The jetliner fleet is divided into three groups of current production aircraft, out of production & significant aircraft, and old types. An overview of these three fleets reveals that the active passenger jetliner fleet increased by 730 units in 2010. Deliveries, aircraft storage and retirements are examined.

Development of the passenger jetliner fleet during 2010

The global fleet of active commercial passenger jets increased by about 730 units during 2010 *(see table, page 9)*. This includes larger regional jets (RJs), but does not include smaller RJs. This is a net increase in the fleet that comes from more than 1,000 deliveries of new equipment and the retirement or conversion to freighter of about 270 aircraft during the year.

The active and parked fleets, as they stood on the first of January 2010 and January 2011, for each type are compared. The changes to the fleet of each type are examined here.

The aircraft types have been split into three categories; those in current production, including those types that have yet to enter service; aircraft that are no longer in production but still account for a large portion of the fleet; and the old, out of production types that now only form a small portion of the commercial jet fleet *(see table, page 9)*.

Current production aircraft

There were 10,667 active and parked units of passenger-configured jet types that are currently in production at the 1st of January 2010. 10,450 of these were active.

The number of active aircraft increased by 906 during 2010 to 11,356 active units at the 1st of January 2011. While there were 1,017 deliveries of new aircraft, this was offset by four aircraft leaving the fleet for freighter conversion, about 50 aircraft were parked and about 50 were retired or destroyed.

The aircraft still in production have been broken down into large RJs, narrowbodies and widebodies.

Large RJs

The large RJ market has seen rapid growth over the past five years. There have been a number of new next generation RJs that have entered the market in recent years, such as the E Jets and larger CRJs. There are other large RJs that are in the design and certification stage, with numbers of confirmed orders *(see table, page 9)*.

The number of active large RJs increased by 115 units during 2010. There were 112 deliveries, and a small number of parked aircraft were reactivated.

Embraer E-Jets

There were 597 active E-Jets at the start of the year. A total of 96 were delivered during the year, although a few were parked. A net increase of 91 aircraft took the active fleet to 688 at the 1st of January 2011. The types also won 86 firm orders during the year. Firm order backlog stood at 246.

Deliveries of E-170s were made to BA CityFlyer, Gulf Air, J-Air and Regional, while deliveries of the E175 were to Fuji Dream Airlines, LOT Polish Airlines and Royal Jordanian.

There were 75 deliveries of the E-190/-195 to airlines that included Austral Lineas Aereas, Azul Linhas Aereas, jetBlue Airways, KLM Cityhopper, Lufthansa Cityline and Tianjin Airlines.

A small number of aircraft were parked during the year.

The two largest operators of active E-170s include Republic Airlines and Shuttle America, both in the United States. The biggest owners include Chautauqua Airlines (with 19 aircraft), GECAS (26) and Shuttle America (18). The largest active fleet of E-175s is with Republic Airlines, which have 38, followed by Compass Airlines with 36 aircraft. The owners of these aircraft are Republic Airlines and Delta AirLines.

The active E-190 fleet numbers 316 aircraft with the largest operators being Air Canada (45), jetBlue Airways (44) and Tianjin Airlines (31). The largest fleets are owned by Air Canada (35) and GECAS (55). The longest of the E Jets is the E195 with main operators including Azul Linhas Aereas (16) and flyBe (14).

CRJ-900/-1000

Active CRJ-900s and CRJ-1000s at 1st January 2011 totalled 241 aircraft, after a delivery of 16 aircraft during 2010. This included the first CRJ-1000s; with three going to Air Nostrum and Brit Air. Eurowings, Libyan Airlines, PLUNA and SAS took delivery of CRJ-900s.

In the meantime, 14 firm orders were placed for the CRJ-900 during 2010.

In addition to deliveries, eight parked aircraft owned by Bombardier Capital and Waha Leasing were reactivated.

The largest operators of the CRJ-900 are Mesa Airlines (38) and Mesaba airlines (41), while the largest owner is Delta AirLines with 50 aircraft, followed by Wells Fargo Bank (25).

Air Nostrum has backlog of another 33 CRJ-1000s.

New large RJs

There are four particular aircraft programmes that are likely to be in production over the next few years. These are the Comac ARJ21, the Bombardier C Series, the Sukhoi Superjet SSJ100 and

The 737-800 accounted for the largest number of firm orders in 2010, with a gain of 439 for the year. The 737NG is the second largest jetliner fleet.

the Mitsubishi MRJ. No aircraft were delivered for these types in 2010. These four types did collectively gain 172 firm orders during 2010.

The Comac ARJ21 won 102 orders, which increased its backlog to 187 aircraft. Major customers are AVIC International in China, Chengdu Airlines and Henan Airlines, although GECAS and Lao Airlines have ordered a few each.

The C-Series won 40 firm orders during the year, taking the backlog to 90. Customers are Lease Corp International, Republic Airlines and Swiss.

The SSJ100 had outstanding orders of 99 aircraft at the end of 2009, and this was increased by 40 during 2010, to a backlog of 129 at 1st January 2011. Major customers include Aeroflot-Russian Airlines, Avialeasing PIFK and Kartika Airlines.

The MRJ from Mitsubishi did not gain any firm orders during 2010, and this left its backlog at at 1st January 2011.

Narrowbodies

The active, passenger-configured narrowbody passenger jet fleet stood at 7,492 aircraft at 1st January 2011, having increased by a net of 656 units during 2010.

This was explained by 748 deliveries being offset by 60 aircraft being parked and 32 being retired or destroyed. The 748 deliveries were split between 388 A320 family types and 360 737NG types.

A320 family

The A320 family includes both new and old aircraft. The active fleet of A320 family variants stood at 3,896 aircraft at the start of 2010. In contrast to the 388 deliveries of new units, 60 aircraft were parked and another 28 were retired. The net increase in active aircraft of 310 took the active fleet to 4,196 at the start of 2011, making it the most numerous aircraft type.

The total number of A318s that have been manufactured and ordered have not changed over the past year. There have, however, been a few changes to the operational fleet. The number of active aircraft has dropped from 58 to 44, with 12 GECAS aircraft, that were operated by Frontier Airlines and Mexicana, being parked. All the active aircraft are owned by their operators, with none on lease to another operator. Major operators include Air France (18) and LAN Airlines (12).

There has been an increase in the active A319 fleet over the year of 25 aircraft. This is the difference of 44 deliveries and 19 aircraft being parked.

The 44 deliveries were made to 16 operators, including Capital Airlines (China), easyJet, Germanwings and Lufthansa.

The number of backlog orders has decreased by 97 to 213, due to the 44 deliveries and several cancellations.

The major A319 lessors in 2010 were ILFC (with 137 aircraft), GECAS (126), The CIT Group Inc (38) and RBS Aviation Capital (37). All of these, except The CIT Group, reduced their ownership of A319s during the year.

Major active operators include Air Canada (39), Air China (33), Air France (44), British Airways (33), China Southern Airlines (41), Delta Airlines (57), easyJet (142), Frontier Airlines (41), United Airlines (55) and US Airways (93).

Airlines that increased their active fleets over the year include Air Canada, easyJet, easyJet Switzerland, Frontier Airlines, Lufthansa, TAM Linhas Aereas and Volaris. New operators include Air Corsica, Capital Airlines (China) and LAN Airlines.

In January 2010, there were 2,115 active A320 aircraft. There were 293 new units delivered during 2010, while 50 were parked or retired. The net increase of 193 aircraft took the active fleet up to 2,358 aircraft at the start of 2011. Many newly delivered aircraft were immediately parked.

Deliveries were made to major customers that include Alitalia, China Eastern Airlines, China Southern Airlines, Jetstar Airways, Saudi Arabian Airlines and Shenzhen Airlines.

Air France retired four A320-100 aircraft, which had been active earlier in 2010, along with two that had been parked. Mexicana parked 15 A320s and most of the new parked aircraft belong to lessors.

The major lessors are GECAS and ILFC, with 213 and 191 aircraft in their portfolios. Other large lessors are Aercap, Aviation Capital Group and RBS Aviation Capital. All, except ILFC, have increased their fleets over the year.

Outstanding orders were 1,882 at the beginning of the year, but 357 firm orders resulted in a net increase in the firm backlog that went up by 64 to 1,946.

The active fleet of A321s numbered 611 at the start of 2011. This followed 51 deliveries, and a small number of aircraft being parked or retired. Deliveries were made to Air China, China Southern Airlines, Qatar Airways and Vietnam Airlines.

737 NG family

The 737 Next Generation (NG) of aircraft are still in production, and the active fleet at the start of 2011 stood at 3,296 units; the second most numerous type after the A320 family.

The number of aircraft delivered during 2010 was 360. There were also an additional 485 737NG orders placed during 2010; and 439 of these were for the -800 variant.

The largest owners of 737NGs include AerCap, Air China, Alaska Airlines, American Airlines, Aviation Capital Group, BOC Aviation, China

The A380 fleet is still small, with total deliveries now having reached 40. Eighteen aircraft were delivered in 2010, and firm order backlog stood at 192 aircraft in January 2011.

Southern Airlines, Continental Airlines, Delta AirLines, GECAS, ILFC, MacQuarie Airfinance, NBB Leasing Co, RBS Aviation Capital, Ryanair, Southwest Airlines, The CIT Group, Wells Fargo Bank, WestJet and Xiamen Airlines.

There are 62 active 737-600s, which is one less than in 2010. The aircraft was retired by CT Aerospace. There are also no remaining firm orders. Major customers for the 737-600 include SAS (28 aircraft) and WestJet (13). The 737-600 has had little sales success.

The 737-700 saw 23 deliveries during 2010. These were to Air Berlin, China Eastern Airlines, KLM Royal Dutch Airlines, SAS, Shanghai Airlines, Southwest Airlines and WestJet.

These deliveries increased the active fleet from 995 to 1,021 aircraft, as did the reduction of the parked aircraft by four. Three aircraft are parked by lessors and one by Tunisair, while six are returned to flying along with two aircraft previously used by FlyGlobespan.

Large active fleets of 737-700s include Aeromexico (28), airTran Airways (52), China Eastern Airlines (43), China Southern Airlines (28), Continental Airlines (33), Gol Transportes Aereos (33), Southwest Airlines (354) and WestJet (65).

There were 1,764 active 737-800s at the start of 2010, compared to 2,080 a year later 2011. This net increase is explained by 322 deliveries, and a small number of aircraft being parked. The 737-800 had the highest number of deliveries of any jetliner type during 2010 *(see table, page 9)*.

The 322 deliveries were made to 45 airlines including large deliveries to American Airlines, Continental Airlines, Garuda Indonesia Airways, Hainan Airlines, JAL Express, Norwegian Air Shuttle and Ryanair.

Aircraft that are parked aircraft are only done so on a temporary basis; usually breaks from leases.

The 737-800 also won 439 firm orders in 2010, and this took the firm order backlog up by 117 units to 1,488. Orders were placed by AerCap, Air Berlin, Air China, Air Lease Corporation, American Airlines, Copa Airlines, GECAS, GOL and SpiceJet.

Major operators of the active fleet of aircraft include Alaska Airlines (55), American Airlines (152), China Southern Airlines (45), Continental Airlines (119), Delta AirLines (71), Garuda Indonesia Airways (42), Gol Transportes Aereos (63), Hainan Airlines (59), Ryanair (254), Turkish Airlines (42) and Xiamen Airlines (45).

The largest 737NG variant is the 737-900. There were 133 active aircraft in January 2011, an increase of 15 aircraft compared to the beginning of 2010. This was due to 15 deliveries during the year to Continental Airlines and Lion Airlines.

Other large operators include Alaska Airlines (12), Continental Airlines (44), Korean Air (16) and Lion Airlines (42).

The -900 won 31 firm orders in 2010, which took the firm order backlog to 193 units. These orders were placed by Russian Technologies, The CIT Group, and Turkish Airlines.

Widebodies

This group of aircraft includes new types that have yet to enter service, as well as other types that are currently in production. Types that have yet to enter service are the A350, 787 and 747-8. The types that are still in production are the A330-200, A330-300, A340-500/-600, A380, 767-300/-400, 777-200, 777-300 and the 747-400.

There were 157 deliveries of widebodies in this group during the year, taking the active fleet of passenger-configured aircraft to 2,935. Another 22 aircraft were reactivated from storage, while over the same period four aircraft were taken out of the fleet for freighter conversion, 17 were parked and 14 were retired.

A330

The A330-200/-300 are some of the most popular widebodies in operation.

At the end of 2010, the number of active A330s had risen by 81 to 715 units.

The A330-200 gained 28 deliveries over the year to 13 airlines, including China Southern airlines, Hawaiian Airlines, Hong Kong Airlines and Qantas. One aircraft operated by Afriqiyah Airways was destroyed during 2010.

Another five aircraft were reactivated as Amentum Capital returned its five aircraft to active service.

The largest owners of A330-200s include AerCap, AWAS, Cathay Pacific Airways, Delta AirLines and particularly GECAS, ILFC and The CIT Group Inc.

The A330-300 saw 50 additions to the fleet, with deliveries to 18 airlines, the largest of which was 11 aircraft to Singapore.

Cancelled orders caused the A330-200 to have negative net orders during 2010 of -21, although the backlog is still healthy at 121 aircraft.

The A330-300 won 44 firm orders during 2010, which took the total backlog to 129 aircraft. These included orders from Aeroflot, Hong Kong Airlines, Lufthansa, Malaysian Airlines, Swiss, and Thai International.

Major A330-300 operators include Air China (20), Cathay Pacific Airways (32), China Eastern Airlines (20), Delta AirLines (31), Emirates (29) and Qatar Airways (29).

A340-500/-600

The A340-500/-600 active fleet increased by seven units during 2010. This is explained by two deliveries to

COMMERCIAL PASSENGER JET FLEETS FROM 01/01/2010 TO 01/01/2011

	2010			Additions in 2010		Reductions in 2010				2011			Orders
	Active	Parked	Backlog	Delivered	Re-activated	Frtr conv	Parked	Retired	Destroyed	Active	Parked	Backlog	in 2010
Current production aircraft													
Large RJs													
E-170/-175	289	1	31	21			2			308	3	50	40
E-190/-195	308		225	75			2		1	380	2	196	46
CRJ900	217	10	21	13	8					238	2	22	14
CRJ1000			48	3						3		45	
COMAC ARJ21			85								187	102	
C-SERIES			50									90	40
SSJ100			99									129	30
MRJ			15									15	
Total	814	11	574	112	8		4		1	929	7	734	272
Narrowbodies													
A318	58						12	2		44	12		
A319	1158	7	310	44			19			1183	26	213	-53
A320	2115	62	1882	293			25	25		2358	87	1946	357
A321	565	7	179	51			4		1	611	11	225	97
737-600	63							1		62			
737-700	995	11	484	23	4				1	1,021	7	476	15
737-800	1,764	14	1,371	322			4		2	2,080	18	1,488	439
737-900	118		177	15						133		193	31
Total	6,836	101	4,403	748	4	0	64	28	4	7,492	161	4,541	886
Widebodies													
A330-200	349	8	170	28	5				1	381	3	121	-21
A330-300	285	5	135	50			1			334	6	129	44
A340-200	18									18			
A340-300	198	14			1			2		197	13		
A340-500	27		2							27		2	
A340-600	87	5	2	2	5					94			
A350			499									577	78
A380	22		177	18			1			39	1	192	33
767-300	584	38	31	8	11			3		592	27	25	2
767-400	37									37			
787-8			653									611	-42
787-9			193									233	40
777-200	531	1	39	11			6	1		535	7	22	-6
777-300	280		189	40						320		190	41
747-400	382	34	0			4	9	8		361	43	0	
747-8			25									25	
Total	2,800	105	2,115	157	22	4	17	14	1	2,935	100	2,127	169
Total	10,234	217	7,092	1,017	34	4	85	42	6	11,356	268	7,402	1,327
Out of production aircraft													
BAE 146	76	62			5	2		9		70	57		
AVRO RJ	129	23					12			117	35		
FOKKER 70	39	5		1	3					43	2		
FOKKER 100	198	50					14	7		177	64		
717	139	16					14			125	30		
737-100	0	1									1		
737-200	214	309			4	3		20		195	305		
737-300	692	196			26	8		43	1	666	170		
737-400	407	42			3	5		2		403	39		
737-500	318	56			10	2		4		322	46		
757-200	698	84				14	1	5		678	85		
757-300	49	5			5					54			
MD-81/2/3	539	239			5	1		23		520	234		
MD-87	25	39			6			5		26	33		
MD-88	137	15			1					138	14		
MD-90	104	5					12			92	17		
A300-600	89	46			5			3		91	41		
A310-200	3	14			1			1		3	13		
A310-300	75	12				1	3	1		70	15		
767-200	73	54			4	1		3		73	50		
747-300	36	10						2		34	10		
MD-11	19	3			1	3				17	2		
Total	4,059	1,286		1	79	40	56	128	1	3,914	1,263		
Very old types													
F.28	35	78			2			7		30	76		
BAC 1-11	6	6								6	6		
CARAVELLE		2									2		
MERCURE													
727-100	8	38								8	38		
727-200	38	219						20		37	200		
DC-8													
DC-9	130	190					8	20		102	198		
707/720	2	8								2	8		
Narrowbody total	219	541			2		8	47		185	528		
A300B2/B4	14	13			1					15	12		
L-1011	5	48			3			3		8	42		
DC-10-10/-15	2	5						2		2	3		
DC-10-30	14	29						6		12	25		
DC-10-40		13									13		
747-100	7	9	0				1			6	10		
747-200	23	39	0					3		22	37		
747-SP	5	5	0							5	5		
Widebody total	70	161			4		1	14		70	147		
Total	289	702			6		9	61		255	675		
Fleet Total	**14,798**	**2,205**	**7,092**	**1,018**	**119**	**44**	**150**	**231**	**7**	**15,525**	**2,206**	**7,402**	**1,327**

The 777-300ER has become one of the most popular large widebodies. There are 320 777-300s in operation, and the backlog of firm orders stands at 190.

Iberia. This was the last of outstanding orders for the A340-600. Another five parked aircraft were reactivated. Two of which went into operation with Virgin Atlantic Airways, and three with Iberia. This activity took the A340-600 fleet up from 87 to 94 during the year.

There were no deliveries of A340-500s, and the active fleet remained at 27 units. There was still a firm order backlog of two aircraft, however.

A340-200/-300

There were no deliveries of the A340-200/-300 in 2010 and there are no remaining aircraft on order. The A340-200 fleet has remained the same over the year, with changes just occurring in the A340-300 fleet.

The A340-200's total fleet has remained the same at 18 active aircraft, while there are 197 active A340-300s.

The major operators are Iberia (36), Lufthansa (50), South African Airways (23) and Virgin Atlantic (25). Major owners include Iberia, ILFC and Lufthansa.

AWAS, Gulf Air, Iberia and Virgin Atlantic all reactivated parked aircraft during 2010; while a number of lessor's aircraft were parked in their place.

A350

Although deliveries of the A350 have not yet started, there are a large number of firm orders. In January 2010 there were 499 firm orders. This increased by 78 units to 577 during the year. These were placed by Air China, Cathay Pacific, Alafco, Hong Kong Airlines and United Airlines.

Overall, orders have been placed by over 30 airlines and lessors and the largest include Asiana Airlines (40), Cathay Pacific Airways (30), Emirates (120), Etihad Airways (25), Qatar Airways (80) and TAM Linhas Aereas (42).

A380

By 1st of January 2010 just 22 A380s had been delivered. This had increased by 18 units to 40 aircraft by January 2011. Deliveries were made to Air France (3), Emirates (8), Lufthansa (4), Qantas (2) and Singapore Airlines (1), all of which are the only operators so far. Among those 22 aircraft, one aircraft was parked by Qantas.

The firm order backlog in January 2010 was 177 and this increased to 192 aircraft in 2011. This was due to a single order placed by Emirates.

767-300/-400

The 767 family is one of the most numerous of widebody types. The 767-200 is no longer in production, and so not included in this group.

The 767-300 dominates the family. At the start of 2010 the active fleet of passenger-configured aircraft was 584 units. There were 8 new aircraft delivered during the year, and were made to All Nippon Airways, Azerbaijan Hava Yollari, Japan Airline International and LAN Airlines.

There was also a net reduction in the number of parked aircraft, with some companies such as Air Canada, All Nippon Airways, Delta AirLines and re-activating one aircraft each and others parking aircraft, such as Mexicana and Royal Brunei Airlines.

The active fleet at the start of 2011 was 592 aircraft.

There is still a backlog of 25 aircraft, which are all -300EREMs.

Some of the larger 767-300 fleets are owned by All Nippon Airlines (45), American Airlines (45), Delta AirLines (59) and ILFC (51), although the airlines mentioned operate a fraction more.

There is a small 767-400 fleet, operated by Continental Airlines and Delta AirLines, which remains at 37 active aircraft.

787-8/-9

There were no deliveries of 787s in 2010; the first being anticipated for the second half of 2011.

At the start of 2010 there were 653 firm orders for the 787-8, and 193 firm orders for the 787-9.

Several airlines cancelled orders for the 787-8 and replaced them with orders for the 787-9.

Air China, ANA and Vietnam Airlines cancelled 38 787-8s between them. In the meantime, Royal Jordanian and United placed orders for the 787-8.

The overall effect was a net change in firm orders for the 787-8, leaving it at 611 at the start of 2011.

The 787-9 gained 44 new orders in 2010. These were placed by Air China, ANA, Saudia and Vietnam Airlines. This took the firm order backlog to 233.

Main 787-8 customers are Aeroflot-Russian Airlines (22), Air Berlin (28), Air Canada (37), Air India (27), all Nippon Airways (55), Gulf Air (24), ILFC (55), Japan Airlines International (35) and Qatar Airways (30).

The largest 787-9 customer is Etihad Airways with an order for 35 aircraft. Other main 787-9 customers include: Air China, ANA, British Airways and Continental Airlines.

777

The active 777-200 fleet numbered 531 at the start of 2010. There was little net change in active fleet numbers during 2010. There were 11 deliveries to Asiana Airlines, Aviation Link Company, Continental Airlines, Delta AirLines, Ethiopian Airlines and Qatar Airways.

Some aircraft were parked and retired, however.

The firm order backlog at the end of

2010 was for 22 aircraft. In addition to 11 deliveries, the 777-200 also suffered six cancellations.

The fleet of active 777-300s increased by 40 aircraft to 320 during 2010. These were made to 14 airlines. These included All Nippon Airways, Qatar Airways and Turkish Airlines (THY) all taking five aircraft each.

The firm order backlog increased by one over the year, meaning 41 firm orders were placed. These were placed by Air China, BOC Aviation, Emirates and Saudia.

There are no parked 777-300s, and none have been retired or destroyed. The largest operators and owners include: Air France (31), All Nippon Airways (26), Cathay Pacific Airways (30), Emirates (65), GECAS (28), ILFC (33) and Singapore Airlines (31).

747-400

The active fleet of passenger-configured 747-400s contracted during 2010. There were no outstanding orders for the passenger variant, although the aircraft is still in production for the freighter model.

There were 361 active passenger-configured 747-400s in January 2011, a decrease of 21 from January 2010. This is due to a mixture of aircraft being converted to freighter, parked and retired.

Retirements were made by Air France (three aircraft), Aircraft Solutions, Cathay Pacific Airways, CF6-80 Parts Ltd and two by Wells Fargo Bank. Three additional aircraft have been parked by Wells Fargo Bank, as have 13 by AerSale. At the same time Korean Air and Lion Airlines have re-activated their aircraft.

747-8

The 747-8 aircraft has not yet entered service, but the first deliveries are expected in the second half of 2011. A backlog of 25 firm orders for passenger-configured aircraft in January 2010 did not change up to January 2011. The firm orders are held by Korean Air (5) and Lufthansa (20).

Out of production aircraft

These aircraft are those that are still an important part of many fleets, but that are no longer in production. This group be be subdivided into three groups of large RJs, narrowbodies and widebodies. The active fleet of this group declined from 4,059 aircraft at the start of 2010 by 145 units during the year to 3,914 aircraft. While 79 parked aircraft were reactivated, another 40 were taken out of the fleet for freighter conversion, 56 were parked and 128 were retired.

Large RJs include the BAE 146, Avro RJ, Fokker 70 and Fokker 100.

Narrowbodies include the 717, 737-300/-400/-500 family, 757-200/-300, MD-80 family, and MD-90.

Widebodies include the A300-600, A310, 767-200, 747-300 and MD-11.

Large RJs

The active BAE 146s and Avro RJ fleet declined by 18 units during 2010. This includes 12 Avro RJs, which were parked by by Aergo Capital, BAe Systems, Safair, Trident Jet (Dublin) and Trident Turboprop (Dublin) Ltd. .

The major Avro RJ operators and owners include BAe Systems (27), Brussels Airlines (26), CityJet (23), Swiss European Air Lines (20) and Trident (19).

The BAe 146 fleet declined by six units during the year. The number of parked also declined over the year by five, while nine aircraft were retired by Albanian Airlines, BAe Systems, Brussels Airlines and flyBe.

The active Fokker 70 fleet actually increased by four units, as AWAS, Fokker Aircraft Services and Malev re-activated their aircraft. The largest Fokker 70 operator is KLM Cityhopper, with 26aircraft.

The active Fokker 100 fleet declined

The 737 Classic fleet is in decline, but still totals almost 1,600 aircraft. Despite large-scale retirements by US majors, there are still 660 737-300s in active service. The fleet declined by less than 30 in 2010.

by 22, with 14 parked by AeroCentury, Alliance Airlines, Jetran International, MexicanaClick and several lessors. Another seven were retired by Airfleet Credit Corp, Jet Trading & Leasing Co and KLM Cityhopper.

Large remaining operators include Alliance Airlines (15), Iran Air (16), Iran Asseman Airlines (19) and Tyrolean Airways (15).

Narrowbodies

The small 717 fleet declined by 14 units during 2010 to 125 active aircraft. Aircraft were parked by Boeing Capital Corp., MexicanaClick and SAS.

The largest operator is airTran Airways with 86 aircraft.

Despite a lot of negative publicity of a large number of 737 Classics being retired, the fleet of active passenger aircraft declined by 45 units in 2010. This was because 43 were reactivated; while 18 being taken out of the fleet for freighter conversion, and 70 were retired.

The active 737-200 fleet totals 195, while there are still 666 active 737-300s. Major operators are Air China, China Southern Airlines, Lufthansa, Norwegian Air Shuttle and Southwest Airlines.

There are 403 active 737-400s. Major operators include Alaska Airlines, Malaysia Airlines and US Airways. There are 322 active 737-500s.

The 757-200 passenger-configured fleet was reduced by 14 aircraft during 2010. These 14 were removed for conversion to freighter. The -200 is the larger of the two 757 fleets, with 678 active aircraft at the start of 2011. Major operators include American Airlines, Continental Airlines, Delta Air Lines, Thomson Airways and United Airlines.

There were 54 active 757-300s at the start of 2011 aircraft of which five were parked.

The MD-80 fleet declined by 17 aircraft to 684 during 2010. The fleet is still operated in large numbers, particularly by American Airlines and Delta Air Lines.

The active MD-90 fleet reduced by 12 to 92 during 2010, making it a minority aircraft. Major operators include China Southern Airlines, Delta Air Lines, Japan Airlines International and Saudi Arabian Airlines.

Widebodies

This fleet declined from 295 at the start of 2010 to 288 aircraft in January 2011. Some aircraft have been transferred for conversion to freighter, while others have been parked or retired. Others, however, have been reactivated from storage.

The remaining active A300-600 fleet includes two major operators of active aircraft are Japan Airlines International and Thai Airways International.

The number of active A310-300s declined by five to 70 aircraft. The largest two A310-300 operators are Air Transat and PIA with 12 aircraft each.

The active A310-300 fleet was reduced from 75 to 70, the parked aircraft increased by three and the retired increased by one. A small number were parked during the year, including aircraft belonging to Miat Mongolian Airlines and JT Power.

While small, the active 767-200 fleet remained at 73 units during 2010. The fleet is a mix of gross weights and engine variants.

A few airlines such as Japan Airlines International (JAL) have parked a proportion of their fleet but the majority of the aircraft parked in 2010 has been by lessors. The retirements have been made by lessors, while the largest active fleets are found in America.

The remaining 747-300 fleet is 34 units. The largest operator is Saudi Arabian airlines with 10 aircraft.

There are now just 17 active passenger-configured MD-11s remaining. These are seven with World Airways and 10 with KLM.

Old aircraft types

This group of aircraft consists of eight narrowbody types, and four basic models of the earliest widebodies. In total, the active fleet of 289 aircraft at the start of 2010 declined by 34 units to 255 aircraft in January 2011.

The narrowbodies in this group include the F.28, BAC 1-11, 727 and DC-9. The DC-9 is the most popular, with 102 passenger-configured aircraft still active.

The widebodies in this group are a mixture of A300B2/B4s, L-1011s, DC-10s, and 747 Classics.

Despite a large number being retired in 2010, more aircraft were re-activated from storage and being parked than were put into storage. Each type is operated in small fleets, however, and overall these aircraft have little significance in the overall fleet. AC