

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Qrt Ended Dec-05	Avg Daily Utilisation Per A/C (Hours) Qrt Ended Dec-05
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
AIRBUS A300-600	645	-	261	-	941	-	62 143	177 603	225 918	4	7.0
AIRBUS A300F4	-	32	-	77	-	81	-	-	-	1	2.6
AIRBUS A319	14 773	-	15 517	-	27 476	-	1 477 873	1 340 519	1 981 324	90	9.7
AIRBUS A319 CJ (EXEC)	9	-	12	-	23	-	260	235	325	1	1.0
AIRBUS A320-100/200	10 126	-	7 722	-	17 661	-	705 641	1 045 887	1 572 330	73	8.9
AIRBUS A321	5 499	-	4 826	-	10 132	-	532 090	694 595	1 056 000	36	10.1
AIRBUS A330-200	3 030	-	496	-	3 938	-	117 877	786 713	962 131	10	13.1
AIRBUS A330-300	167	-	37	-	216	-	-	64 478	67 930	3	2.3
AIRBUS A340-300	2 597	-	389	-	3 464	-	69 200	462 524	662 346	9	12.1
AIRBUS A340-600	4 058	-	439	-	5 168	-	109 425	917 981	1 248 584	11	15.2
ATR42-300	389	33	832	134	835	121	11 170	8 991	18 887	8	3.2
ATR72	159	-	542	-	579	-	15 115	5 424	10 540	4	4.0
AVROLINER RJ100/115	924	-	1 475	-	2 183	-	69 417	44 745	98 358	15	5.2
BAE (HS) 748	-	141	-	490	-	438	-	-	-	15	-
BAE 125	-	-	-	-	-	-	-	-	-	4	-
BAE 146-100	74	-	174	-	205	-	6 731	2 855	5 704	3	1.6
BAE 146-200/QT	888	94	1 520	154	1 808	130	56 833	41 544	83 557	19	3.3
BAE 146-300	702	-	1 458	-	1 395	-	82 735	41 984	78 449	11	4.5
BAE ATP	41	31	287	47	126	78	63	1 164	2 631	3	-
BAE JETSTREAM 31/32	193	-	519	-	511	-	4 906	1 914	3 477	8	2.2
BAE JETSTREAM 41	744	-	1 848	-	1 743	-	23 783	9 747	21 506	20	3.5
BAE125-1000	-	-	-	-	-	-	-	-	-	1	-
BEECHCRAFT 200 SUPERKING AIR	-	-	-	-	-	-	-	-	-	2	-
BOEING 737-200	182	-	117	-	287	-	10 433	18 772	23 665	9	1.2
BOEING 737-300	7 073	161	8 100	395	13 474	350	707 773	659 769	1 008 027	66	7.8
BOEING 737-400	2 193	-	2 371	-	4 337	-	163 580	150 451	312 110	19	8.3
BOEING 737-500	2 072	-	3 020	-	4 537	-	189 013	137 339	245 398	19	8.3
BOEING 737-600	430	-	357	-	762	-	21 231	28 494	52 905	4	7.8
BOEING 737-700	6 314	-	6 408	-	11 861	-	657 346	683 694	974 634	34	10.7
BOEING 737-800	1 380	-	632	-	2 094	-	88 229	210 437	253 759	9	8.8
BOEING 747-200B	-	-	-	-	-	-	-	-	-	4	0.3
BOEING 747-400	23 524	-	3 820	-	29 399	-	794 429	6 249 730	8 146 901	70	13.5
BOEING 747-400F	-	942	-	208	-	1 359	-	-	-	3	14.0
BOEING 757-200	9 874	916	5 087	1 437	15 186	1 888	832 044	1 848 211	2 206 554	97	7.0
BOEING 757-300	282	-	104	-	395	-	26 585	71 831	78 886	2	7.4
BOEING 767-200	1 116	-	278	-	1 519	-	49 183	264 846	297 683	4	9.5

	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
										Dec 2005	(Hours)
										Dec 2005	Qrt Ended
DASSAULT MYSTERE-FALCON 900EX	47	-	18	-	57	-	35	126	587	3	0.4
DE HAVILLAND DASH 8-300/Q300	612	-	2 334	-	2 287	-	55 866	16 230	29 695	12	6.0
DE HAVILLAND DH6 TWIN OTTER	31	-	316	-	167	-	2 498	194	528	4	2.0
DORNIER 328	345	-	653	-	783	-	1 046	557	10 688	7	4.2
DOUGLAS DC3 C47 DAKOTA	-	-	-	-	-	-	-	-	-	1	-
DOUGLAS DC6/6A/6B/6C	-	-	-	-	-	-	-	-	-	2	-
EMBRAER LEGACY 600 (BJ135)	20	-	27	-	48	-	89	71	252	2	0.2
EMBRAER RJ135	261	-	481	-	599	-	8 303	4 556	9 675	3	5.3
EMBRAER RJ145	3 734	-	5 705	-	8 220	-	141 505	92 442	181 070	39	6.9
FAIRCHILD SA-227 METRO III	-	-	-	-	-	-	-	-	-	1	-
GULF AMERICAN GULFSTREAM IV	-	-	-	-	-	-	-	-	-	1	1.3
LEARJET 45	-	-	-	-	-	-	-	-	-	2	-
LOCKHEED L188 ELECTRA	-	137	-	276	-	378	-	-	-	7	2.0
PILATUS BN-2A ISLANDER	17	-	446	-	97	-	1 847	83	132	7	0.5
PILATUS BN-2A TRISLANDER MK3	60	-	949	-	302	-	8 652	531	1 025	6	2.0
REIMS-CESSNA F406/CARAVAN II	-	-	-	-	-	-	-	-	-	4	-
SAAB 2000	227	-	457	-	440	-	7 742	3 940	11 155	4	3.0
SAAB FAIRCHILD 340	438	-	1 898	-	1 681	-	29 765	6 881	14 153	14	4.3
SHORTS 330	-	-	-	-	-	-	-	-	-	-	-
SHORTS 360	5	-	107	-	24	-	1 977	86	143	11	0.1
SIKORSKY S61N	13	-	204	-	71	-	3 165	199	320	6	0.8
Total	128 281	2 487	90 363	3 218	208 740	4 823	7 961 550	20 042 396	27 229 844	941	7.7

(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