

|                                 | Aircraft-Km     |             | Stage Flights |       | Aircraft Hours |       | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Qrt Ended Mar-03 | Avg Daily Utilisation Per A/C (Hours) Qrt Ended Mar-03 |
|---------------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|--|
|                                 | Passenger (000) | Cargo (000) | Passenger     | Cargo | Passenger      | Cargo |                     |                    |                         |   |  |
| AEROSPATIALE AS355 ECUREUIL 2   | -               | -           | -             | -     | -              | -     | -                   | -                  | -                       | 2                                       | ..   |
| AIRBUS A300-600                 | 829             | -           | 370           | -     | 1 191          | -     | 103 542             | 239 591            | 299 403                 | 4                                       | 6.9  |
| AIRBUS A300B4-100/200           | 197             | -           | 81            | -     | 279            | -     | 22 705              | 54 615             | 64 491                  | 2                                       | 0.9  |
| AIRBUS A300F4                   | -               | 157         | -             | 273   | -              | 262   | -                   | -                  | -                       | 4                                       | 2.0  |
| AIRBUS A319                     | 3 942           | -           | 4 881         | -     | 8 135          | -     | 426 869             | 341 545            | 469 897                 | 34                                      | 8.9  |
| AIRBUS A320-100/200             | 14 070          | 1           | 10 522        | 1     | 23 241         | 1     | 1 204 905           | 1 794 911          | 2 297 760               | 66                                      | 8.1  |
| AIRBUS A321                     | 6 608           | 22          | 4 173         | 41    | 10 525         | 46    | 599 208             | 1 107 689          | 1 370 500               | 33                                      | 8.5  |
| AIRBUS A330-200                 | 3 329           | -           | 603           | -     | 4 169          | -     | 140 749             | 952 014            | 1 109 101               | 10                                      | 10.5   |
| AIRBUS A340-300                 | 2 219           | -           | 338           | -     | 2 865          | -     | 60 663              | 395 036            | 565 865                 | 10                                      | 11.2   |
| AIRBUS A340-600                 | 1 147           | -           | 128           | -     | 1 466          | -     | 16 880              | 146 820            | 356 812                 | 4                                       | 12.9   |
| ATR42-300                       | 161             | 15          | 642           | 28    | 551            | 33    | 6 658               | 2 554              | 7 726                   | 2                                       | 1.5  |
| ATR72                           | 284             | -           | 609           | -     | 892            | -     | 28 101              | 13 299             | 18 771                  | 7                                       | 4.8  |
| AVROLINER RJ100/115             | 1 643           | -           | 2 277         | -     | 3 633          | -     | 13 650              | 96 779             | 174 199                 | 16                                      | 7.2  |
| BAC/AEROSPATIALE CONCORDE       | 343             | -           | 62            | -     | 238            | -     | 3 904               | 21 616             | 34 329                  | 5                                       | 1.6  |
| BAE (HS) 748                    | -               | 174         | -             | 631   | -              | 503   | -                   | -                  | -                       | 15                                      | 1.2  |
| BAE 146-100                     | 210             | -           | 292           | -     | 476            | -     | 8 718               | 7 753              | 15 130                  | 5                                       | 5.4  |
| BAE 146-200/QT                  | 1 306           | 75          | 2 299         | 122   | 2 949          | 103   | 91 446              | 74 659             | 122 704                 | 20                                      | 4.1  |
| BAE 146-300                     | 934             | -           | 1 960         | -     | 2 433          | -     | 102 848             | 71 322             | 104 159                 | 16                                      | 6.3  |
| BAE ATP                         | 391             | -           | 1 721         | -     | 1 512          | -     | 56 050              | 16 112             | 26 182                  | 13                                      | 4.6  |
| BAE JETSTREAM 41                | -               | -           | -             | -     | -              | -     | -                   | -                  | -                       | 12                                      | 2.9  |
| BAE(HS)125                      | -               | -           | -             | -     | -              | -     | -                   | -                  | -                       | 3                                       | -  |
| BOEING 727-200/200 ADVANCED     | -               | 71          | -             | 63    | -              | 132   | -                   | -                  | -                       | 2                                       | 2.8  |
| BOEING 737-200                  | 571             | -           | 382           | -     | 898            | -     | 35 339              | 52 999             | 74 015                  | 8                                       | 2.6  |
| BOEING 737-300                  | 11 006          | 4           | 11 695        | 13    | 20 399         | 14    | 1 158 018           | 1 266 557          | 1 623 461               | 71                                      | 8.5  |
| BOEING 737-400                  | 2 780           | -           | 3 219         | -     | 5 714          | -     | 296 658             | 263 926            | 393 076                 | 27                                      | 7.0  |
| BOEING 737-500                  | 1 900           | -           | 2 546         | -     | 3 954          | -     | 189 577             | 164 556            | 227 572                 | 18                                      | 5.5  |
| BOEING 737-700                  | 5 290           | -           | 5 219         | -     | 9 675          | -     | 634 763             | 649 424            | 787 900                 | 24                                      | 11.3   |
| BOEING 737-800                  | 1 658           | -           | 732           | -     | 2 497          | -     | 106 652             | 249 124            | 313 324                 | 4                                       | 8.7  |
| BOEING 747-200B                 | 183             | 5           | 36            | 1     | 242            | 7     | 14 727              | 74 596             | 80 302                  | 12                                      | 4.2  |
| BOEING 747-200C/200F            | -               | -           | -             | -     | -              | -     | -                   | -                  | -                       | 1                                       | 8.7  |
| BOEING 747-400                  | 20 403          | 10          | 2 918         | 1     | 25 448         | 13    | 692 731             | 5 672 724          | 7 100 535               | 68                                      | 12.6   |
| BOEING 747-400F                 | -               | 692         | -             | 158   | -              | 900   | -                   | -                  | -                       | 2                                       | 13.5   |
| BOEING 757-200                  | 16 279          | 678         | 8 717         | 1 011 | 24 489         | 1 361 | 1 594 812           | 3 210 930          | 3 732 223               | 90                                      | 6.1  |
| BOEING 757-300                  | 549             | -           | 241           | -     | 753            | -     | 59 122              | 140 614            | 153 573                 | 2                                       | 5.4  |
| BOEING 767-200ER                | 970             | -           | 514           | -     | 1 477          | -     | 127 011             | 245 012            | 281 281                 | 4                                       | 7.8  |
| BOEING 767-300                  | 1 440           | -           | 1 008         | -     | 2 458          | -     | 151 287             | 230 653            | 349 045                 | 9                                       | 5.9  |
| BOEING 767-300ER/F              | 6 338           | -           | 1 785         | -     | 8 560          | -     | 404 448             | 1 414 902          | 1 719 464               | 24                                      | 8.2  |
| BOEING 777-200                  | 7 888           | -           | 1 505         | -     | 10 223         | -     | 235 082             | 1 426 233          | 1 962 728               | 27                                      | 12.1   |
| BOEING 777-200ER                | 4 531           | -           | 697           | -     | 5 739          | -     | 96 206              | 699 706            | 1 058 909               | 16                                      | 12.6   |
| BOMBARDIER DASH 8 Q100/200      | 215             | -           | 642           | -     | 747            | -     | 16 144              | 5 727              | 7 979                   | 3                                       | 7.1  |
| BOMBARDIER DASH 8 Q400          | 352             | -           | 800           | -     | 897            | -     | 31 139              | 14 195             | 27 485                  | 4                                       | 6.5  |
| BOMBARDIER REGIONAL JET 100/200 | 571             | -           | 795           | -     | 1 224          | -     | 19 079              | 15 531             | 27 869                  | 9                                       | 8.5  |
| BOMBARDIER REGIONAL JET RJ700ER | 761             | -           | 719           | -     | 1 369          | -     | 22 430              | 24 001             | 48 758                  | 5                                       | 7.9  |
| CANADAIR CL-600-604 CHALLENGER  | 45              | -           | 31            | -     | 60             | -     | 123                 | 219                | 443                     | 3                                       | 0.4  |
| CESSNA 310                      | -               | -           | -             | -     | -              | -     | -                   | -                  | -                       | 2                                       | -  |
| CESSNA 401/402/411/421          | -               | -           | -             | -     | -              | -     | -                   | -                  | -                       | 2                                       | -  |
| CESSNA 404 TITAN                | -               | -           | -             | -     | -              | -     | -                   | -                  | -                       | 1                                       | -  |
| DASSAULT BREGUET FALCON 50      | 5               | -           | 6             | -     | 8              | -     | 34                  | 26                 | 39                      | 1                                       | 0.3  |
| DASSAULT MYSTERE-FALCON 2000    | -               | -           | -             | -     | -              | -     | -                   | -                  | -                       | 1                                       | 0.8  |
| DASSAULT MYSTERE-FALCON 900     | -               | -           | -             | -     | -              | -     | -                   | -                  | -                       | 1                                       | 0.2  |

|                               | 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     |
|                               |             |       |               |       |                |       |            |            |            | Mar 2003    | Qrt Ended   |
|                               |             |       |               |       |                |       |            |            |            |             | Mar 2003    |
| DASSAULT MYSTERE-FALCON 900EX | 93          | -     | 42            | -     | 123            | -     | 148        | 233        | 1 269      | 2           | 1.4         |
| DE HAVILLAND DASH 8-300/Q300  | 805         | -     | 2 831         | -     | 2 831          | -     | 73 364     | 24 559     | 40 313     | 14          | 6.3         |
| DE HAVILLAND DH6 TWIN OTTER   | 103         | -     | 622           | -     | 466            | -     | 7 014      | 986        | 1 959      | 4           | 1.8         |
| DORNIER 328                   | 435         | -     | 814           | -     | 798            | -     | 16 646     | 8 867      | 13 463     | 6           | 4.7         |
| DOUGLAS DC3 C47 DAKOTA        | -           | -     | -             | -     | -              | -     | -          | -          | -          | 1           | 0.2         |
| DOUGLAS DC6/6A/6B/6C          | -           | 10    | -             | 14    | -              | 27    | -          | -          | -          | 2           | 0.1         |
| EMBRAER RJ135                 | 217         | -     | 404           | -     | 477            | -     | 3 293      | 3 971      | 8 047      | 2           | 6.2         |
| EMBRAER RJ145                 | 3 906       | -     | 6 318         | -     | 8 481          | -     | 97 386     | 109 779    | 191 397    | 37          | 7.0         |
| FAIRCHILD SA-227 METRO III    | -           | -     | -             | -     | -              | -     | -          | -          | -          | 1           | 0.1         |
| FOKKER 100                    | 512         | -     | 1 031         | -     | 1 340          | -     | 71 431     | 35 722     | 54 346     | 6           | 6.9         |
| FOKKER F27 100-400/600        | -           | 20    | -             | 90    | -              | 80    | -          | -          | -          | 2           | 1.6         |
| FOKKER F27-500                | -           | 155   | -             | 534   | -              | 560   | -          | -          | -          | 9           | 2.3         |
| LOCKHEED L188 ELECTRA         | -           | 109   | -             | 210   | -              | 232   | -          | -          | -          | 8           | 1.2         |
| MCDONNELL-DOUGLAS DC10-10     | 480         | -     | 212           | -     | 615            | -     | 124 571    | 289 793    | 181 567    | 3           | 4.5         |
| MCDONNELL-DOUGLAS DC10-30     | 187         | -     | 64            | -     | 230            | -     | 18 208     | 59 647     | 70 847     | 1           | 6.6         |
| PILATUS BN-2A ISLANDER        | 47          | -     | 1 045         | -     | 256            | -     | 3 898      | 255        | 376        | 8           | 0.5         |
| PILATUS BN-2A TRISLANDER MK3  | 86          | -     | 1 213         | -     | 422            | -     | 10 999     | 791        | 1 472      | 8           | 1.6         |
| REIMS-CESSNA F406/CARAVAN II  | -           | 1     | -             | 3     | -              | 2     | -          | -          | -          | 2           | -           |
| SAAB FAIRCHILD 340            | 391         | -     | 1 579         | -     | 1 403          | -     | 29 972     | 8 450      | 13 074     | 10          | 3.6         |
| SHORTS 360                    | 21          | -     | 303           | -     | 92             | -     | 7 661      | 517        | 767        | 15          | 0.1         |
| SIKORSKY S61N                 | 52          | -     | 868           | -     | 286            | -     | 16 597     | 993        | 1 250      | 6           | 0.8         |
| SIKORSKY S76 SPIRIT           | -           | -     | -             | -     | -              | -     | -          | -          | -          | 3           | ..          |
| Total                         | 128 683     | 2 199 | 92 511        | 3 194 | 209 245        | 4 277 | 9 253 466  | 21 702 533 | 27 587 157 | 874         | 7.1         |

(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