

	Aircraft-Km Passenger (000)	Cargo (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Qrt Ended Sep-09	Avg Daily Utilisation Per A/C (Hours) Qrt Ended Sep-09
AIRBUS A300-600	1 035	-	391	-	1 449	-	121 271	335 900	373 234	4	12.3
AIRBUS A318	20	-	4	-	14	-	111	583	672	1	6.9
AIRBUS A319	30 381	-	29 662	-	53 561	-	3 636 594	3 745 785	4 438 536	172	10.7
AIRBUS A319 CJ (EXEC)	3	-	2	-	4	-	42	45	72	1	0.7
AIRBUS A320-100/200	17 286	-	11 395	-	28 569	-	1 537 439	2 484 991	2 876 931	89	10.9
AIRBUS A321	10 078	-	5 279	-	15 663	-	857 210	1 709 393	2 014 736	46	12.0
AIRBUS A330-200	4 203	-	828	-	5 521	-	201 165	1 160 622	1 279 547	12	15.5
AIRBUS A330-300	122	-	22	-	159	-	6 351	37 535	39 452	1	12.6
AIRBUS A340-300	1 695	-	254	-	2 222	-	46 746	313 404	406 871	6	13.0
AIRBUS A340-600	5 799	-	785	-	7 400	-	192 775	1 460 674	1 786 531	19	13.8
ATR72 200/500	210	11	652	36	710	51	31 733	9 842	14 758	3	8.1
AVROLINER RJ100/115	580	-	930	-	1 378	-	50 890	30 360	60 583	8	5.2
AVROLINER RJ85/QT	172	-	202	-	370	-	9 483	7 800	14 233	2	5.8
BAE 125 (HS 125)	-	-	-	-	-	-	-	-	-	3	-
BAE 146-200/QT	22	101	20	154	31	140	941	1 063	1 776	4	1.9
BAE ATP	-	197	-	554	-	657	-	-	-	9	2.4
BAE JETSTREAM 31/32	60	-	344	-	226	-	3 075	586	1 035	8	0.5
BAE JETSTREAM 41	622	-	1 586	-	1 492	-	21 026	8 300	18 013	23	2.2
BAE125-1000	-	-	-	-	-	-	-	-	-	1	-
BEECHCRAFT 200 SUPERKING AIR	-	-	-	-	-	-	-	-	-	2	-
BEECHCRAFT 300 / 350 SUPER KING All	2	-	2	-	4	-	12	14	19	2	0.2
BOEING 737-300	6 100	215	4 948	536	10 197	378	562 202	758 280	893 059	46	8.7
BOEING 737-400	3 247	-	2 816	-	5 906	-	305 787	366 002	447 578	19	10.2
BOEING 737-500	607	-	736	-	1 207	-	67 706	60 374	78 491	6	7.2
BOEING 737-700	4 077	-	3 255	-	6 654	-	388 572	491 426	583 318	22	10.5
BOEING 737-800	4 586	-	2 057	-	6 847	-	363 123	815 703	866 406	18	13.0
BOEING 747-200C/200F	-	554	-	199	-	685	-	-	-	4	16.2
BOEING 747-400	20 836	-	2 930	-	25 817	-	800 626	6 052 117	7 012 602	68	13.2
BOEING 747-400F	-	876	-	184	-	1 069	-	-	-	3	11.8
BOEING 757-200	16 410	849	6 794	1 237	23 752	1 709	1 351 149	3 361 616	3 699 663	91	9.8
BOEING 757-300	604	-	226	-	880	-	59 334	158 740	169 183	2	15.1
BOEING 767-300ER/F	10 394	118	2 612	19	13 895	150	539 419	2 156 239	2 551 825	42	11.1
BOEING 777-200	888	-	206	-	1 179	-	22 777	123 609	191 792	3	11.3
BOEING 777-200ER	13 618	7	2 141	15	17 242	164	384 717	2 598 743	3 273 665	43	14.6
BOMBARDIER DASH 8 Q400	4 524	-	10 803	-	9 734	-	485 657	213 549	352 304	55	5.7
BOMBARDIER GLOBAL EXPRESS (BD700)	21	-	5	-	30	-	31	168	280	1	0.7

	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 2009	(Hours)
											Qrt Ended
											Sep 2009
EMBRAER ERJ170	8	-	18	-	22	-	968	485	642	2	7.3
EMBRAER ERJ195	1 471	-	2 096	-	2 520	-	164 071	121 173	173 521	14	8.9
EMBRAER LEGACY 600 (BJ135)	47	-	35	-	67	-	355	228	667	3	1.0
EMBRAER RJ135	403	-	706	-	893	-	10 755	9 097	14 897	4	6.4
EMBRAER RJ145	1 178	-	2 200	-	2 858	-	38 121	36 938	57 907	18	5.6
GATES LEARJET 60	-	-	-	-	-	-	-	-	-	2	-
GULF AMERICAN GULFSTREAM 500-550	8	-	4	-	11	-	24	37	138	5	0.2
GULF AMERICAN GULFSTREAM IV	54	-	35	-	75	-	112	244	756	3	0.4
LEARJET 40/45	-	-	-	-	-	-	-	-	-	4	-
LOCKHEED L188 ELECTRA	-	65	-	126	-	177	-	-	-	7	1.0
PILATUS BN-2A ISLANDER	45	-	1 076	-	286	-	5 269	233	341	7	1.2
PILATUS BN-2A TRISLANDER MK3	87	-	1 209	-	564	-	11 643	835	1 297	7	3.8
REIMS-CESSNA F406/CARAVAN II	-	-	-	-	-	-	-	-	-	2	..
SAAB 2000	454	-	1 079	-	860	-	24 892	10 699	23 245	8	3.9
SAAB FAIRCHILD 340	569	-	2 065	-	1 971	-	42 915	12 371	20 494	16	4.4
SCOTTISH AVIATION TWIN PIONEER	-	-	-	-	-	-	-	-	-	1	..
SIKORSKY S61N	34	-	548	-	190	-	10 525	660	860	8	0.8
Total	163 123	2 993	104 978	3 060	254 197	5 180	12 393 126	28 667 462	33 760 952	1 002	9.1

(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