

	Aircraft-Km		Stage Flights		Aircraft Hours			Seat-Km	Seat-Km	Aircraft in	Avgc Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	Used	Available	Service at	Utilisation
	(000)	(000)					Uplifted	(000)	(000)	Year Ended	Per A/C
										Dec 2003	(Hours)
										Dec 2003	Year Ended
AEROSPATIALE AS355 ECUREUIL 2	-	-	-	-	-	-	-	-	-	-	..
AIRBUS A300-600	9 139	-	3 667	-	12 910	-	1 058 240	2 794 856	3 300 007	4	8.9
AIRBUS A300B4-100/200	1 946	-	786	-	2 719	-	215 910	569 391	634 713	2	3.7
AIRBUS A300F4	-	1 707	-	3 092	-	2 810	-	-	-	4	2.0
AIRBUS A319	46 759	-	57 795	-	98 955	-	5 063 682	4 034 614	5 585 844	34	8.2
AIRBUS A320-100/200	145 938	9	112 219	13	245 849	15	13 114 705	18 804 061	23 641 190	82	9.5
AIRBUS A321	70 408	263	46 022	495	114 013	559	6 771 370	11 975 914	14 488 993	34	10.1
AIRBUS A330-200	39 861	-	7 062	-	50 409	-	1 671 678	11 262 084	13 149 349	11	12.9
AIRBUS A340-300	31 508	-	4 672	-	40 710	-	907 515	6 072 381	8 036 324	10	11.2
AIRBUS A340-600	17 747	-	2 091	-	22 861	-	458 271	3 672 729	5 518 788	5	14.0
ATR42-300	2 043	197	6 616	355	5 909	428	95 807	33 627	96 727	5	4.1
ATR72	2 662	-	5 639	-	8 353	-	229 967	110 931	176 747	4	4.9
AVROLINER RJ100/115	18 824	-	27 202	-	42 740	-	694 234	1 068 307	1 994 404	16	7.3
BAC/AEROSPATIALE CONCORDE	3 237	-	589	-	2 284	-	36 968	201 716	320 658	5	1.5
BAE (HS) 748	-	2 001	-	7 398	-	6 084	-	-	-	15	1.1
BAE 125	-	-	-	-	-	-	-	-	-	1	-
BAE 146-100	2 408	-	3 551	-	5 578	-	132 837	94 081	174 219	5	4.4
BAE 146-200/QT	14 831	880	24 905	1 448	31 923	1 198	1 129 558	862 928	1 397 091	19	4.8
BAE 146-300	13 100	-	25 359	-	33 446	-	1 479 911	959 576	1 473 483	12	7.4
BAE ATP	4 438	-	19 561	-	17 056	-	638 916	162 766	296 672	13	3.6
BAE JETSTREAM 31/32	2 233	-	6 018	1	6 510	-	52 978	22 001	40 229	9	1.7
BAE JETSTREAM 41	2 677	-	7 700	-	7 355	-	103 393	39 105	77 608	12	1.7
BOEING 727-200/200 ADVANCED	-	625	-	587	-	1 079	-	-	-	-	3.5
BOEING 737-200	6 528	-	4 943	-	10 380	-	355 831	650 972	848 773	8	3.6
BOEING 737-300	122 792	121	135 364	265	230 148	304	13 648 914	13 849 020	18 056 261	75	9.3
BOEING 737-400	32 704	-	38 320	-	67 789	-	3 508 748	3 060 692	4 629 065	27	6.9
BOEING 737-500	20 695	-	29 612	-	44 471	-	2 205 013	1 753 950	2 503 470	18	6.7
BOEING 737-700	60 690	-	62 253	-	112 501	-	7 297 309	7 341 302	9 038 272	29	11.6
BOEING 737-800	16 620	-	7 209	-	24 750	-	1 132 984	2 725 668	3 140 768	8	11.5
BOEING 747-200B	5 094	42	1 027	9	6 369	59	208 960	1 940 564	2 271 239	11	3.3
BOEING 747-200C/200F	-	547	-	111	-	710	-	-	-	-	8.7
BOEING 747-400	255 985	69	36 307	11	320 759	89	8 944 449	69 764 571	88 214 948	69	12.8
BOEING 747-400F	-	7 907	-	1 838	-	10 814	-	-	-	3	13.0
BOEING 757-200	169 605	9 348	88 522	13 722	255 502	18 883	16 598 241	34 361 652	38 747 212	102	7.9
BOEING 757-300	4 969	-	2 028	-	6 863	-	515 281	1 308 752	1 390 994	2	9.4
BOEING 767-200	9	-	5	-	10	-	-	1 703	2 546	-	..
BOEING 767-200ER	13 131	-	5 496	-	19 002	-	1 111 857	3 385 536	3 761 392	7	9.5
BOEING 767-300	14 584	1	10 681	1	25 744	1	1 607 495	2 371 875	3 541 811	10	7.6
BOEING 767-300ER/F	64 936	34	16 306	13	87 756	47	3 552 694	14 234 289	16 712 092	23	10.6
BOEING 777-200	92 064	6	17 428	1	119 947	8	2 620 562	16 142 177	22 770 570	27	12.2
BOEING 777-200ER	54 410	6	8 584	1	69 505	7	1 258 209	9 196 083	12 699 141	16	11.9
BOMBARDIER DASH 8 Q100/200	2 484	-	7 477	-	8 720	-	189 837	65 744	92 124	3	8.0
BOMBARDIER DASH 8 Q400	4 955	-	11 401	-	13 244	-	542 656	241 188	386 146	7	6.6
BOMBARDIER REGIONAL JET 100/200	7 599	-	9 472	-	15 646	-	271 066	213 644	367 293	5	7.0
BOMBARDIER REGIONAL JET RJ700ER	7 927	-	7 676	-	14 063	-	264 467	269 572	523 888	5	7.9
CANADAIR CL-600-604 CHALLENGER	443	-	289	-	569	-	1 188	1 670	4 379	2	0.8
CANADAIR GLOBAL EXPRESS	5	-	2	-	7	-	-	18	60	-	0.1
CESSNA 310	-	-	-	-	-	-	-	-	-	2	-
CESSNA 401/402/411/421	-	-	-	-	-	-	-	-	-	2	-
CESSNA 404 TITAN	-	-	-	-	-	-	-	-	-	1	-

	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 2003	(Hours)
										Year Ended	Year Ended
										Dec 2003	Dec 2003
CESSNA 500 CITATION I	1	-	2	-	2	-	-	1	6	1	-
DASSAULT BREGUET FALCON 50	44	-	42	-	65	-	145	152	356	1	0.2
DASSAULT MYSTERE-FALCON 2000	21	-	12	-	27	-	25	54	205	-	0.2
DASSAULT MYSTERE-FALCON 900	7	-	3	-	17	-	12	30	89	1	-
DASSAULT MYSTERE-FALCON 900EX	681	-	286	-	896	-	1 213	2 387	8 838	2	1.2
DE HAVILLAND DASH 8-300/Q300	9 618	-	32 996	-	34 143	-	899 433	288 021	481 063	14	6.5
DE HAVILLAND DH6 TWIN OTTER	856	1	5 594	3	4 000	2	48 748	7 557	16 282	4	2.8
DORNIER 228-100/200	-	-	-	-	-	-	-	-	-	1	-
DORNIER 328	5 015	-	9 450	-	10 620	-	196 035	104 165	154 532	6	6.2
DOUGLAS DC3 C47 DAKOTA	-	7	-	30	-	26	-	-	-	1	0.1
DOUGLAS DC6/6A/6B/6C	-	51	-	75	-	153	-	-	-	2	0.2
EMBRAER RJ135	2 204	-	4 263	-	4 948	-	42 745	42 034	81 697	2	6.8
EMBRAER RJ145	45 376	-	72 750	-	99 262	-	1 478 752	1 275 372	2 227 493	38	7.2
FAIRCHILD SA-227 METRO III	-	2	-	3	-	7	-	-	-	1	-
FOKKER 100	6 178	-	12 813	-	16 583	-	873 491	427 667	654 707	6	7.6
FOKKER F27 100-400/600	-	196	-	885	-	796	-	-	-	2	2.3
FOKKER F27-500	-	1 818	-	6 386	-	6 837	-	-	-	9	2.3
LOCKHEED L188 ELECTRA	-	1 560	-	3 075	-	4 076	-	-	-	7	1.5
MCDONNELL-DOUGLAS DC10-10	4 315	-	1 745	-	5 523	-	625 214	1 594 499	1 638 420	-	6.8
MCDONNELL-DOUGLAS DC10-30	1 712	-	510	-	2 138	-	143 188	540 771	649 661	1	5.9
PILATUS BN-2A ISLANDER	421	-	10 069	-	2 279	-	44 877	2 079	3 357	8	0.8
PILATUS BN-2A TRISLANDER MK3	961	-	14 184	-	4 744	-	131 770	9 040	16 365	6	1.9
REIMS-CESSNA F406/CARAVAN II	14	3	65	9	41	8	9	6	177	2	0.1
SAAB FAIRCHILD 340	4 698	-	18 930	-	16 843	-	360 110	100 666	157 466	11	4.6
SHORTS 330	-	-	-	-	-	-	-	-	-	1	-
SHORTS 360	146	-	3 179	-	730	-	83 233	3 614	5 433	24	0.1
SIKORSKY S61N	422	-	7 270	-	2 616	-	131 535	7 821	10 222	6	1.3
SIKORSKY S76 SPIRIT	-	-	-	-	-	-	-	-	-	-	..
Total	1 470 678	27 401	1 056 019	39 827	2 408 800	55 000	104 752 236	250 027 646	316 211 859	921	7.7

(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