

	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)	Year Ended	Per A/C
										Dec 1991	(Hours)
											Year Ended
											Dec 1991
AEROSPATIALE AS332 SUPER PUMA (L1	1 971	-	9 244	-	7 883	-	112 208	23 940	37 450	5	4.3
AIRBUS A300-600	4 303	-	1 775	-	6 044	-	512 224	1 404 365	1 553 119	2	12.5
AIRBUS A320-100/200	11 576	1	13 661	1	22 640	1	1 366 828	1 171 416	1 690 447	10	6.2
BAC/AEROSPATIALE CONCORDE	9 059	-	1 708	-	6 244	-	86 082	452 472	905 959	7	2.4
BAE (HS) 748	4 592	726	16 760	1 841	16 558	2 518	387 862	121 353	202 366	20	2.6
BAE 146-100	4 736	-	9 727	-	10 558	-	388 225	200 668	380 217	5	5.8
BAE 146-200/QT	7 677	1 743	14 243	3 581	17 385	4 070	636 182	404 442	758 055	11	5.9
BAE 146-300	9 621	994	17 912	1 667	21 810	2 154	853 959	545 674	1 049 729	9	6.8
BAE ATP	9 571	1	32 988	2	32 179	3	1 137 227	357 178	618 734	17	5.2
BAE JETSTREAM 31/32	1 742	-	4 086	-	5 279	-	38 011	16 466	28 830	6	4.1
BAE(BAC)111-200	2 066	12	3 409	6	4 404	20	145 420	98 177	161 270	4	3.2
BAE(BAC)111-300/400/475	4 887	210	7 391	148	9 943	340	262 556	180 949	361 250	7	4.0
BAE(BAC)111-500	36 339	3	52 174	3	75 419	6	2 972 041	2 282 866	3 658 901	43	4.8
BOEING 707 ALL SERIES	-	2 129	-	646	-	3 027	-	-	-	3	3.7
BOEING 727-200/200 ADVANCED	15 767	-	8 519	-	23 008	-	1 343 238	2 621 044	2 948 470	9	7.7
BOEING 737-200	106 045	1	90 733	1	188 774	2	7 565 191	9 894 106	12 598 511	71	7.3
BOEING 737-300	58 481	-	59 004	-	106 053	-	3 835 565	6 299 812	8 191 382	36	8.8
BOEING 737-400	26 566	-	19 671	-	44 453	-	2 288 866	3 680 714	4 443 322	13	9.5
BOEING 747-100/100F	42 839	80	8 465	15	55 529	100	1 940 078	12 118 210	16 234 934	16	9.5
BOEING 747-200B	65 163	13	11 995	2	83 847	14	2 382 006	16 833 916	23 424 477	20	11.8
BOEING 747-200B (COMBI)	10 090	17	1 793	2	12 790	21	332 727	2 486 140	3 569 586	3	11.7
BOEING 747-400	70 340	10	11 987	1	90 333	13	2 054 546	18 966 781	26 538 159	19	13.4
BOEING 757-200	109 754	644	82 322	631	180 492	1 079	11 334 773	19 160 047	23 471 036	62	8.6
BOEING 767-200	24 039	-	7 622	-	33 909	-	1 701 567	5 884 082	6 562 328	8	11.6
BOEING 767-300	6 141	5	8 892	1	13 506	7	1 498 230	988 701	1 514 817	6	6.3
BOEING 767-300ER/F	11 089	11	3 428	3	16 154	17	321 620	1 480 229	2 137 118	5	9.6
CANADAIR CL-44	-	463	-	198	-	1 057	-	-	-	1	2.9
CESSNA 310	-	-	-	-	-	-	-	-	-	1	-
CESSNA 401/402/411/421	50	-	230	-	179	-	559	187	419	1	0.5
CESSNA 404 TITAN	22	6	97	39	93	30	208	129	216	3	0.1
DE HAVILLAND DASH 8-300/Q300	578	-	1 629	-	1 725	-	41 806	17 783	28 908	-	18.8
DE HAVILLAND DASH 8-100	1 871	-	5 143	-	5 786	-	85 870	36 703	69 309	3	7.9
DE HAVILLAND DH6 TWIN OTTER	948	-	5 371	-	4 667	-	47 761	8 975	15 780	3	4.1
DE HAVILLAND DHC-7 DASH-7	4 543	-	16 854	-	17 019	-	323 771	106 705	206 620	8	5.7
DORNIER 228-100/200	513	-	1 966	-	1 829	-	15 773	4 241	8 699	1	5.0
DOUGLAS DC3 C47 DAKOTA	5	10	28	33	18	43	796	107	111	2	0.1
DOUGLAS DC6/6A/6B/6C	-	149	-	254	-	470	-	-	-	2	0.7
EMBRAER EMB110 BANDEIRANTE	111	-	407	-	311	-	1 290	658	1 182	5	0.2
FOKKER F27 100-400/600	13 474	607	49 228	1 593	48 045	2 044	1 221 104	358 795	627 737	24	5.7
GULF AMERICAN GULFSTREAM I	518	79	1 880	202	1 790	222	11 197	6 647	12 496	7	1.0
HANDLEY PAGE HERALD 200	-	2 188	-	7 907	-	8 502	-	-	-	11	2.0
LOCKHEED L1011-1/100 TRISTAR	7 506	-	3 104	-	10 674	-	874 100	2 365 835	2 782 741	6	4.4
LOCKHEED L1011-200 TRISTAR	8 792	11	2 267	2	11 707	14	285 893	1 475 727	2 097 118	4	6.9
LOCKHEED L188 ELECTRA	-	317	-	516	-	705	-	-	-	2	1.7
MCDONNELL-DOUGLAS DC10-30	28 817	14	4 731	2	36 272	16	663 286	4 483 951	6 599 175	8	12.4
MCDONNELL-DOUGLAS DC9-10/15	6 195	-	13 938	-	15 190	-	585 489	272 711	526 600	6	6.9
MCDONNELL-DOUGLAS DC9-30	8 015	-	20 050	-	22 510	-	1 173 828	477 027	881 522	8	7.7
MCDONNELL-DOUGLAS MD80-MD83	12 067	-	5 563	-	18 123	-	881 799	1 926 148	2 015 347	5	12.2
PILATUS BN-2A ISLANDER	577	-	12 223	-	3 271	-	64 164	3 036	4 561	10	1.1
PILATUS BN-2A TRISLANDER MK3	1 390	-	21 165	-	6 735	-	214 956	13 893	23 641	11	1.8

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	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Uplifted	Used	Available	Service at	Utilisation
	(000)	(000)						(000)	(000)	Year Ended	Per A/C
										Dec 1991	(Hours)
										Year Ended	Year Ended
										Dec 1991	Dec 1991
PIPER PA31/P NAVAJO CHIEFTAIN	20	-	286	-	80	-	1 278	89	178	2	0.2
PIPER PA34 SENECA II	22	-	303	-	101	-	551	38	105	3	0.3
REIMS-CESSNA F406/CARAVAN II	93	7	474	36	279	22	1 304	441	1 106	2	0.5
SAAB FAIRCHILD 340	508	-	1 792	-	1 424	-	15 841	6 633	17 245	2	3.6
SHORTS 330	897	154	3 844	625	3 238	551	57 245	14 069	26 947	8	1.3
SHORTS 360	7 069	190	33 251	882	28 423	722	682 429	146 542	252 024	22	4.4
SHORTS BELFAST	-	900	-	486	-	2 291	-	-	-	3	2.1
SIKORSKY S61N	3 549	5	37 888	117	16 595	29	421 981	38 242	82 191	15	3.0
SIKORSKY S76 SPIRIT	207	-	2 135	-	832	-	8 785	837	2 277	4	0.6
V953C MERCHANTMAN	-	1 433	-	3 322	-	3 229	-	-	-	5	1.8
VICKERS VISCOUNT 800	1 360	724	4 467	1 777	4 288	2 267	167 414	51 360	100 207	11	1.6
WESTLAND 30 SRS 100	52	-	910	4	297	-	9 303	572	855	3	0.8
Total	764 223	13 857	750 733	26 546	1 346 692	35 603	53 357 013	119 491 829	159 425 784	629	6.3

(a) Excludes small airlines' public transport operations (see table 1.13)

(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