

|                                 | Aircraft-Km |       | Stage Flights |       | Aircraft Hours |       |            | Seat-Km   | Seat-Km   | Aircraft in | Avgd Daily  |
|---------------------------------|-------------|-------|---------------|-------|----------------|-------|------------|-----------|-----------|-------------|-------------|
|                                 | Passenger   | Cargo | Passenger     | Cargo | Passenger      | Cargo | Passengers | Used      | Available | Service at  | Utilisation |
|                                 | (000)       | (000) |               |       |                |       | Uplifted   | (000)     | (000)     | Qrt Ended   | Per A/C     |
|                                 |             |       |               |       |                |       |            |           |           | Jun-03      | (Hours)     |
|                                 |             |       |               |       |                |       |            |           |           | Jun-03      |             |
| AEROSPATIALE AS355 ECUREUIL 2   | -           | -     | -             | -     | -              | -     | -          | -         | -         | 2           | ..          |
| AIRBUS A300-600                 | 873         | -     | 383           | -     | 1 241          | -     | 118 718    | 270 703   | 315 160   | 4           | 9.7         |
| AIRBUS A300B4-100/200           | 173         | -     | 67            | -     | 239            | -     | 19 942     | 52 781    | 56 397    | 2           | 3.7         |
| AIRBUS A300F4                   | -           | 135   | -             | 240   | -              | 190   | -          | -         | -         | 4           | 2.1         |
| AIRBUS A319                     | 3 799       | -     | 4 726         | -     | 7 978          | -     | 451 519    | 363 857   | 454 579   | 34          | 7.8         |
| AIRBUS A320-100/200             | 14 742      | 2     | 10 801        | 4     | 24 126         | 5     | 1 371 915  | 2 052 495 | 2 417 933 | 76          | 10.6        |
| AIRBUS A321                     | 6 763       | 20    | 4 082         | 38    | 10 590         | 43    | 651 724    | 1 235 557 | 1 398 033 | 32          | 10.7        |
| AIRBUS A330-200                 | 3 745       | -     | 701           | -     | 4 667          | -     | 176 629    | 1 062 047 | 1 243 003 | 10          | 13.5        |
| AIRBUS A340-300                 | 2 576       | -     | 391           | -     | 3 315          | -     | 78 176     | 515 372   | 656 882   | 10          | 10.2        |
| AIRBUS A340-600                 | 1 609       | -     | 190           | -     | 2 155          | -     | 38 665     | 317 254   | 500 465   | 4           | 14.4        |
| ATR42-300                       | 170         | 15    | 666           | 26    | 562            | 34    | 9 122      | 2 771     | 8 126     | 4           | 4.0         |
| ATR72                           | 270         | -     | 555           | -     | 856            | -     | 25 529     | 12 562    | 17 770    | 5           | 5.9         |
| AVROLINER RJ100/115             | 1 422       | -     | 1 859         | -     | 3 068          | -     | -          | 90 433    | 150 901   | 16          | 7.0         |
| BAC/AEROSPATIALE CONCORDE       | 332         | -     | 60            | -     | 232            | -     | 4 787      | 26 506    | 33 222    | 5           | 1.5         |
| BAE (HS) 748                    | -           | 153   | -             | 575   | -              | 478   | -          | -         | -         | 15          | 1.1         |
| BAE 146-100                     | 215         | -     | 293           | -     | 486            | -     | 9 714      | 8 751     | 15 561    | 5           | 5.4         |
| BAE 146-200/QT                  | 1 391       | 70    | 2 365         | 111   | 3 169          | 97    | 102 866    | 92 372    | 131 605   | 20          | 5.2         |
| BAE 146-300                     | 1 150       | -     | 2 308         | -     | 3 088          | -     | 116 882    | 89 604    | 127 463   | 10          | 8.9         |
| BAE ATP                         | 377         | -     | 1 655         | -     | 1 452          | -     | 55 457     | 15 972    | 25 239    | 13          | 3.6         |
| BAE JETSTREAM 41                | -           | -     | -             | -     | -              | -     | -          | -         | -         | -           | -           |
| BAE(HS)125                      | -           | -     | -             | -     | -              | -     | -          | -         | -         | 3           | -           |
| BOEING 727-200/200 ADVANCED     | -           | -     | -             | -     | -              | -     | -          | -         | -         | -           | 7.4         |
| BOEING 737-200                  | 657         | -     | 508           | -     | 1 078          | -     | 40 595     | 69 139    | 85 336    | 8           | 3.7         |
| BOEING 737-300                  | 10 833      | 3     | 11 495        | 9     | 24 232         | 9     | 1 148 267  | 1 262 383 | 1 641 100 | 67          | 10.4        |
| BOEING 737-400                  | 2 811       | -     | 3 137         | -     | 5 683          | -     | 320 032    | 295 704   | 398 414   | 27          | 6.8         |
| BOEING 737-500                  | 1 927       | -     | 2 617         | -     | 4 021          | -     | 212 215    | 183 420   | 237 090   | 18          | 6.7         |
| BOEING 737-700                  | 5 353       | -     | 5 121         | -     | 9 676          | -     | 619 262    | 649 037   | 797 011   | 31          | 11.8        |
| BOEING 737-800                  | 2 182       | -     | 974           | -     | 3 241          | -     | 159 741    | 367 394   | 412 292   | 8           | 11.8        |
| BOEING 747-200B                 | 186         | 7     | 33            | 1     | 228            | 8     | 12 093     | 74 322    | 82 909    | 12          | 1.4         |
| BOEING 747-400                  | 21 109      | -     | 3 083         | -     | 26 401         | -     | 785 049    | 5 938 501 | 7 285 511 | 69          | 12.4        |
| BOEING 747-400F                 | -           | 567   | -             | 116   | -              | 739   | -          | -         | -         | 2           | 12.7        |
| BOEING 757-200                  | 17 142      | 696   | 9 001         | 1 055 | 25 371         | 1 414 | 1 799 699  | 3 651 773 | 3 935 865 | 99          | 8.2         |
| BOEING 757-300                  | 487         | -     | 211           | -     | 640            | -     | 54 779     | 129 739   | 136 438   | 2           | 10.4        |
| BOEING 767-200                  | 9           | -     | 5             | -     | 10             | -     | -          | 1 703     | 2 546     | -           | ..          |
| BOEING 767-200ER                | 1 174       | -     | 587           | -     | 1 748          | -     | 145 942    | 318 690   | 340 316   | 4           | 11.4        |
| BOEING 767-300                  | 1 449       | -     | 990           | -     | 2 476          | -     | 174 022    | 269 342   | 352 314   | 9           | 8.7         |
| BOEING 767-300ER/F              | 6 174       | -     | 1 744         | -     | 8 363          | -     | 433 579    | 1 504 427 | 1 676 355 | 23          | 11.2        |
| BOEING 777-200                  | 8 028       | -     | 1 475         | -     | 10 349         | -     | 250 408    | 1 540 889 | 1 990 467 | 27          | 12.3        |
| BOEING 777-200ER                | 4 384       | -     | 678           | -     | 5 547          | -     | 107 346    | 771 900   | 1 024 038 | 16          | 11.5        |
| BOMBARDIER DASH 8 Q100/200      | 232         | -     | 702           | -     | 803            | -     | 18 297     | 6 390     | 8 582     | 3           | 8.5         |
| BOMBARDIER DASH 8 Q400          | 321         | -     | 720           | -     | 824            | -     | 35 229     | 17 075    | 25 023    | 4           | 7.5         |
| BOMBARDIER REGIONAL JET 100/200 | 518         | -     | 623           | -     | 1 024          | -     | 19 983     | 16 019    | 25 034    | 7           | 6.1         |
| BOMBARDIER REGIONAL JET RJ700ER | 742         | -     | 700           | -     | 1 344          | -     | 26 856     | 28 903    | 47 470    | 5           | 8.8         |
| CANADAIER CL-600-604 CHALLENGER | 27          | -     | 27            | -     | 35             | -     | 109        | 132       | 267       | 2           | 0.7         |
| CESSNA 310                      | -           | -     | -             | -     | -              | -     | -          | -         | -         | 2           | -           |
| CESSNA 401/402/411/421          | -           | -     | -             | -     | -              | -     | -          | -         | -         | 2           | -           |
| CESSNA 404 TITAN                | -           | -     | -             | -     | -              | -     | -          | -         | -         | 1           | -           |
| CESSNA 500 CITATION I           | -           | -     | -             | -     | -              | -     | -          | -         | -         | 1           | -           |
| DASSAULT BREGUET FALCON 50      | 12          | -     | 5             | -     | 16             | -     | 19         | 47        | 95        | 1           | 0.3         |
| DASSAULT MYSTERE-FALCON 2000    | -           | -     | -             | -     | -              | -     | -          | -         | -         | -           | -           |

|                               | 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 2003    | Qrt Ended   |
|                               |             |       |               |       |                |       |            |            |            | Jun 2003    | Jun 2003    |
| DASSAULT MYSTERE-FALCON 900   | 18          | -     | 8             | -     | 26             | -     | -          | 121        | 212        | 2           | 0.2         |
| DASSAULT MYSTERE-FALCON 900EX | 62          | -     | 21            | -     | 75             | -     | 45         | 114        | 813        | 2           | 1.5         |
| DE HAVILLAND DASH 8-300/Q300  | 816         | -     | 2 841         | -     | 2 918          | -     | 82 804     | 26 792     | 40 845     | 14          | 6.7         |
| DE HAVILLAND DH6 TWIN OTTER   | 97          | -     | 599           | -     | 442            | -     | 5 561      | 917        | 1 835      | 4           | 3.5         |
| DORNIER 228-100/200           | -           | -     | -             | -     | -              | -     | -          | -          | -          | 1           | -           |
| DORNIER 328                   | 435         | -     | 819           | -     | 986            | -     | 18 312     | 9 640      | 13 481     | -           | ..          |
| DOUGLAS DC3 C47 DAKOTA        | -           | -     | -             | -     | -              | -     | -          | -          | -          | 1           | 0.1         |
| DOUGLAS DC6/6A/6B/6C          | -           | 9     | -             | 9     | -              | 28    | -          | -          | -          | 2           | 0.4         |
| EMBRAER RJ135                 | 165         | -     | 311           | -     | 364            | -     | 2 182      | 3 136      | 6 134      | 2           | 7.1         |
| EMBRAER RJ145                 | 4 013       | -     | 6 493         | -     | 8 746          | -     | 103 530    | 119 268    | 196 690    | 38          | 7.5         |
| FAIRCHILD SA-227 METRO III    | -           | -     | -             | -     | -              | -     | -          | -          | -          | 1           | -           |
| FOKKER 100                    | 541         | -     | 1 084         | -     | 1 441          | -     | 81 837     | 41 672     | 57 242     | 6           | 7.7         |
| FOKKER F27 100-400/600        | -           | 17    | -             | 79    | -              | 72    | -          | -          | -          | 2           | 2.6         |
| FOKKER F27-500                | -           | 143   | -             | 529   | -              | 548   | -          | -          | -          | 9           | 2.2         |
| GATES LEARJET 35A/36A         | -           | -     | -             | -     | -              | -     | -          | -          | -          | 2           | -           |
| LOCKHEED L188 ELECTRA         | -           | 122   | -             | 217   | -              | 262   | -          | -          | -          | 7           | 1.2         |
| MCDONNELL-DOUGLAS DC10-10     | 465         | -     | 200           | -     | 593            | -     | 72 606     | 168 000    | 176 177    | 3           | 6.2         |
| MCDONNELL-DOUGLAS DC10-30     | 153         | -     | 56            | -     | 194            | -     | 18 348     | 49 243     | 58 235     | 1           | 7.2         |
| PILATUS BN-2A ISLANDER        | 40          | -     | 1 093         | -     | 218            | -     | 4 571      | 202        | 319        | 8           | 1.0         |
| PILATUS BN-2A TRISLANDER MK3  | 76          | -     | 1 079         | -     | 375            | -     | 10 093     | 715        | 1 305      | 8           | 1.6         |
| REIMS-CESSNA F406/CARAVAN II  | -           | -     | -             | -     | -              | -     | -          | -          | -          | 2           | -           |
| SAAB FAIRCHILD 340            | 377         | -     | 1 516         | -     | 1 356          | -     | 30 602     | 8 616      | 12 613     | 10          | 4.5         |
| SHORTS 330                    | -           | -     | -             | -     | -              | -     | -          | -          | -          | 1           | -           |
| SHORTS 360                    | 19          | 104   | 302           | 235   | 87             | 330   | 8 553      | 556        | 734        | 23          | 0.3         |
| SIKORSKY S61N                 | 45          | -     | 765           | -     | 247            | -     | 15 032     | 895        | 1 106      | 6           | 1.5         |
| SIKORSKY S76 SPIRIT           | -           | -     | -             | -     | -              | -     | -          | -          | -          | 3           | ..          |
| Total                         | 132 686     | 2 063 | 92 725        | 3 244 | 218 399        | 4 256 | 10 049 243 | 23 735 853 | 28 624 553 | 882         | 8.1         |

(a) Excludes small airlines' public transport operations (see table 10)

(b) Excludes passengers uplifted on sub-charter operations

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