

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers	Seat-Km	Seat-Km	Aircraft in	Avge Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Uplifted	Used	Available	Service at	Utilisation
	(000)	(000)						(000)	(000)	Year Ended	Per A/C
										Dec 1996	(Hours)
										Year Ended	Year Ended
										Dec 1996	Dec 1996
AEROSPATIALE AS332 SUPER PUMA (L1	-	-	-	-	-	-	-	-	-	7	-
AEROSPATIALE AS355 ECUREUIL 2	-	-	-	-	-	-	-	-	-	4	-
AGUSTA A109A	-	-	-	-	-	-	-	-	-	1	-
AIRBUS A300-600	10 667	14	4 599	2	15 185	18	1 375 111	3 514 174	3 847 838	4	10.4
AIRBUS A320-100/200	94 056	3	53 314	7	145 074	7	7 326 480	14 247 036	16 297 405	43	10.5
AIRBUS A340-300	18 873	-	2 308	-	25 533	-	458 858	3 766 848	4 902 635	5	15.1
ATR42-300	7 306	729	18 978	1 819	24 066	1 778	498 860	216 702	351 825	11	6.6
ATR72	5 638	262	15 188	691	18 430	713	527 702	239 056	375 002	8	7.3
BAC/AEROSPATIALE CONCORDE	8 230	-	1 605	-	5 802	-	95 036	471 893	822 688	7	2.9
BAE (HS) 748	256	1 239	1 537	5 368	1 011	4 710	39 779	7 296	12 403	10	1.7
BAE 125	-	-	-	-	-	-	-	-	-	1	-
BAE 146-100	2 455	-	3 796	-	5 723	-	191 705	124 572	189 734	2	7.2
BAE 146-200/QT	9 813	1 000	19 085	1 734	23 199	2 202	937 106	525 016	931 534	18	5.2
BAE 146-300	15 993	2 931	27 405	5 730	37 090	6 782	1 700 457	1 067 658	1 755 429	20	5.8
BAE ATP	15 343	12	47 641	52	48 712	33	1 376 338	612 408	995 440	25	5.5
BAE JETSTREAM 31/32	2 007	-	6 535	-	7 062	-	45 376	17 586	32 160	9	3.4
BAE JETSTREAM 41	9 699	-	24 295	-	28 144	-	336 468	170 932	281 254	13	6.4
BAE(BAC)111-300/400/475	3 191	-	4 867	-	6 522	-	194 511	123 774	201 038	3	5.4
BAE(BAC)111-500	11 725	6	17 104	11	24 608	12	575 547	748 758	1 183 044	25	2.7
BELL 206B JET RANGER	-	-	-	-	-	-	-	-	-	1	-
BOEING 707 ALL SERIES	-	33	-	10	-	46	-	-	-	-	2.4
BOEING 727-200/200 ADVANCED	3 673	-	1 811	-	5 483	-	263 021	586 644	687 309	2	8.2
BOEING 737-200	48 576	-	64 691	-	100 360	-	4 196 113	3 413 678	5 245 934	39	7.0
BOEING 737-300	10 905	248	15 937	465	23 498	509	1 513 158	1 117 377	1 506 992	7	9.1
BOEING 737-400	67 864	18	72 644	32	134 000	35	6 306 605	6 801 063	9 760 955	42	8.4
BOEING 737-500	15 132	2	27 429	3	37 571	3	1 895 420	1 065 199	1 768 184	13	8.0
BOEING 747-100/100F	50 331	11	9 341	3	65 809	14	2 394 966	13 946 193	18 152 388	16	11.2
BOEING 747-200B	58 218	23	10 955	3	74 639	28	2 572 853	17 415 301	22 705 499	18	11.3
BOEING 747-200B (COMBI)	9 422	-	1 740	-	12 376	-	390 490	2 613 632	3 512 019	3	11.3
BOEING 747-400	148 853	-	20 721	-	188 301	-	5 217 780	45 226 085	60 176 585	37	15.0
BOEING 757-200	195 576	23	127 366	5	314 710	31	20 098 928	35 938 844	41 896 168	91	9.6
BOEING 767-200	770	-	357	-	1 144	-	80 186	191 294	216 841	-	8.2
BOEING 767-200ER	20 979	24	6 687	4	29 460	31	1 422 012	5 341 202	5 959 335	6	12.9
BOEING 767-300	20 059	-	15 209	1	34 971	-	2 424 913	3 294 679	4 779 997	13	7.5
BOEING 767-300ER/F	84 647	3	17 986	11	114 658	10	2 380 093	16 658 445	21 012 208	24	14.7
BOEING 777-200	9 463	-	3 643	-	13 748	-	502 574	1 529 016	2 335 107	4	10.5
CESSNA 310	-	-	-	-	-	-	-	-	-	2	-
CESSNA 401/402/411/421	15	2	68	2	64	5	-	87	156	2	0.1
CESSNA 404 TITAN	-	1	-	4	-	8	-	-	-	1	-
CESSNA 500 CITATION I	-	15	-	9	-	24	-	-	-	1	0.1
DASSAULT MYSTERE-FALCON 900	73	-	29	-	98	-	90	308	862	1	0.7
DE HAVILLAND DASH 8-300/Q300	5 244	-	14 868	-	16 222	-	390 673	175 421	262 308	7	8.4
DE HAVILLAND DASH 8-100	518	-	1 094	-	1 567	-	19 742	11 132	18 710	-	7.6
DE HAVILLAND DH6 TWIN OTTER	437	-	2 871	-	1 994	-	26 522	4 450	8 329	2	2.7
DE HAVILLAND DHC-7 DASH-7	1 443	-	4 503	-	4 951	-	111 132	43 522	66 392	2	4.1
DORNIER 328	901	-	2 301	-	2 307	-	15 329	10 567	27 166	-	..
DOUGLAS DC3 C47 DAKOTA	8	15	64	39	39	71	1 656	230	275	3	0.1
DOUGLAS DC6/6A/6B/6C	-	175	-	201	-	456	-	-	-	2	0.6
EMBRAER EMB110 BANDEIRANTE	182	-	610	-	536	-	3 873	1 141	2 370	2	0.8
FAIRCHILD SA-227 METRO III	4	2	8	6	11	8	72	58	76	1	0.1

	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)	Year Ended	Per A/C
										Dec 1996	(Hours)
										Year Ended	Year Ended
										Dec 1996	Dec 1996
FOKKER 100	18 922	2	33 995	5	43 182	5	2 045 641	1 185 950	1 942 455	17	7.4
FOKKER 50	7 259	-	18 742	-	22 832	-	552 937	218 802	362 965	9	6.9
FOKKER 70	3 011	-	6 545	-	7 106	-	280 486	130 944	222 965	3	6.5
FOKKER F27 100-400/600	4 036	533	15 122	1 123	14 892	1 774	413 738	127 338	198 288	15	2.6
FOKKER F27-500	1 400	356	5 899	672	5 026	1 120	169 490	45 327	72 772	7	4.6
HANDLEY PAGE HERALD 200	-	1 275	-	6 155	-	5 255	-	-	-	7	2.3
LOCKHEED L1011-1/100 TRISTAR	10 081	-	3 938	-	14 224	-	1 063 613	3 425 670	3 961 522	5	7.5
LOCKHEED L188 ELECTRA	-	2 408	-	4 941	-	6 043	-	-	-	9	2.0
MCDONNELL-DOUGLAS DC10-30	35 597	-	6 244	-	44 841	-	937 115	7 067 794	9 238 941	10	12.5
MCDONNELL-DOUGLAS DC9-30	396	-	856	-	923	-	37 435	18 941	41 638	-	4.8
MCDONNELL-DOUGLAS MD80-MD83	938	-	512	-	1 468	-	78 621	149 585	161 109	-	5.7
PILATUS BN-2A ISLANDER	535	-	11 005	-	3 011	-	55 130	2 741	4 283	8	1.1
PILATUS BN-2A TRISLANDER MK3	1 492	-	23 602	-	7 521	-	240 509	14 953	25 368	9	2.3
PIPER PA31/P NAVAJO CHIEFTAIN	26	-	174	-	89	-	1 011	153	198	4	0.1
PIPER PA34 SENECA II	-	-	-	-	-	-	-	-	-	1	-
REIMS-CESSNA F406/CARAVAN II	-	4	-	6	-	8	-	-	-	1	-
SAAB FAIRCHILD 340	4 734	-	14 542	-	14 785	-	148 592	88 230	160 993	8	5.3
SHORTS 330	237	-	1 167	-	847	-	13 482	2 788	7 110	4	0.4
SHORTS 360	5 795	275	33 305	679	24 638	921	548 044	106 970	201 705	22	3.5
SHORTS BELFAST	-	831	-	1 180	-	2 312	-	-	-	2	3.6
SIKORSKY S61N	316	-	5 397	-	1 755	-	103 690	6 286	7 884	13	0.4
SIKORSKY S76 SPIRIT	-	-	-	-	-	-	-	-	-	3	-
V953C MERCHANTMAN	-	266	-	649	-	711	-	-	-	2	2.6
VICKERS VISCOUNT 800	351	812	1 165	1 982	1 000	2 435	44 018	13 271	26 012	6	1.4
Total	1 063 671	13 553	853 400	33 604	1 802 813	38 117	74 641 087	193 845 020	248 917 802	723	7.3

(a) Excludes small airlines' public transport operations (see table 1.13)

(b) Excludes passengers uplifted on sub-charter operations

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