

Table 8.1

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km	Seat-Km	Aircraft in	Avg Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Uplifted	Used	Available	Service At	Utilisation
	(000)	(000)						(000)	(000)	Qrt Ended	Per A/C
										Jun-99	(Hours)
											Qrt Ended
											Jun-99
AEROSPATIALE AS332 SUPER PUMA	-	-	-	-	-	-	-	-	-	10	-
AEROSPATIALE AS355 ECUREUIL 2	-	-	-	-	-	-	-	-	-	4	-
AGUSTA A109A	-	-	-	-	-	-	-	-	-	-	-
AIRBUS A300-600	1 131	-	502	-	1 607	-	161 018	381 624	408 457	4	10.4
AIRBUS A300B4/100/200	428	-	168	-	592	-	20 844	122 801	147 298	2	7.1
AIRBUS A300F4-103	-	336	-	372	-	601	-	-	-	6	4
AIRBUS A320-100/200	10 908	-	6 438	-	17 156	-	930 501	1 732 959	1 888 441	45	11
AIRBUS A321	4 457	-	2 880	-	7 160	-	466 971	888 251	958 385	16	12
AIRBUS A330-200	1 495	-	295	-	1 987	-	91 584	523 533	549 117	4	13.3
AIRBUS A340	2 968	-	361	-	3 785	-	74 695	623 947	756 782	10	12.5
ATR42-300	613	43	1 420	104	2 035	133	33 621	17 237	29 293	12	5.6
ATR72	1 006	36	2 814	101	3 294	115	104 546	38 888	67 753	16	7
AVROLINER RJ100/115	711	-	1 132	-	1 701	-	87 634	56 739	75 677	5	7.6
BAC/AEROSPATIALE CONCORDE	392	-	85	-	285	-	5 171	21 292	39 234	7	2.4
BAE (HS) 748	-	169	-	788	-	565	-	-	-	15	1.5
BAE 146-100	265	-	331	-	605	-	11 343	9 480	19 761	5	7
BAE 146-200/QT	1 361	58	2 307	91	3 209	122	102 393	81 497	137 693	25	6.8
BAE 146-300	1 442	245	2 812	365	3 727	522	195 659	102 622	158 349	23	5.8
BAE JETSTREAM 41	799	-	2 174	-	2 511	-	37 323	15 525	23 139	14	5.6
BAE(BAC)111-500	992	-	1 062	-	1 807	-	50 226	81 873	104 357	18	2.6
BAE(H.P)JETSTREAM 31/32	-	-	-	-	-	-	-	-	-	1	3.3
BAE(HS)125	-	-	-	-	-	-	-	-	-	4	-
BELL 206B JET RANGER	-	-	-	-	-	-	-	-	-	-	-
BOEING 727-200/200 ADVANCED	465	-	222	-	683	-	29 198	66 820	86 684	2	7.8
BOEING 737-200	1 459	-	2 127	-	3 063	-	125 524	99 613	153 835	18	6.2
BOEING 737-300	7 500	6	8 382	12	13 742	14	795 276	821 547	1 055 910	46	8.6
BOEING 737-400	5 864	17	5 691	32	11 606	36	553 452	595 891	835 597	43	8.8
BOEING 737-500	1 691	-	2 741	-	3 898	-	186 979	126 099	193 950	17	7.8
BOEING 737-800	600	-	277	-	895	-	41 070	92 504	113 226	2	8.5
BOEING 747-100/100F	1 975	-	356	-	2 579	-	106 836	591 428	723 324	7	11.1
BOEING 747-200B	6 691	-	1 074	-	8 484	-	341 371	2 139 525	2 610 489	21	13.7
BOEING 747-200B (COMBI)	634	-	102	-	804	-	30 339	189 115	237 585	3	4.4
BOEING 747-400	20 590	-	3 056	-	25 630	-	784 095	6 414 792	8 116 636	63	12.9
BOEING 757-200	23 285	-	15 305	-	37 574	-	2 596 633	4 628 281	5 123 765	109	10.2
BOEING 767-200ER	1 794	-	792	-	2 661	-	212 499	485 460	509 319	6	13.3
BOEING 767-300	3 190	-	2 585	-	5 733	-	452 982	581 401	776 517	22	8.4
BOEING 767-300ER/F	5 474	-	1 195	-	7 277	-	280 182	1 475 562	1 590 900	18	12.6
BOEING 777-200	7 185	-	1 500	-	9 414	-	266 783	1 504 235	1 979 836	26	11.9
BRITISH AEROSPACE ATP	776	-	3 159	-	2 680	-	63 466	36 198	52 073	18	4.6
CANADAIR REGIONAL JET	617	-	768	-	1 147	-	17 769	18 335	29 637	5	7.6
CESSNA 310	-	-	-	-	-	-	-	-	-	2	-
CESSNA 401/402/411/421	1	-	3	-	2	-	-	1	6	2	-
CESSNA 404 TITAN	-	-	-	-	-	-	-	-	-	1	-
CESSNA 500 CITATION I	-	-	-	-	-	-	-	-	-	1	-

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km	Seat-Km	Aircraft in	Avge Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Uplifted	Used	Available	Service At	Utilisation
	(000)	(000)						(000)	(000)	Qrt Ended	Per A/C
										Jun-99	(Hours)
											Qrt Ended
											Jun-99
DASSAULT MYSTERE-FALCON 900	8	-	4	-	11	-	34	78	90	1	-
DE HAVILLAND DH6 TWIN OTTER	55	-	358	-	245	-	1 497	677	1 038	2	4.5
DE HAVILLAND DHC-7 DASH-7	60	-	164	-	190	-	4 797	1 794	2 740	2	2.4
DE HAVILLAND DHC-8 DASH-8-300	1 264	-	3 328	-	4 024	-	88 372	38 385	63 197	17	7
DOUGLAS DC3 C47 DAKOTA	-	-	-	-	-	-	-	-	-	3	-
DOUGLAS DC6/6A/6B/6C	-	5	-	8	-	11	-	-	-	2	0.3
EMBRAER EMB110 BANDEIRANTE	-	-	-	-	-	-	-	-	-	1	-
EMBRAER RJ145	822	-	1 471	-	1 871	-	33 644	26 380	40 380	11	4.3
FAIRCHILD SA-227 METRO III	5	-	5	-	9	-	-	36	71	1	0.2
FOKKER 100	2 794	-	4 305	-	5 553	-	242 927	189 843	289 540	26	6.8
FOKKER 50	476	-	1 176	-	1 512	-	28 811	11 636	23 760	9	5.7
FOKKER 70	267	-	512	-	618	-	21 054	11 282	19 701	3	7.1
FOKKER F27 100-400/600	130	40	492	167	487	124	13 702	4 398	6 261	7	4.1
FOKKER F27-500	-	78	-	244	-	269	-	-	-	8	1.7
HANDLEY PAGE HERALD 200	-	-	-	-	-	-	-	-	-	-	0.4
LOCKHEED L1011-1/100 TRISTAR	847	-	334	-	1 197	-	121 235	313 675	332 789	5	4.7
LOCKHEED L188 ELECTRA	-	179	-	352	-	354	-	-	-	10	1.2
MCDONNELL-DOUGLAS DC10-30	1 015	-	256	-	1 315	-	73 217	335 836	364 337	4	10.1
PILATUS BN-2A ISLANDER	59	-	1 211	-	319	-	6 445	351	477	9	1
PILATUS BN-2A TRISLANDER MK3	158	-	2 236	-	778	-	22 466	1 565	2 693	8	2.4
PIPER PA31/P NAVAJO CHIEFTAIN	-	-	-	-	-	-	-	-	-	3	-
REIMS-CESSNA F406/CARAVAN II	-	-	-	-	-	-	-	-	-	2	-
SAAB FAIRCHILD 340	645	-	1 725	-	2 082	-	27 559	13 777	21 839	11	6.2
SHORTS 330	-	6	-	14	-	29	-	-	-	2	2.2
SHORTS 360	390	20	2 234	44	1 672	59	41 892	8 503	13 740	23	2.9
SHORTS BELFAST	-	14	-	8	-	36	-	-	-	2	1.8
SIKORSKY S61N	50	-	845	-	278	-	16 391	993	1 178	10	0.9
SIKORSKY S76 SPIRIT	-	-	-	-	-	-	-	-	-	4	-
TOTAL	127 804	1 252	94 772	2 702	211 491	2 989	10 002 026	25 524 284	30 736 856	864	7.8

(a) Excludes small airlines' public transport operations (See Table 10)

(b) Excludes passengers uplifted on sub-charter operations

(c) The figures in this table relate only to operations conducted with the airline's own aircraft and therefore are inconsistent with data presented elsewhere in this publication