

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service at Qrt Ended Sep-04 | Avg Daily Utilisation Per A/C (Hours) Per Qrt Ended Sep-04 |
|------------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| AIRBUS A300-600 | 565 | - | 175 | - | 772 | - | 49 202 | 166 404 | 196 726 | 4 | 11.0 |
| AIRBUS A300B4-100/200 | - | - | - | - | - | - | - | - | - | 2 | 6.7 |
| AIRBUS A300F4 | - | 131 | - | 257 | - | 294 | - | - | - | 4 | 2.0 |
| AIRBUS A319 | 5 855 | - | 6 990 | - | 12 176 | - | 637 422 | 546 232 | 772 954 | 57 | 8.9 |
| AIRBUS A319 CJ (EXEC) | 45 | - | 20 | - | 69 | - | 340 | 830 | 1 492 | 1 | .. |
| AIRBUS A320-100/200 | 9 118 | - | 7 303 | - | 16 062 | - | 752 574 | 1 035 407 | 1 422 229 | 81 | 10.5 |
| AIRBUS A321 | 5 500 | - | 4 577 | - | 9 724 | - | 577 085 | 796 081 | 1 071 533 | 35 | 12.0 |
| AIRBUS A330-200 | 2 850 | - | 476 | - | 3 704 | - | 108 494 | 747 072 | 924 746 | 11 | 15.8 |
| AIRBUS A330-300 | 112 | - | 32 | - | 165 | - | 4 686 | 36 427 | 40 236 | - | .. |
| AIRBUS A340-300 | 2 161 | - | 313 | - | 2 803 | - | 58 442 | 399 098 | 551 096 | 9 | 12.3 |
| AIRBUS A340-600 | 2 325 | - | 311 | - | 2 997 | - | 67 690 | 492 818 | 711 331 | 7 | 12.6 |
| ATR42-300 | 350 | - | 1 055 | - | 1 148 | - | 17 107 | 7 742 | 16 631 | 8 | 3.9 |
| ATR72 | 150 | 5 | 542 | 17 | 469 | 17 | 15 880 | 4 373 | 9 886 | 3 | 5.7 |
| AVROLINER RJ100/115 | 1 403 | - | 1 971 | - | 3 157 | - | 90 309 | 64 623 | 147 098 | 16 | 8.0 |
| BAE (HS) 748 | - | 151 | - | 468 | - | 443 | - | - | - | 15 | 1.1 |
| BAE 125 | - | - | - | - | - | - | - | - | - | 2 | - |
| BAE 146-100 | 49 | - | 78 | - | 119 | - | 2 648 | 1 529 | 3 458 | 4 | 1.6 |
| BAE 146-200/QT | 824 | 82 | 1 447 | 113 | 1 853 | 113 | 66 587 | 44 517 | 75 963 | 19 | 5.0 |
| BAE 146-300 | 789 | - | 1 756 | - | 2 031 | - | 92 965 | 42 013 | 87 555 | 14 | 6.0 |
| BAE ATP | 40 | - | 284 | - | 125 | - | 9 429 | 1 329 | 2 719 | 8 | 0.6 |
| BAE JETSTREAM 31/32 | 326 | - | 827 | - | 826 | - | 7 390 | 3 324 | 5 885 | 11 | 2.7 |
| BAE JETSTREAM 41 | 635 | - | 1 696 | - | 1 480 | - | 24 416 | 9 245 | 18 428 | 14 | 2.9 |
| BAE125-1000 | - | - | - | - | - | - | - | - | - | 1 | - |
| BEECHCRAFT 200 SUPERKING AIR | - | - | - | - | - | - | - | - | - | 2 | - |
| BOEING 737-200 | 239 | - | 236 | - | 409 | - | 8 926 | 24 733 | 31 206 | 8 | 4.3 |
| BOEING 737-300 | 8 755 | 129 | 9 573 | 273 | 16 749 | 274 | 1 036 584 | 974 124 | 1 286 549 | 81 | 9.9 |
| BOEING 737-400 | 2 193 | - | 2 715 | - | 4 510 | - | 205 445 | 160 790 | 311 832 | 19 | 9.8 |
| BOEING 737-500 | 2 356 | - | 3 339 | - | 4 962 | - | 241 036 | 178 157 | 283 488 | 20 | 10.2 |
| BOEING 737-700 | 7 623 | - | 8 049 | - | 14 175 | - | 926 707 | 879 559 | 1 135 592 | 39 | 10.6 |
| BOEING 737-800 | 793 | - | 286 | - | 1 169 | - | 41 306 | 122 365 | 150 057 | 10 | 14.2 |
| BOEING 747-200B | 406 | - | 56 | - | 494 | - | - | 146 055 | 188 807 | 9 | 2.9 |
| BOEING 747-400 | 21 804 | - | 2 914 | - | 27 001 | - | 748 826 | 5 822 269 | 7 502 149 | 70 | 13.0 |
| BOEING 747-400F | - | 860 | - | 212 | - | 1 264 | - | - | - | 3 | 13.8 |
| BOEING 757-200 | 9 951 | 895 | 4 990 | 1 390 | 15 064 | 1 844 | 854 854 | 1 948 789 | 2 257 643 | 102 | 10.4 |
| BOEING 757-300 | 213 | - | 72 | - | 306 | - | 18 876 | 55 573 | 59 746 | 2 | 15.5 |
| BOEING 767-200ER | 782 | - | 214 | - | 1 060 | - | 35 035 | 184 454 | 218 372 | 7 | 12. |

| | 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 2004 | Qrt Ended |
| | | | | | | | | | | | Sep 2004 |
| DASSAULT MYSTERE-FALCON 900EX | 26 | - | 25 | - | 42 | - | 106 | 147 | 389 | 3 | 0.7 |
| DE HAVILLAND DASH 8-300/Q300 | 715 | - | 2 434 | - | 2 503 | - | 66 232 | 20 642 | 34 840 | 15 | 5.8 |
| DE HAVILLAND DH6 TWIN OTTER | 37 | - | 280 | - | 200 | - | 2 001 | 217 | 652 | 4 | 3.6 |
| DORNIER 228-100/200 | - | - | - | - | - | - | - | - | - | 1 | .. |
| DORNIER 328 | 434 | - | 820 | - | 978 | - | 18 291 | 9 729 | 13 418 | 7 | 4.3 |
| DOUGLAS DC3 C47 DAKOTA | - | - | - | - | - | - | - | - | - | 1 | - |
| DOUGLAS DC6/6A/6B/6C | - | - | - | - | - | - | - | - | - | 2 | 0.1 |
| EMBRAER RJ135 | 201 | - | 360 | - | 453 | - | 6 816 | 3 806 | 7 456 | 2 | 7.8 |
| EMBRAER RJ145 | 3 842 | - | 5 710 | - | 8 312 | - | 154 267 | 99 226 | 186 176 | 38 | 7.2 |
| FAIRCHILD SA-227 METRO III | - | - | - | - | - | - | - | - | - | 1 | - |
| FOKKER 100 | 125 | - | 334 | - | 381 | - | 12 592 | 6 935 | 13 311 | 4 | 4.7 |
| FOKKER F27 100-400/600 | - | 18 | - | 77 | - | 69 | - | - | - | 2 | 1.0 |
| FOKKER F27-500 | - | 26 | - | 124 | - | 107 | - | - | - | 3 | 1.4 |
| GULF AMERICAN GULFSTREAM IV | - | - | - | 2 | - | 2 | - | - | - | 1 | - |
| LEARJET 45 | - | - | - | - | - | - | - | - | - | 2 | - |
| LOCKHEED L188 ELECTRA | - | 115 | - | 226 | - | 304 | - | - | - | 7 | 1.6 |
| MCDONNELL-DOUGLAS DC10-30 | - | - | - | - | - | - | - | - | - | 1 | 7.0 |
| PILATUS BN-2A ISLANDER | 33 | - | 979 | - | 191 | - | 3 431 | 123 | 270 | 8 | 1.0 |
| PILATUS BN-2A TRISLANDER MK3 | 65 | - | 945 | 4 | 319 | 1 | 8 679 | 565 | 1 099 | 6 | 2.7 |
| REIMS-CESSNA F406/CARAVAN II | - | - | - | - | - | - | - | - | - | 5 | - |
| SAAB FAIRCHILD 340 | 459 | - | 1 982 | - | 1 730 | - | 31 817 | 7 301 | 14 727 | 12 | 4.9 |
| SHORTS 330 | - | - | - | - | - | - | - | - | - | 1 | - |
| SHORTS 360 | 22 | - | 299 | - | 92 | - | 5 060 | 290 | 827 | 12 | 0.4 |
| SIKORSKY S61N | 13 | - | 214 | - | 74 | - | 3 364 | 211 | 336 | 6 | 1.6 |
| Total | 114 461 | 2 414 | 84 197 | 3 170 | 189 975 | 4 739 | 7 832 616 | 18 484 605 | 24 496 146 | 946 | 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