

| | 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-05 | (Hours) |
| | | | | | | | | | | | Qrt Ended |
| | | | | | | | | | | | Dec-05 |
| AIRBUS A300-600 | 586 | - | 190 | - | 814 | - | 51 464 | 165 687 | 203 964 | 4 | 7.0 |
| AIRBUS A300F4 | - | 33 | - | 82 | - | 85 | - | - | - | 1 | 2.6 |
| AIRBUS A319 | 13 808 | - | 14 420 | - | 25 698 | - | 1 504 168 | 1 366 340 | 1 856 046 | 90 | 9.7 |
| AIRBUS A319 CJ (EXEC) | 12 | - | 11 | - | 19 | - | 74 | 92 | 408 | 1 | 1.0 |
| AIRBUS A320-100/200 | 10 202 | - | 7 364 | - | 17 453 | - | 715 802 | 1 064 711 | 1 595 855 | 73 | 8.9 |
| AIRBUS A321 | 5 608 | - | 4 745 | - | 10 200 | - | 555 483 | 713 913 | 1 084 161 | 36 | 10.1 |
| AIRBUS A330-200 | 2 966 | - | 477 | - | 3 849 | - | 111 053 | 747 545 | 944 514 | 10 | 13.1 |
| AIRBUS A330-300 | 149 | - | 37 | - | 200 | - | - | 58 707 | 60 510 | 3 | 2.3 |
| AIRBUS A340-300 | 2 529 | - | 384 | - | 3 360 | - | 68 674 | 449 277 | 644 850 | 9 | 12.1 |
| AIRBUS A340-600 | 3 987 | - | 440 | - | 5 161 | - | 105 379 | 872 392 | 1 241 941 | 11 | 15.2 |
| ATR42-300 | 397 | 23 | 856 | 100 | 834 | 86 | 11 280 | 10 972 | 18 787 | 8 | 3.2 |
| ATR72 | 148 | - | 494 | - | 465 | - | 19 733 | 6 420 | 9 761 | 4 | 4.0 |
| AVROLINER RJ100/115 | 845 | - | 1 364 | - | 2 006 | - | 65 221 | 40 589 | 89 628 | 15 | 5.2 |
| BAE (HS) 748 | - | - | - | - | - | - | - | - | - | 15 | - |
| BAE 125 | - | - | - | - | - | - | - | - | - | 4 | - |
| BAE 146-100 | 69 | - | 158 | - | 192 | - | 8 442 | 3 685 | 5 309 | 3 | 1.6 |
| BAE 146-200/QT | 759 | 103 | 1 394 | 170 | 1 575 | 143 | 54 520 | 40 255 | 72 323 | 19 | 3.3 |
| BAE 146-300 | 680 | - | 1 479 | - | 1 410 | - | 95 377 | 43 405 | 76 033 | 11 | 4.5 |
| BAE ATP | - | - | - | - | - | - | - | - | - | 3 | - |
| BAE JETSTREAM 31/32 | 198 | - | 648 | - | 520 | - | 6 500 | 2 168 | 3 571 | 8 | 2.2 |
| BAE JETSTREAM 41 | 549 | - | 1 331 | - | 1 278 | - | 19 330 | 8 073 | 15 794 | 20 | 3.5 |
| BAE125-1000 | - | - | - | - | - | - | - | - | - | 1 | - |
| BEECHCRAFT 200 SUPERKING AIR | - | - | - | - | - | - | - | - | - | 2 | - |
| BOEING 737-200 | 180 | - | 118 | - | 283 | - | 10 919 | 16 842 | 23 282 | 9 | 1.2 |
| BOEING 737-300 | 7 325 | 149 | 8 004 | 367 | 13 732 | 324 | 749 412 | 698 754 | 1 041 849 | 66 | 7.8 |
| BOEING 737-400 | 2 189 | - | 2 370 | - | 4 359 | - | 191 269 | 174 671 | 312 275 | 19 | 8.3 |
| BOEING 737-500 | 2 223 | - | 3 180 | - | 4 813 | - | 229 999 | 165 358 | 267 660 | 19 | 8.3 |
| BOEING 737-600 | 301 | - | 324 | - | 579 | - | 18 878 | 18 766 | 37 020 | 4 | 7.8 |
| BOEING 737-700 | 5 754 | - | 5 776 | - | 10 793 | - | 640 514 | 658 851 | 892 329 | 34 | 10.7 |
| BOEING 737-800 | 1 368 | - | 573 | - | 2 046 | - | 76 697 | 176 346 | 258 964 | 9 | 8.8 |
| BOEING 747-200B | - | - | - | - | - | - | - | - | - | 4 | 0.3 |
| BOEING 747-400 | 23 541 | - | 3 153 | - | 29 477 | - | 801 896 | 6 241 338 | 8 179 463 | 70 | 13.5 |
| BOEING 747-400F | - | 842 | - | 191 | - | 1 222 | - | - | - | 3 | 14.0 |
| BOEING 757-200 | 10 655 | 879 | 5 240 | 1 397 | 16 183 | 1 837 | 820 654 | 1 884 298 | 2 385 212 | 97 | 7.0 |
| BOEING 757-300 | 213 | - | 87 | - | 303 | - | 20 811 | 52 730 | 60 552 | 2 | 7.4 |
| BOEING 767-200 | 925 | - | 206 | - | 1 236 | - | 35 698 | 213 490 | 246 364 | 4 | 9.5 |
| BOEING 767-200ER | 107 | - | 33 | - | 155 | - | 1 352 | 24 000 | 30 756 | 2 | 4.9 |
| BOEING 767-300 | 1 184 | - | 666 | - | 1 989 | - | 97 984 | 179 489 | 287 447 | 10 | 6.8 |
| BOEING 767-300ER/F | 5 836 | - | 1 098 | - | 7 769 | - | 183 920 | 1 187 984 | 1 431 066 | 27 | 10.1 |
| BOEING 777-200 | 6 789 | - | 1 215 | - | 8 846 | - | 188 608 | 1 118 721 | 1 512 549 | 27 | 10.8 |
| BOEING 777-200ER | 7 082 | - | 1 177 | - | 9 109 | - | 202 551 | 1 330 822 | 1 758 531 | 16 | 17.9 |
| BOEING BBJ | - | - | - | - | - | - | - | - | - | - | - |
| BOMBARDIER DASH 8 Q400 | 1 346 | - | 3 710 | - | 2 835 | - | 173 782 | 64 271 | 105 104 | 19 | 5.0 |
| BOMBARDIER GLOBAL EXPRESS | - | - | - | - | - | - | - | - | - | 1 | .. |
| BOMBARDIER REGIONAL JET 100/200 | - | - | - | - | - | - | - | - | - | 1 | 0.5 |
| CANADAI R CL-600-604 CHALLENGER | 15 | 7 | 12 | 6 | 28 | 9 | 48 | 46 | 119 | 5 | 0.2 |
| CESSNA 310 | - | - | - | - | - | - | - | - | - | 2 | - |
| CESSNA 401/402/411/421 | - | - | - | - | - | - | - | - | - | 2 | - |
| CESSNA 500 CITATION I | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 750 CITATION X | 7 | - | 6 | - | 11 | - | 25 | 34 | 67 | 1 | 0.4 |

| | 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 | Qrt Ended |
| | | | | | | | | | | | Dec 2005 |
| DASSAULT MYSTERE-FALCON 900EX | 21 | - | 5 | - | 25 | - | 12 | 70 | 279 | 3 | 0.4 |
| DE HAVILLAND DASH 8-300/Q300 | 543 | - | 2 087 | - | 2 045 | - | 64 796 | 16 658 | 26 350 | 12 | 6.0 |
| DE HAVILLAND DH6 TWIN OTTER | 45 | - | 362 | - | 228 | - | 2 842 | 279 | 764 | 4 | 2.0 |
| DORNIER 328 | 312 | - | 588 | - | 807 | - | 11 714 | 6 265 | 9 676 | 7 | 4.2 |
| DOUGLAS DC3 C47 DAKOTA | - | - | - | - | - | - | - | - | - | 1 | - |
| DOUGLAS DC6/6A/6B/6C | - | - | - | - | - | - | - | - | - | 2 | - |
| EMBRAER LEGACY 600 (BJ135) | 3 | - | 2 | - | 6 | - | 6 | 10 | 39 | 2 | 0.2 |
| EMBRAER RJ135 | 181 | - | 346 | - | 428 | - | 7 157 | 3 724 | 6 694 | 3 | 5.3 |
| EMBRAER RJ145 | 3 332 | - | 5 074 | - | 7 348 | - | 145 384 | 94 637 | 161 499 | 39 | 6.9 |
| FAIRCHILD SA-227 METRO III | - | - | - | - | - | - | - | - | - | 1 | - |
| GULF AMERICAN GULFSTREAM IV | 18 | - | 7 | - | 23 | - | 26 | 64 | 250 | 1 | 1.3 |
| LEARJET 45 | - | - | - | - | - | - | - | - | - | 2 | - |
| LOCKHEED L188 ELECTRA | - | 121 | - | 267 | - | 340 | - | - | - | 7 | 2.0 |
| PILATUS BN-2A ISLANDER | 2 | - | 35 | - | 9 | - | 194 | 10 | 14 | 7 | 0.4 |
| PILATUS BN-2A TRISLANDER MK3 | 66 | - | 1 043 | - | 330 | - | 9 804 | 618 | 1 119 | 6 | 2.0 |
| REIMS-CESSNA F406/CARAVAN II | - | - | - | - | - | - | - | - | - | 4 | - |
| SAAB 2000 | 155 | - | 300 | - | 291 | - | 5 498 | 2 710 | 7 745 | 4 | 3.0 |
| SAAB FAIRCHILD 340 | 464 | - | 1 957 | - | 1 759 | - | 34 991 | 8 271 | 14 961 | 14 | 4.3 |
| SHORTS 330 | - | - | - | - | - | - | - | - | - | - | - |
| SHORTS 360 | 5 | - | 86 | - | 22 | - | 1 625 | 82 | 157 | 11 | 0.1 |
| SIKORSKY S61N | 16 | - | 256 | - | 87 | - | 3 768 | 236 | 402 | 6 | 0.8 |
| Total | 125 695 | 2 157 | 84 888 | 2 580 | 202 988 | 4 045 | 8 125 334 | 19 934 676 | 26 984 013 | 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