

	Aircraft-Km Passenger (000)	Cargo (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Qrt Ended Sep-06	Avg Daily Utilisation Per A/C (Hours) Qrt Ended Sep-06
AIRBUS A300-600	973	-	413	-	1 389	-	125 525	309 278	344 824	4	12.1
AIRBUS A319	19 194	-	19 891	-	36 210	-	2 327 973	2 262 101	2 740 351	113	10.4
AIRBUS A319 CJ (EXEC)	-	-	-	-	-	-	-	-	-	2	0.
AIRBUS A320-100/200	15 877	-	10 341	-	26 150	-	1 329 874	2 228 943	2 595 812	68	12.9
AIRBUS A321	8 288	-	5 344	-	13 399	-	771 645	1 332 019	1 629 400	34	13.2
AIRBUS A330-200	4 128	-	655	-	5 336	-	173 197	1 172 741	1 366 598	7	25.7
AIRBUS A340-300	1 503	-	247	-	2 015	-	42 859	257 757	360 640	8	..
AIRBUS A340-600	5 437	-	683	-	6 902	-	158 393	1 217 348	1 674 647	14	..
ATR42-300	61	-	189	-	221	-	3 268	1 560	2 780	3	2.9
ATR72	165	9	527	50	522	38	25 227	8 022	10 856	1	17.7
AVROLINER RJ100/115	909	-	1 327	-	2 102	-	81 327	61 677	98 877	10	6.7
BAE 125	-	-	-	-	-	-	-	-	-	4	-
BAE 146-100	92	-	218	-	262	-	11 467	4 834	7 064	3	2.6
BAE 146-200/QT	874	81	1 465	131	1 755	112	64 617	55 408	82 155	17	3.9
BAE 146-300	837	-	1 739	-	1 756	-	107 116	58 462	93 076	11	5.6
BAE ATP	-	91	-	299	-	310	-	-	-	5	2.6
BAE JETSTREAM 31/32	20	-	169	-	95	-	1 532	292	365	3	1.0
BAE JETSTREAM 41	779	-	2 069	-	2 159	-	30 137	12 665	24 876	25	3.1
BAE125-1000	-	-	-	-	-	-	-	-	-	1	-
BEECHCRAFT 200 SUPERKING AIR	-	-	-	-	-	-	-	-	-	3	-
BOEING 737-200	272	-	184	-	435	-	19 729	30 898	35 426	6	2.2
BOEING 737-300	8 499	160	7 341	381	14 985	348	784 088	1 022 552	1 235 729	57	9.4
BOEING 737-400	3 136	-	2 759	-	5 731	-	310 176	369 183	448 290	19	10.0
BOEING 737-500	2 511	-	3 432	-	5 341	-	317 400	244 264	304 484	19	9.3
BOEING 737-600	948	-	466	-	1 438	-	51 834	106 712	118 427	4	17.0
BOEING 737-700	6 457	-	6 062	-	11 458	-	726 482	790 449	954 681	34	11.1
BOEING 737-800	4 677	-	2 052	-	6 957	-	341 343	795 567	883 880	19	12.3
BOEING 747-200C/200F	-	203	-	73	-	249	-	-	-	-	..
BOEING 747-400	22 833	-	3 017	-	28 154	-	796 208	6 291 798	7 964 875	70	16.5
BOEING 747-400F	-	948	-	214	-	1 288	-	-	-	3	13.8
BOEING 757-200	21 118	868	9 863	1 365	31 457	1 772	1 900 508	4 235 172	4 815 862	109	10.6
BOEING 757-300	592	-	239	-	869	-	61 832	152 400	165 686	2	14.7
BOEING 767-200	1 055	-	471	-	1 548	-	124 089	277 383	306 093	4	12.8
BOEING 767-200ER	463	-	175	-	676	-	45 306	121 020	134 130	3	11.3
BOEING 767-300	1 117	-	550	-	1 800	-	106 829	227 177	271 381	7	8.5
BOEING 767-300ER/F	9 849	-	2 135	-	13 176	-	446 135	2 107 711	2 486 176	31	

	Aircraft-Km Passenger (000)	Cargo (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Qrt Ended Sep 2006	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 2006
EMBRAER 195	24	-	48	-	47	-	1 885	794	2 600	1	1.6
EMBRAER LEGACY 600 (BJ135)	-	-	-	-	-	-	-	-	-	2	0.7
EMBRAER RJ135	336	-	506	-	699	-	11 854	8 035	12 449	3	7.3
EMBRAER RJ145	4 001	-	6 451	-	9 009	-	186 208	125 426	193 942	39	7.7
FAIRCHILD SA-227 METRO III	-	-	-	-	-	-	-	-	-	-	-
GULF AMERICAN GULFSTREAM IV	54	-	18	-	70	-	49	135	759	1	1.7
LEARJET 40/45	-	-	-	-	-	-	-	-	-	2	-
LOCKHEED L188 ELECTRA	-	121	-	182	-	315	-	-	-	7	1.8
MCDONNELL-DOUGLAS MD80-MD83	-	-	-	-	-	-	-	-	-	-	..
PILATUS BN-2A ISLANDER	26	-	495	-	128	-	2 919	152	207	3	1.9
PILATUS BN-2A TRISLANDER MK3	73	-	1 082	-	362	-	11 108	769	1 249	-	..
REIMS-CESSNA F406/CARAVAN II	-	-	-	-	-	-	-	-	-	2	-
SAAB 2000	305	-	629	-	574	-	11 919	5 895	15 263	4	3.9
SAAB FAIRCHILD 340	528	-	2 199	-	1 983	-	41 459	9 833	16 945	-	..
SCOTTISH AVIATION TWIN PIONEER	-	-	-	-	-	-	-	-	-	1	-
SHORTS 360	5	-	130	-	27	-	2 647	106	156	-	..
SIKORSKY S61N	43	-	682	-	233	-	12 924	811	1 070	6	1.5
Total	165 676	2 481	107 997	2 695	264 116	4 433	12 309 958	28 504 399	34 973 665	897	10.5

(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