

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Qrt Ended Sep-03 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep-03 |
|---------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| AIRBUS A300-600 | 480 | - | 149 | - | 657 | - | 35 751 | 146 089 | 173 450 | 4 | 11.4 |
| AIRBUS A300B4-100/200 | 36 | - | 17 | - | 54 | - | 4 501 | 10 232 | 11 811 | 2 | 7.3 |
| AIRBUS A300F4 | - | 133 | - | 238 | - | 216 | - | - | - | 4 | 2.0 |
| AIRBUS A319 | 4 139 | - | 4 831 | - | 8 703 | - | 382 480 | 324 540 | 489 166 | 34 | 7.9 |
| AIRBUS A320-100/200 | 10 194 | - | 8 780 | - | 18 043 | - | 917 737 | 1 142 335 | 1 611 551 | 82 | 10.4 |
| AIRBUS A321 | 4 972 | 21 | 3 249 | 40 | 8 113 | 44 | 453 743 | 782 126 | 1 017 587 | 34 | 11.8 |
| AIRBUS A330-200 | 3 020 | - | 507 | - | 3 828 | - | 119 263 | 835 059 | 984 234 | 11 | 14.8 |
| AIRBUS A340-300 | 2 205 | - | 352 | - | 2 886 | - | 70 544 | 443 701 | 562 321 | 10 | 12.6 |
| AIRBUS A340-600 | 1 907 | - | 245 | - | 2 469 | - | 54 444 | 408 676 | 593 107 | 5 | 14.4 |
| ATR42-300 | 274 | 9 | 745 | 15 | 701 | 19 | 7 735 | 3 943 | 13 184 | 5 | 5.1 |
| ATR72 | 99 | - | 351 | - | 303 | - | 8 149 | 2 459 | 6 964 | 4 | 4.3 |
| AVROLINER RJ100/115 | 1 419 | - | 2 112 | - | 3 328 | - | 79 435 | 60 207 | 149 471 | 16 | 8.0 |
| BAC/AEROSPATIALE CONCORDE | 4 | - | 1 | - | 4 | - | 97 | 377 | 388 | 5 | 1.6 |
| BAE (HS) 748 | - | 149 | - | 565 | - | 446 | - | - | - | 15 | 1.1 |
| BAE 146-100 | 131 | - | 179 | - | 290 | - | 5 889 | 4 277 | 9 161 | 5 | 3.8 |
| BAE 146-200/QT | 1 228 | 65 | 1 879 | 103 | 2 658 | 89 | 89 146 | 61 389 | 116 547 | 19 | 5.1 |
| BAE 146-300 | 1 023 | - | 2 132 | - | 2 661 | - | 105 412 | 72 146 | 113 202 | 12 | 7.9 |
| BAE ATP | 254 | - | 1 243 | - | 1 007 | - | 39 485 | 8 295 | 17 002 | 13 | 3.5 |
| BAE JETSTREAM 31/32 | 275 | - | 678 | - | 674 | - | 6 744 | 2 820 | 4 949 | - | .. |
| BAE JETSTREAM 41 | 422 | - | 1 139 | - | 983 | - | 16 125 | 5 998 | 12 243 | - | .. |
| BAE(HS)125 | - | - | - | - | - | - | - | - | - | 1 | - |
| BOEING 737-200 | 386 | - | 366 | - | 656 | - | 10 593 | 36 590 | 50 401 | 8 | 4.8 |
| BOEING 737-300 | 9 906 | 45 | 11 657 | 92 | 19 234 | 106 | 1 093 830 | 1 058 373 | 1 450 776 | 75 | 10.0 |
| BOEING 737-400 | 2 297 | - | 3 066 | - | 5 011 | - | 253 905 | 188 341 | 324 018 | 27 | 7.3 |
| BOEING 737-500 | 2 116 | - | 3 323 | - | 4 696 | - | 216 733 | 151 731 | 249 793 | 18 | 7.1 |
| BOEING 737-700 | 4 941 | - | 5 157 | - | 9 272 | - | 589 923 | 565 562 | 736 209 | 29 | 12.1 |
| BOEING 737-800 | 734 | - | 282 | - | 1 080 | - | 43 382 | 121 399 | 138 546 | 8 | 14.2 |
| BOEING 747-200B | 382 | 7 | 76 | 1 | 479 | 9 | 19 525 | 148 404 | 170 432 | 11 | 4.2 |
| BOEING 747-400 | 21 448 | - | 3 028 | - | 26 895 | - | 761 558 | 5 833 324 | 7 387 709 | 69 | 13.1 |
| BOEING 747-400F | - | 781 | - | 224 | - | 1 266 | - | - | - | 3 | 11.8 |
| BOEING 757-200 | 9 749 | 970 | 5 035 | 1 373 | 14 951 | 1 938 | 878 145 | 1 922 162 | 2 199 680 | 102 | 10.2 |
| BOEING 757-300 | 251 | - | 99 | - | 363 | - | 24 682 | 66 827 | 70 271 | 2 | 13.7 |
| BOEING 767-200ER | 636 | - | 185 | - | 881 | - | 41 571 | 159 579 | 175 423 | 7 | 11.9 |
| BOEING 767-300 | 1 212 | - | 924 | - | 2 197 | - | 119 537 | 167 794 | 292 528 | 10 | 8.6 |
| BOEING 767-300ER/F | 4 293 | - | 865 | - | 5 722 | - | 157 728 | 854 003 | 1 035 071 | 23 | 13.1 |
| BOEING 777-200 | 7 637 | - | 1 403 | - | 9 967 | - | 209 773 | 1 312 577 | 1 873 914 | 27 | 12.3 |
| BOEING 777-200ER | 4 787 | - | 773 | - | 6 177 | - | 114 389 | 783 062 | 1 126 766 | 16 | 11.1 |
| BOMBARDIER DASH 8 Q100/200 | 174 | - | 550 | - | 672 | - | 13 699 | 4 560 | 6 441 | 3 | 8.7 |
| BOMBARDIER DASH 8 Q400 | 603 | - | 1 324 | - | 1 572 | - | 67 088 | 28 891 | 46 929 | 7 | 5.6 |
| BOMBARDIER REGIONAL JET 100/200 | 500 | - | 448 | - | 758 | - | 5 278 | 5 882 | 23 785 | 5 | 6.3 |
| BOMBARDIER REGIONAL JET RJ700ER | 733 | - | 671 | - | 1 140 | - | 9 493 | 10 455 | 49 865 | 5 | 8.6 |
| CANADAI R CL-600-604 CHALLENGER | 56 | - | 25 | - | 59 | - | 108 | 153 | 540 | 2 | 1.0 |
| CESSNA 310 | - | - | - | - | - | - | - | - | - | 2 | - |
| CESSNA 401/402/411/421 | - | - | - | - | - | - | - | - | - | 2 | - |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 500 CITATION I | - | - | - | - | - | - | - | - | - | 1 | - |
| DASSAULT BREQUET FALCON 50 | - | - | - | - | - | - | - | - | - | 1 | 0.1 |
| DASSAULT MYSTERE-FALCON 900 | - | - | - | - | - | - | - | - | - | 1 | - |
| DASSAULT MYSTERE-FALCON 900EX | 38 | - | 24 | - | 57 | - | 123 | 188 | 512 | 2 | 0.7 |
| DE HAVILLAND DASH 8-300/Q300 | 885 | - | 2 949 | - | 3 093 | - | 78 835 | 25 139 | 44 230 | 14 | 6.8 |

| | 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 |
| | | | | | | | | | | Sep 2003 | Qrt Ended |
| | | | | | | | | | | Sep 2003 | Sep 2003 |
| DE HAVILLAND DH6 TWIN OTTER | 37 | - | 299 | - | 196 | - | 2 204 | 285 | 702 | 4 | 3.7 |
| DORNIER 228-100/200 | - | - | - | - | - | - | - | - | - | 1 | .. |
| DORNIER 328 | 424 | - | 799 | - | 944 | - | 17 338 | 9 225 | 13 139 | 6 | 4.8 |
| DOUGLAS DC3 C47 DAKOTA | - | - | - | - | - | - | - | - | - | 1 | - |
| DOUGLAS DC6/6A/6B/6C | - | 4 | - | 5 | - | 12 | - | - | - | 2 | 0.3 |
| EMBRAER RJ135 | 155 | - | 307 | - | 347 | - | 2 360 | 2 859 | 5 741 | 2 | 7.6 |
| EMBRAER RJ145 | 3 698 | - | 5 549 | - | 7 976 | - | 135 925 | 97 244 | 181 163 | 38 | 7.5 |
| FAIRCHILD SA-227 METRO III | - | - | - | - | - | - | - | - | - | 1 | - |
| FOKKER 100 | 537 | - | 1 025 | - | 1 431 | - | 69 342 | 35 233 | 56 799 | 6 | 7.9 |
| FOKKER F27 100-400/600 | - | 16 | - | 71 | - | 64 | - | - | - | 2 | 2.5 |
| FOKKER F27-500 | - | 148 | - | 465 | - | 555 | - | - | - | 9 | 2.2 |
| LOCKHEED L188 ELECTRA | - | 123 | - | 232 | - | 331 | - | - | - | 7 | 2.1 |
| MCDONNELL-DOUGLAS DC10-10 | - | - | - | - | - | - | - | - | - | - | 8.6 |
| MCDONNELL-DOUGLAS DC10-30 | 42 | - | 14 | - | 52 | - | 2 245 | 13 509 | 15 957 | 1 | 5.2 |
| PILATUS BN-2A ISLANDER | 20 | - | 561 | - | 112 | - | 2 120 | 80 | 158 | 8 | 1.0 |
| PILATUS BN-2A TRISLANDER MK3 | 72 | - | 1 143 | - | 360 | - | 10 992 | 669 | 1 219 | 6 | 2.4 |
| REIMS-CESSNA F406/CARAVAN II | - | - | - | - | - | - | - | - | - | 2 | - |
| SAAB FAIRCHILD 340 | 405 | - | 1 656 | - | 1 440 | - | 28 952 | 7 756 | 13 535 | 11 | 5.3 |
| SHORTS 330 | - | - | - | - | - | - | - | - | - | 1 | - |
| SHORTS 360 | 11 | - | 271 | - | 58 | - | 7 006 | 286 | 429 | 24 | 0.1 |
| SIKORSKY S61N | 17 | - | 313 | - | 95 | - | 3 920 | 224 | 407 | 6 | 2.1 |
| Total | 111 264 | 2 471 | 82 756 | 3 424 | 185 303 | 5 094 | 7 388 982 | 17 927 035 | 23 629 426 | 900 | 8.7 |

(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