B | 120 | 33 | |
| Ethiopian Airlines | エチオピア | 2009.07.27 | 200LR | GE90-110B1L | 5 | 5 | |
| | | 2011.09.06 | 200LRF | GE90-110B1L | 4 | | |
| Etihad Airways | アラブ首長国連邦 | 2008.03.10 | 200LRF | GE90-110B1L | 3 | 1 | |
| | | 2004.11.30 | 300ER | GE90-115B | 18 | 8 | |
| EVA Air | 台湾 | 2000.06.27 | 300ER | GE90-115B | 15 | 15 | |
| FedEx | 米国 | 2006.11.07 | 200LRF | GE90-110B1L | 29 | 14 | |
| GECAS | 米国 | 2000.09.26 | 200ER | GE90-94B | 4 | 4 | |
| | | 2006.11.15 | 200LRF | GE90-110B1L | 10 | 8 | |
| | | 2000.09.26 | 300ER | GE90-115B | 47 | 30 | |
| Guggenheim Av. Partners | 米国 | 2006.11.30 | 200LRF | GE90-110B1L | 3 | 3 | |
| | | 2006.11.30 | 300ER | GE90-115B | 1 | 1 | |
| Hong Kong Airlines | 中国(香港) | 2011.06.30 | 200LRF | GE90-110B1L | 6 | | |
| ILFC | 米国 | 1992.12.15 | 200ER | GE90-90B | 43 | 43 | |
| | | 1996.03.06 | 300 | Trent-892 | 8 | 8 | |
| | | 1996.03.06 | 300ER | GE90-115B | 28 | 28 | |
| Japan Air System | 日本 | 1993.06.29 | 200 | PW4000-4074 | 7 | 7 | |
| Japan Airlines | 日本 | 1992.01.24 | 200 | PW4000-4077 | 8 | 8 | |
| | | 2000.11.27 | 200ER | GE90-94B | 11 | 11 | |
| | | 1992.01.24 | 300 | PW4000-4090 | 7 | 7 | |
| | | 2000.03.31 | 300ER | GE90-115B | 13 | 13 | |
| Jet Airways | インド | 2005.09.29 | 300ER | GE90-115B | 12 | 10 | |
| Kenya Airways | ケニア | 2002.03.22 | 200ER | Trent-892 | 4 | 4 | |
| KLM | オランダ | 2002.08.26 | 200ER | GE90-94B | 6 | 6 | |
| | | 2005.08.11 | 300ER | GE90-115B | 6 | 4 | |

6. 777の受注納入状況(2/2)

(1/)

2011年12月末現在

| 顧客名 | 国名 | 最初の受注期日 | 機材タイプ | エンジン | 確定受注機数 | 納入機数 | 備考 |
|---------------------------------|----------|------------|--------|--------------|--------|------|----|
| Korean Air | 韓国 | 1993.12.16 | 200ER | PW4000-4090 | 18 | 18 | |
| | | 2006.12.28 | 200LRF | GE90-110B1L | 5 | | |
| | | 1993.12.16 | 300 | PW4000-4098 | 4 | 4 | |
| | | 2006.12.28 | 300ER | GE90-115B | 13 | 8 | |
| Kuwait Airways | クウェート | 1996.07.10 | 200ER | GE90-90B | 2 | 2 | |
| LAN Airlines | チリ | 2007.07.11 | 200LRF | GE90-110B1L | 2 | | |
| Lauda | オーストリア | 1991.12.13 | 200ER | GE90-90B | 3 | 3 | |
| Lufthansa | ドイツ | 2011.05.13 | 200LRF | GE90-110B1L | 5 | | |
| Malaysia Airlines | マレーシア | 1996.01.08 | 200ER | Trent-892 | 15 | 15 | |
| Mid East Jet | サウジアラビア | 1997.10.01 | 200ER | GE90-90B | 1 | 1 | |
| Montkaj Ltd | | 2009.05.18 | 200LR | GE90-110B1 | 1 | 1 | |
| Pakistan International Airlines | パキスタン | 2002.11.14 | 200ER | GE90-94B | 3 | 3 | |
| | | 2002.11.14 | 200LR | GE90-110B1 | 2 | 2 | |
| | | 2002.11.14 | 300ER | GE90-115B | 3 | 3 | |
| Philippine Airlines | フィリピン | 2007.03.12 | 300ER | GE90-115B | 4 | | |
| Qatar Airways | カタール | 2006.05.30 | 200LR | GE90-110B1L2 | 9 | 9 | |
| | | 2006.05.30 | 200LRF | GE90-110B1 | 8 | 3 | |
| | | 2006.05.30 | 300ER | GE90-115B | 25 | 16 | |
| Santos Dumont (SDAM) | アイルランド | 2007.04.19 | 200LRF | GE90-110B1L | 4 | 2 | |
| Saudi Arabian Airlines | サウジアラビア | 1995.06.18 | 200ER | GE90-90B | 23 | 23 | |
| | | 2010.04.13 | 300ER | GE90-115BL | 12 | | |
| Saudi Oger | サウジアラビア | 1998.11.30 | 200ER | GE90-90B | 1 | 1 | |
| Singapore Airlines | シンガポール | 1995.12.22 | 200ER | Trent-884 | 46 | 46 | |
| | | 1995.12.22 | 300 | Trent-892 | 12 | 12 | |
| | | 2001.07.31 | 300ER | GE90-115B | 27 | 19 | |
| TAAG - Angola Airlines | アンゴラ | 2005.07.20 | 200ER | GE90-94B | 3 | 3 | |
| | | 2009.10.20 | 300ER | GE90-115BL | 2 | 2 | |
| TAM Linhas Aereas | ブラジル | 2007.02.26 | 300ER | GE90-115B | 12 | 4 | |
| Thai Airways Int'l | タイ | 1991.06.20 | 200 | Trent-875 | 8 | 8 | |
| | | 2004.12.23 | 200ER | Trent-892 | 6 | 6 | |
| | | 1995.12.22 | 300 | Trent-892 | 6 | 6 | |
| | | 2011.08.15 | 300ER | GE90-115BL | 6 | | |
| Turkish Airlines (THY) | トルコ | 2009.04.30 | 300ER | GE90-115BL | 12 | 12 | |
| Turkmenistan Airlines | トルクメニスタン | 2008.01.04 | 200LR | GE90-110B1L | 3 | 1 | |
| United Airlines | 米国 | 1990.10.15 | 200 | PW4000-4077 | 22 | 22 | |
| | | 1990.10.15 | 200ER | PW4000-4090 | 38 | 38 | |
| Vietnam Airlines | ベトナム | 2002.01.31 | 200ER | PW4000-4084 | 4 | 4 | |
| Virgin Australia | ベトナム | 2007.03.09 | 300ER | GE90-115B | 4 | 4 | |
| 未発表民間顧客 | オーストラリア | 2011.12.15 | 200LRF | GE90-110B1L | 2 | | |
| | | 2007.01.03 | 300ER | GE90-115BL | 20 | | |
| 合計 | | | 200 | | 88 | 88 | |
| | | | 200ER | | 428 | 415 | |
| | | | 200LR | | 57 | 54 | |
| | | | 200LRF | | 127 | 53 | |
| | | | 300 | | 60 | 60 | |
| | | | 300ER | | 593 | 313 | |
| | | | 計 | | 1353 | 983 | |

7. B787の受注状況

2011年12月末現在

| 顧客名 | 国名 | 最初の受注 期日 | 機材 タイプ | エンジン | 確定 受注機数 | 納入機数 | 備考 |
|-------------------------------|----------|-------------|-----------|---------------|------------|------|----|
| Aeroflot | ロシア | 2007.09.05 | 8 | Unannounced | 22 | | |
| Aeromexico | メキシコ | 2006.08.15 | 8 | GEnx-1B64 | 2 | | |
| Air Canada | カナダ | 2005.11.10 | 8 | GEnx-1B64 | 37 | | |
| Air China | 中国 | 2005.08.22 | 9 | Trent-1000-K2 | 15 | | |
| Air Europa | スペイン | 2007.03.30 | 8 | Trent-1000-H1 | 8 | | |
| Air India | インド | 2005.12.30 | 8 | GEnx-1B64 | 27 | | |
| Air Lease Corporation | 米国 | 2011.12.06 | 9 | Unannounced | 4 | | |
| Air New Zealand | ニュージーランド | 2004.08.25 | 9 | Trent-1000-K2 | 8 | | |
| Air Niugini | ニューギニア | 2007.12.04 | 8 | Unannounced | 1 | | |
| airberlin | ドイツ | 2007.07.07 | 8 | Unannounced | 15 | | |
| ALAFCO | クウェート | 2007.07.06 | 8 | GEnx-1B64 | 4 | | |
| | | 2007.07.06 | 9 | GEnx-1B70 | 4 | | |
| ANA | 日本 | 2004.07.26 | 8 | Trent-1000-H1 | 40 | 3 | |
| | | 2004.07.26 | 9 | Trent-1000-K2 | 15 | | |
| Arik Air | ナイジェリア | 2007.03.30 | 9 | GEnx-1B70 | 7 | | |
| Avianca | コロンビア | 2006.10.04 | 8 | Trent-1000-H1 | 12 | | |
| Aviation Capital Group | 米国 | 2007.03.30 | 8 | Trent-1000-H1 | 5 | | |
| AWAS | アイルランド | 2010.12.17 | 8 | Trent-1000-H1 | 1 | | |
| Azerbaijan Airlines | アゼルバイジャン | 2007.02.22 | 8 | GEnx-1B64 | 2 | | |
| Biman Bangladesh Airlines | バングラデッシュ | 2008.04.22 | 8 | Unannounced | 4 | | |
| British Airways | 英国 | 2007.12.24 | 8 | Trent-1000-H1 | 8 | | |
| | | 2007.12.24 | 9 | Trent-1000-K2 | 16 | | |
| China Eastern Airlines | 中国 | 2005.11.14 | 8 | GEnx-1B64 | 15 | | |
| China Southern Airlines | 中国 | 2005.12.16 | 8 | GEnx-1B64 | 10 | | |
| CIT Aerospace | 米国 | 2006.09.19 | 8 | GEnx-1B70 | 10 | | |
| Continental Airlines | 米国 | 2005.06.30 | 8 | GEnx-1B70 | 11 | | |
| | | 2006.06.06 | 9 | GEnx-1B70 | 14 | | |
| Ethiopian Airlines | エチオピア | 2005.06.30 | 8 | GEnx-1B64 | 10 | | |
| Etihad Airways | アラブ首長国連邦 | 2008.03.10 | 9 | GEnx-1B70 | 41 | | |
| First Choice Airways | 英国 | 2005.02.17 | 8 | GEnx-1B64 | 6 | | |
| Gulf Air | バーレーン | 2008.01.18 | 8 | Unannounced | 16 | | |
| Hainan Airlines | 中国 | 2005.11.28 | 8 | GEnx-1B64 | 10 | | |
| Icelandair | アイルランド | 2006.03.31 | 8 | Trent-1000-H1 | 1 | | |
| ILFC | 米国 | 2005.10.07 | 8 | GEnx-1B64 | 27 | | |
| | | 2005.10.07 | 9 | Trent-1000-K2 | 47 | | |
| Japan Airlines | 日本 | 2005.05.10 | 8 | GEnx-1B64 | 35 | | |
| Jet Airways | インド | 2006.12.29 | 8 | Unannounced | 10 | | |
| Kenya Airways | ケニア | 2006.03.06 | 8 | Unannounced | 9 | | |
| Korean Air | 韓国 | 2005.05.31 | 9 | GEnx-1B70 | 10 | | |
| LAN Airlines | チリ | 2007.10.31 | 8 | Trent-1000-H1 | 22 | | |
| | | 2007.10.31 | 9 | Trent-1000-K2 | 4 | | |
| LCAL | アラブ首長国連邦 | 2005.05.16 | 8 | Trent-1000-H1 | 5 | | |
| LOT - Polish Airlines | ポーランド | 2005.09.08 | 8 | Trent-1000-H1 | 8 | | |
| Nakash Group of America | 米国 | 2006.12.01 | 9 | Trent-1000-K2 | 2 | | |
| Northwest Airlines | 米国 | 2005.05.06 | 8 | Trent-1000-H1 | 18 | | |
| Norwegian Air Shuttle | ノルウェー | 2005.02.28 | 8 | Trent-1000-H1 | 3 | | |
| Oman Air | オマーン | 2011.11.17 | 8 | Trent-1000-H1 | 6 | | |
| PrivatAir | スイス | 2006.11.14 | 8 | Unannounced | 2 | | |
| Qantas | オーストラリア | 2006.03.30 | 8 | GEnx-1B64 | 15 | | |
| | | 2006.03.30 | 9 | GEnx-1B70 | 35 | | |
| Qatar Airways | カタール | 2007.04.05 | 8 | GEnx-1B70 | 30 | | |
| Republic of Iraq | イラク | 2009.12.22 | 8 | Unannounced | 10 | | |
| Royal Air Maroc | モロッコ | 2005.11.29 | 8 | GEnx-1B64 | 4 | | |
| Royal Jordanian | ヨルダン | 2007.03.30 | 8 | GEnx-1B70 | 7 | | |
| Saudi Arabian Airlines | サウジアラビア | 2010.11.04 | 9 | Unannounced | 8 | | |
| Shanghai Airlines | 中国 | 2005.08.22 | 8 | GEnx-1B64 | 9 | | |
| Singapore Airlines | シンガポール | 2006.10.10 | 9 | Unannounced | 20 | | |
| Thomson Airways | 英国 | 2006.09.15 | 8 | GEnx-1B64 | 7 | | |
| Travel Service Airlines | チェコ共和国 | 2007.03.27 | 8 | Unannounced | 1 | | |
| United Airlines | 米国 | 2010.02.19 | 8 | Unannounced | 25 | | |
| Uzbekistan Airways | ウズベキスタン | 2007.06.29 | 8 | GEnx-1B70 | 2 | | |
| Vietnam Aircraft Leasing Comp | ベトナム | 2007.12.20 | 8 | Unannounced | 8 | | |
| Vietnam Airlines | ベトナム | 2005.11.16 | 9 | Unannounced | 8 | | |
| Virgin Atlantic Airways | 英国 | 2007.03.09 | 9 | Trent-1000-K2 | 15 | | |
| 未発表非民間顧客 | 不明 | 2006.08.15 | 8 | Trent-1000-H1 | 3 | | |
| | | 2006.07.28 | 9 | Unannounced | 3 | | |
| 未発表民間顧客 | 不明 | 2008.12.05 | 8 | Unannounced | 2 | | |
| | | 2008.12.05 | 9 | Unannounced | 39 | | |
| 合計 | | | 8 | | 545 | 3 | |
| | | | 9 | | 315 | 0 | |
| | | | TBD | | 0 | 0 | |
| | | | 計 | | 860 | 3 | |

8. A350の受注納入状況

2011年12月末現在

| 顧客名 | 国名 | 最初の受注期日 | 機材タイプ | エンジン | 確定受注機数 | 納入機数 | 備考 |
|---------------------|----------|------------|-------|-----------|--------|------|----|
| Aer Lingus | アイルランド | 2008.04.11 | 900 | Trent-XWB | 9 | | |
| Aeroflot | ロシア | 2007.06.20 | 800 | Trent-XWB | 18 | | |
| | | 2007.06.20 | 900 | Trent-XWB | 4 | | |
| Afriqiyah Airways | リビア | 2008.02.15 | 800 | Trent-XWB | 6 | | |
| Air China | 中国 | 2010.12.29 | 900 | Trent-XWB | 10 | | |
| Air One | イタリア | 2008.06.04 | 800 | Trent-XWB | 12 | | |
| AirAsia | マレーシア | 2009.06.16 | 900 | Trent-XWB | 10 | | |
| ALAFCO | クウェート | 2007.06.18 | 900 | Trent-XWB | 18 | | |
| Asiana Airlines | 韓国 | 2008.07.16 | 1000 | Trent-XWB | 10 | | |
| | | 2008.07.16 | 800 | Trent-XWB | 8 | | |
| | | 2008.07.16 | 900 | Trent-XWB | 12 | | |
| AWAS | アイルランド | 2006.12.21 | 800 | Trent-XWB | 2 | | |
| BAA Jet Management | 中国（香港） | 2008.02.13 | 900 | Trent-XWB | 1 | | |
| Cathay Pacific | 中国（香港） | 2010.09.16 | 900 | Trent-XWB | 30 | | |
| China Airlines | 台湾 | 2008.01.22 | 900 | Trent-XWB | 14 | | |
| CIT Aerospace | 米国 | 2007.06.20 | 900 | Trent-XWB | 5 | | |
| Emirates Airline | アラブ首長国連邦 | 2007.11.11 | 1000 | Trent-XWB | 20 | | |
| | | 2007.11.11 | 900 | Trent-XWB | 50 | | |
| Ethiopian Airlines | エチオピア | 2009.11.15 | 900 | Trent-XWB | 12 | | |
| Etihad Airways | アラブ首長国連邦 | 2008.11.30 | 1000 | Trent-XWB | 19 | | |
| Finnair | フィンランド | 2007.03.08 | 900 | Trent-XWB | 11 | | |
| Hawaiian Airlines | 米国 | 2008.02.04 | 800 | Trent-XWB | 6 | | |
| Hong Kong Airlines | 中国（香港） | 2010.10.13 | 900 | Trent-XWB | 15 | | |
| ILFC | 米国 | 2007.10.26 | 800 | Trent-XWB | 6 | | |
| | | 2007.10.26 | 900 | Trent-XWB | 14 | | |
| Kingfisher Airlines | インド | 2009.04.01 | 800 | Trent-XWB | 5 | | |
| Libyan Airlines | リビア | 2008.01.23 | 800 | Trent-XWB | 4 | | |
| Qatar Airways | カタール | 2007.06.18 | 1000 | Trent-XWB | 20 | | |
| | | 2007.06.18 | 800 | Trent-XWB | 20 | | |
| | | 2007.06.18 | 900 | Trent-XWB | 40 | | |
| Singapore Airlines | シンガポール | 2007.06.22 | 900 | Trent-XWB | 20 | | |
| Synergy Aerospace | コロンビア | 2008.07.17 | 900 | Trent-XWB | 10 | | |
| TAM Linhas Aereas | ブラジル | 2008.02.14 | 900 | Trent-XWB | 27 | | |
| TAP Portugal | ポルトガル | 2007.11.26 | 900 | Trent-XWB | 12 | | |
| Thai Airways Int'l | タイ | 2011.08.11 | 900 | Trent-XWB | 4 | | |
| Tunisair | チュニジア | 2008.07.15 | 800 | Trent-XWB | 3 | | |
| United Airlines | 米国 | 2010.03.10 | 900 | Trent-XWB | 25 | | |
| US Airways | 米国 | 2007.10.02 | 800 | Trent-XWB | 18 | | |
| | | 2007.10.02 | 900 | Trent-XWB | 4 | | |
| Vietnam Airlines | ベトナム | 2008.02.01 | 900 | Trent-XWB | 10 | | |
| Yemenia | イエメン | 2007.11.13 | 800 | Trent-XWB | 10 | | |
| 未発表非民間顧客 | 不明 | 2008.03.19 | 900 | Trent-XWB | 1 | | |
| 合計 | | | 800 | | 118 | 0 | |
| | | | 900 | | 368 | 0 | |
| | | | 1000 | | 69 | 0 | |
| | | | 計 | | 555 | 0 | |

9. A380の受注納入状況

2011年12月末現在

| 顧客名 | 国名 | 最初の受注期日 | 機材タイプ | エンジン | 確定受注機数 | 納入機数 | 備考 |
|-----------------------------|----------|------------|-------|----------------|--------|------|----|
| Air Austral | リユニオン | 2009.11.17 | 800 | GP7200-7270 | 2 | | |
| Air France | フランス | 2001.06.18 | 800 | GP7200-7270 | 12 | 6 | |
| Asiana Airlines | 韓国 | 2011.01.06 | 800 | Trent-970-84EP | 6 | | |
| British Airways | 英国 | 2007.12.24 | 800 | Trent-970-84 | 12 | | |
| China Southern Airlines | 中国 | 2005.05.01 | 800 | Trent-970-84 | 5 | 2 | |
| Emirates Airline | アラブ首長国連邦 | 2001.11.04 | 800 | GP7200-7270 | 90 | 20 | |
| Etihad Airways | アラブ首長国連邦 | 2004.12.20 | 800 | GP7200-7270 | 10 | | |
| Hong Kong Airlines | 中国(香港) | 2011.12.19 | 800 | Unannounced | 10 | | |
| Kingdom Holding | サウジアラビア | 2007.11.12 | 800 | Trent-970-84 | 1 | | |
| Kingfisher Airlines | インド | 2005.06.15 | 800 | Unannounced | 5 | | |
| Korean Air | 韓国 | 2003.10.23 | 800 | GP7200-7270 | 10 | 5 | |
| Lufthansa | ドイツ | 2001.12.20 | 800 | Trent-970-84 | 17 | 8 | |
| Penerbangan Malaysia Berhad | マレーシア | 2003.12.11 | 800 | Trent-970-84 | 6 | | |
| Qantas | オーストラリア | 2001.03.06 | 800 | Trent-972-84 | 20 | 12 | |
| Qatar Airways | カタール | 2003.12.08 | 800 | Unannounced | 10 | | |
| Singapore Airlines | シンガポール | 2001.07.12 | 800 | Trent-970-84 | 19 | 14 | |
| Skymark Airlines | 日本 | 2011.02.17 | 800 | Trent-970-84 | 6 | | |
| Thai Airways Int'l | タイ | 2004.12.28 | 800 | Trent-970-84 | 6 | | |
| Virgin Atlantic Airways | 英国 | 2001.04.25 | 800 | Trent-970-84 | 6 | | |
| 合計 | | | 800 | | 253 | 67 | |
| | | | 計 | | 253 | 67 | |

A380のローンチ:2000年12月19日

10. 日本エアライン現有機材 (1/3)

(2011年12月末現在)

| メーカー | 機種 | | 日本航空(JAL)グループ | | | | | | | | JAL グループ 合計 | | |
|---------------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------|---------------------|---------------|-------------|--------|------------|------------|-----------|----|-------------------|-------------------------|-------------|
| | | | 日本航空 | JAL エクスプレス | 日本トランスオーシャン | ジェイアール | 琉球エアコミューター | 日本エアコミューター | 北海道エアシステム | | | | |
| Airbus | A300 | 620R (P&W) | | | | | | | | | | | |
| | A320 | 210 (CFM) | | | | | | | | | | | |
| | A320 | 230 (IAE) | | | | | | | | | | | |
| | A380 | 800(RR) | | | | | | | | | | | |
| | Airbus 合計 | | (0 0) | 0 | 0 | 0 | (0 0) | 0 | 0 | 0 | 0 | (0 0) | |
| Boeing | 737 (CFMI) | 400 500 | | | 8 | 10 | | | | | | 18 | |
| | 737 (NG) | 700 Winglets 700ER Winglets 800 800 Winglets | 17 | (6 0) | 22 | | | | | | | 39 (6 0) | |
| | 747 | 400 (GE) 400BCF (GE) 400D (GE) 400F (GE) 8F (GE) | | | | | | | | | | | |
| | 767 | 200 (P&W) 200 (GE) 200SF(GE) 300 (GE) 300 (P&W) 300ER (GE) 300ER BCF(GE) 300ER Winglets(GE) 300ERF (GE) | 1 9 8 32 | (0 0) | | | | | | | | 1 9 8 32 (0 0) | |
| | 777 | 200 (P&W) 200ER (GE) 200ER (P&W) 300 (P&W) 300ER (GE) | 15 11 7 13 | | | | | | | | | 15 11 7 13 | |
| | 787 | 8 (GE) 8 (RR) 9 (RR) 型式未定 | | (35 0) | | | | | | | | (35 0) | |
| | MD-80 | 81 | | | | | | | | | | | |
| | MD-90 | 30 | | | 16 | | | | | | | 16 | |
| | | Boeing 合計 | | 129 | (41 20) | 30 | 10 | 0 | (0 0) | 0 | 0 | 0 | 169 (41 20) |
| | 100席以上 合計 | | | 129 | (41 20) | 30 | 10 | 0 | (0 0) | 0 | 0 | 0 | 169 (41 20) |
| Bombardier | CRJ Regional Jet | 100LR 200ER | | | | | 9 | | | | | 9 | |
| | CRJ700 Regional | 701ER NextGen | | | | | | | | | | | |
| | Dash 8 | 100 | | | | | | | | 4 | | 4 | |
| | | 200 | | | | | | | | | | | |
| 300 400 400 NextGen | | | | | | | | | 1 11 | | 1 11 | | |
| Embraer | 170 | SE ST | | | | | | | | | | | |
| | 175 | ST | | | | | 10 | (0 0) | | | | 10 (0 0) | |
| Fairchild/Dornier | 228 | 200 | | | | | | | | | | | |
| Mitsubishi | MRJ | 90 | | | | | | | | | | | |
| RUAG | 228 | 200NG | | | | | | | | | | | |
| Saab | 340 | B | | | | | | | | 11 | 3 | 14 | |
| 100席以下 合計 | | | 0 | (0 0) | 0 | 0 | 19 | (0 0) | 5 | 22 | 3 | 49 (0 0) | |
| 総計 | | | 129 | (41 20) | 30 | 10 | 19 | (0 0) | 5 | 22 | 3 | 218 (41 20) | |

カッコ内は、確定(左側)およびオプション(右側)

10. 日本エアライン現有機材 (2/3)

(2011年12月末現在)

| メーカー | 機種 | | 全日空(ANA)グループ | | | | | |
|-------------------|--------------------|----------------|--------------|-------------|----------|---------|-------------|-----------|
| | | | 全日空 | エアニッポン(ANK) | ANAウイング | エアージャパン | 全日空グループ合計 | |
| Airbus | A300 | 620R (P&W) | | | | | | |
| | A320 | 210 (CFM) | 25 | | 3 | | | 28 |
| | A320 | 230 (IAE) | | | | | | |
| | A380 | 840(RR) | | | | | | |
| | Airbus 合計 | | 25 | (0 0) | 3 | 0 (0 0) | 0 | 28 (0 0) |
| Boeing | 737 (CFMI) | 400 | | | | | | |
| | | 500 | | | 8 | 9 | | 17 |
| | 737 (NG) | 700 Winglets | 1 | (0 0) | 15 | | | 16 (0 0) |
| | | 700ER Winglets | | | 2 | | | 2 |
| | | 800 | | | | | | |
| | | 800 Winglets | 17 | (10 0) | | | | 17 (10 0) |
| | 747 | 400 (GE) | | | | | | |
| | | 400BCF (GE) | | | | | | |
| | | 400D (GE) | 8 | | | | | 8 |
| | | 400F (GE) | | | | | | |
| | | 8F (GE) | | | | | | |
| | 767 | 200 (P&W) | | | | | | |
| | | 200 (GE) | | | | | | |
| | | 200SF(GE) | | | | | | |
| | | 300 (GE) | 32 | | | | | 32 |
| | 300 (P&W) | | | | | | | |
| | 300ER (GE) | 17 | (2 0) | | | | 17 (2 0) | |
| | 300ER BCF(GE) | | | | | 7 | 7 | |
| | 300ER Winglets(GE) | 7 | | | | | 7 | |
| | 300ERF (GE) | | | | | 2 | 2 | |
| 777 | 200 (P&W) | 16 | | | | | 16 | |
| | 200ER (GE) | | | | | | | |
| | 200ER (P&W) | 7 | (5 0) | | | | 7 (5 0) | |
| | 300 (P&W) | 7 | | | | | 7 | |
| | 300ER (GE) | 19 | (0 0) | | | | 19 (0 0) | |
| 787 | 8 (GE) | | | | | | | |
| | 8 (RR) | 2 | (38 0) | | | | 2 (38 0) | |
| | 9 (RR) | | (15 0) | | | | (15 0) | |
| | 型式未定 | | | | | | | |
| MD-80 | 81 | | | | | | | |
| MD-90 | 30 | | | | | | | |
| Boeing 合計 | | 133 | (70 0) | 25 | 9 (0 0) | 9 | 176 (70 0) | |
| 100席以上 合計 | | 158 | (70 0) | 28 | 9 (0 0) | 9 | 204 (70 0) | |
| Bombardier | CRJ Regional Jet | 100LR | | | | | | |
| | | 200ER | | | | | | |
| | CRJ700 Regional | 701ER NextGen | | | | | | |
| | Dash 8 | 100 | | | | | | |
| | | 200 | | | | | | |
| | 300 | | | 4 | | | 4 | |
| | 400 | | | 13 | | | 13 | |
| | 400 NextGen | | | 4 | (4 5) | | 4 (4 5) | |
| Embraer | 170 | SE | | | | | | |
| | | ST | | | | | | |
| | 175 | ST | | | | | | |
| Fairchild/Dornier | 228 | 200 | | | | | | |
| Mitsubishi | MRJ | 90 | (15 10) | | | | (15 10) | |
| RUAG | 228 | 200NG | | | | | | |
| Saab | 340 | B | | | | | | |
| 100席以下 合計 | | | (15 10) | 0 | 21 (4 5) | 0 | 21 (19 15) | |
| 総計 | | 158 | (85 10) | 28 | 30 (4 5) | 9 | 225 (89 15) | |

カッコ内は、確定(左側)およびオプション(右側)

10. 日本エアライン現有機材 (3/3)

(2011年12月末現在)

| メーカー | 機種 | 新規参入/コミューターエアライン | | | | | | | | | | | 国内エアライン | | | | | | | | | | | | | | | | |
|-------------------|------------------|--------------------|-----------------|-------------|-------------|-------|--------------|----------|--------|--------------|---------------|----------|--------------|--------------------------------|--------|----|-------|----|-------|---|-------|---|--------|----|--------|-----|----------|-----|--|
| | | スカイマークエアラインズ | 北海道国際航空(Air Do) | スカイネットアジア航空 | ibex エアラインズ | 新中央航空 | オリエンタルエアブリッジ | 天草エアラインズ | 日本貨物航空 | ジェットスター ジャパン | ピーチ エアージェンション | スターフライヤー | フジドリームエアラインズ | 新規参入/ コミューター エアライン 合計 | 保有中 | 確定 | オプション | 総計 | | | | | | | | | | | |
| Airbus | A300 | 620R (P&W) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | A320 | 210 (CFM) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | A320 | 230 (IAE) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | A380 | 840(RR) | (6 0) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Airbus 合計 | | (6 0) | 0 | 0 | 0 | (0 0) | 0 | (0 0) | 0 | 0 | 0 | (0 0) | 0 | (8 0) | 2 | (8 0) | 6 | (5 0) | 0 | (0 0) | 8 | (27 0) | 36 | (27 0) | 63 | | | |
| Boeing | 737 (CFMI) | 400 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 737 (NG) | 700 Winglets | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 700ER Winglets | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 800 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 800 Winglets | 16 | (5 0) | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 747 | 400 (GE) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 400BCF (GE) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 400D (GE) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 400F (GE) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8F (GE) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 767 | 200 (P&W) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 200 (GE) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 200SF(GE) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 300 (GE) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 300 (P&W) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 300ER (GE) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 300ER BCF(GE) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 300ER Winglets(GE) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 300ERF (GE) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 777 | 200 (P&W) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 200ER (GE) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 200ER (P&W) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 300 (P&W) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 300ER (GE) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 787 | 8 (GE) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 8 (RR) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 9 (RR) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 型式未定 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | MD-80 | 81 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | MD-90 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Boeing 合計 | | 22 | (5 0) | 10 | 12 | (2 0) | 0 | (0 0) | 0 | (0 0) | 0 | 0 | 8 | (14 5) | 0 | (0 0) | 2 | (8 0) | 6 | (5 0) | 0 | (0 0) | 52 | (21 5) | 397 | (132 25) | 554 | |
| 100席以上 合計 | | | 22 | (11 0) | 10 | 12 | (2 0) | 0 | (0 0) | 0 | (0 0) | 0 | 0 | 8 | (14 5) | 0 | (8 0) | 2 | (8 0) | 6 | (5 0) | 0 | (0 0) | 60 | (46 5) | 433 | (157 25) | 615 | |
| Bombardier | CRJ Regional Jet | 100LR | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 200ER | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | CRJ700 Regional | 701ER NextGen | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Dash 8 | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 200 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 300 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 400 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 400 NextGen | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Embraer | 170 | SE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 175 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fairchild/Dornier | 228 | 200 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mitsubishi | MRJ | 90 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RUAG | 228 | 200NG | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Saab | 340 | B | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100席以下 合計 | | | 0 | (0 0) | 0 | 0 | (0 0) | 7 | (1 0) | 4 | (1 4) | 2 | 1 | 0 | (0 0) | 0 | (0 0) | 0 | (0 0) | 0 | (0 0) | 6 | (0 0) | 20 | (2 4) | 90 | (21 19) | 130 | |
| 総計 | | | 22 | (11 0) | 10 | 12 | (2 0) | 7 | (1 0) | 4 | (1 4) | 2 | 1 | 8 | (14 5) | 0 | (8 0) | 2 | (8 0) | 6 | (5 0) | 6 | (0 0) | 80 | (50 9) | 523 | (180 44) | 747 | |

カッコ内は、確定(左側)およびオプション(右側)