

| | 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 |
| | | | | | | | | | | Jun-08 | (Hours) |
| | | | | | | | | | | | Qrt Ended |
| | | | | | | | | | | | Jun-08 |
| AIRBUS A300-600 | 1 095 | - | 447 | - | 1 554 | - | 140 575 | 368 448 | 395 508 | 4 | 7.9 |
| AIRBUS A319 | 28 548 | - | 28 030 | - | 51 009 | - | 3 468 279 | 3 552 146 | 4 112 577 | 148 | 10.4 |
| AIRBUS A319 CJ (EXEC) | 38 | - | 14 | - | 54 | - | 317 | 1 015 | 1 270 | 1 | 1.9 |
| AIRBUS A320-100/200 | 14 218 | - | 9 392 | - | 23 978 | - | 1 190 093 | 2 016 571 | 2 370 726 | 69 | 10.3 |
| AIRBUS A321 | 10 837 | - | 6 064 | - | 17 155 | - | 953 465 | 1 845 035 | 2 156 593 | 46 | 10.4 |
| AIRBUS A330-200 | 4 475 | - | 738 | - | 5 791 | - | 187 775 | 1 253 600 | 1 379 773 | 12 | 14.2 |
| AIRBUS A330-300 | - | - | - | - | - | - | - | - | - | - | .. |
| AIRBUS A340-300 | 1 957 | - | 306 | - | 2 544 | - | 56 597 | 359 539 | 469 630 | 6 | 12.5 |
| AIRBUS A340-600 | 6 951 | - | 999 | - | 8 858 | - | 238 545 | 1 693 557 | 2 140 921 | 19 | 15.0 |
| ATR42-300 | - | - | - | - | - | - | - | - | - | 1 | 2.7 |
| ATR72 | 156 | 1 | 506 | 3 | 566 | 4 | 28 092 | 8 619 | 10 310 | 3 | 6.3 |
| AVROLINER RJ100/115 | 719 | - | 1 089 | - | 1 724 | - | 45 640 | 29 760 | 74 993 | 11 | 5.5 |
| AVROLINER RJ85/QT | 195 | - | 227 | - | 426 | - | 8 745 | 7 588 | 15 979 | 2 | 7.0 |
| BAE 146-200/QT | 382 | 95 | 666 | 142 | 828 | 131 | 17 382 | 19 474 | 36 889 | 9 | 3.0 |
| BAE 146-300 | 105 | - | 307 | - | 237 | - | 23 305 | 8 431 | 11 765 | 5 | 1.8 |
| BAE ATP | - | 176 | - | 488 | - | 608 | - | - | - | 8 | 2.6 |
| BAE JETSTREAM 41 | 620 | - | 1 538 | - | 1 498 | - | 20 057 | 8 214 | 17 968 | 22 | 2.8 |
| BEECHCRAFT 300 / 350 SUPER KING AII | 4 | - | 4 | - | 6 | - | 7 | 5 | 28 | 1 | 0.8 |
| BOEING 737-200 | 410 | - | 228 | - | 616 | - | 23 515 | 48 419 | 53 168 | 4 | 3.5 |
| BOEING 737-300 | 9 638 | 204 | 7 701 | 506 | 16 634 | 445 | 919 940 | 1 221 948 | 1 404 247 | 60 | 8.4 |
| BOEING 737-400 | 3 586 | 1 | 2 736 | 1 | 6 428 | 3 | 307 553 | 416 741 | 511 217 | 19 | 10.5 |
| BOEING 737-500 | 1 596 | - | 2 352 | - | 3 611 | - | 194 607 | 138 767 | 178 221 | 13 | 7.9 |
| BOEING 737-600 | 304 | - | 172 | - | 479 | - | 18 888 | 34 494 | 39 858 | 2 | 6.7 |
| BOEING 737-700 | 7 187 | - | 6 425 | - | 13 047 | - | 801 593 | 982 504 | 1 105 099 | 35 | 11.3 |
| BOEING 737-800 | 7 811 | - | 3 407 | - | 11 648 | - | 578 389 | 1 386 965 | 1 476 529 | 31 | 10.0 |
| BOEING 737-900 ER | 691 | - | 251 | - | 1 004 | - | 49 804 | 141 577 | 148 490 | 2 | 13.6 |
| BOEING 747-200C/200F | - | 858 | - | 256 | - | 1 047 | - | - | - | 8 | 5.3 |
| BOEING 747-400 | 24 319 | - | 3 262 | - | 30 005 | - | 876 267 | 6 680 610 | 8 234 342 | 70 | 13.3 |
| BOEING 747-400F | - | 1 066 | - | 228 | - | 1 336 | - | - | - | 3 | 14.2 |
| BOEING 757-200 | 22 385 | 855 | 9 839 | 1 196 | 32 982 | 1 688 | 1 926 661 | 4 548 737 | 4 983 621 | 102 | 8.9 |
| BOEING 757-300 | 633 | - | 252 | - | 932 | - | 64 922 | 164 705 | 177 375 | 2 | 12.0 |
| BOEING 767-200 | 324 | - | 133 | - | 482 | - | 30 773 | 76 416 | 88 932 | 2 | 4.9 |
| BOEING 767-200ER | 215 | - | 70 | - | 307 | - | 13 157 | 54 822 | 62 349 | 1 | 33.5 |
| BOEING 767-300 | 1 172 | - | 624 | - | 1 932 | - | 101 111 | 205 323 | 285 171 | 7 | 9.4 |
| BOEING 767-300ER/F | 10 205 | - | 2 116 | - | 13 614 | - | 459 451 | 2 224 118 | 2 509 993 | 35 | 10.6 |
| BOEING 777-200 | 7 276 | - | 1 258 | - | 9 283 | - | 221 808 | 1 411 639 | 1 829 343 | 27 | 12.1 |
| BOEING 777-200ER | 7 395 | - | 1 191 | - | 9 409 | - | 183 048 | 1 230 502 | 1 654 071 | 15 | 19.2 |
| BOMBARDIER DASH 8 Q400 | 3 243 | - | 7 805 | - | 6 961 | - | 403 513 | 173 429 | 252 876 | 38 | 5.9 |
| BOMBARDIER GLOBAL EXPRESS | - | - | - | - | - | - | - | - | - | 1 | - |
| BOMBARDIER REGIONAL JET 100/200 | - | - | - | - | - | - | - | - | - | 1 | - |
| CANADAIR CL-600-604 CHALLENGER | 14 | - | 14 | - | 25 | - | 82 | 89 | 136 | 7 | 0.2 |
| CESSNA 560 CITATION V | - | - | - | - | - | - | - | - | - | 1 | - |
| DASSAULT MYSTERE-FALCON 2000 | 21 | - | 8 | - | 28 | - | 39 | 96 | 209 | - | .. |
| DASSAULT MYSTERE-FALCON 900EX | 29 | - | 30 | - | 39 | - | 121 | 119 | 328 | 1 | 1.7 |
| DE HAVILLAND DASH 8-300/Q300 | 320 | - | 1 291 | - | 1 138 | - | 25 921 | 10 026 | 16 025 | 5 | 7.2 |
| DE HAVILLAND DH6 TWIN OTTER | 113 | - | 680 | - | 497 | - | 7 788 | 1 256 | 2 064 | 5 | 3.3 |
| DORNIER 328 | 9 | - | 27 | - | 16 | - | 750 | 253 | 285 | 7 | 0.1 |
| EMBRAER ERJ195 | 1 435 | - | 1 972 | - | 2 448 | - | 155 377 | 119 537 | 169 338 | 12 | 7.2 |
| EMBRAER LEGACY 600 (BJ135) | 29 | - | 33 | - | 45 | - | 225 | 196 | 407 | 2 | 1.0 |
| EMBRAER RJ135 | 344 | - | 593 | - | 745 | - | 12 752 | 7 730 | 12 742 | 5 | 5.7 |

| | 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 |
| | | | | | | | | | | Jun 2008 | Qrt Ended |
| | | | | | | | | | | | Jun 2008 |
| EMBRAER RJ145 | 2 448 | - | 4 486 | - | 5 270 | - | 115 165 | 79 637 | 120 147 | 34 | 5.4 |
| GATES LEARJET 60 | - | - | - | - | - | - | - | - | - | 1 | - |
| GULF AMERICAN GULFSTREAM IV | 40 | - | 27 | - | 58 | - | 108 | 179 | 554 | 2 | 0.7 |
| LEARJET 40/45 | - | - | - | - | - | - | - | - | - | 1 | - |
| LOCKHEED L188 ELECTRA | - | 98 | - | 232 | - | 286 | - | - | - | 7 | 1.3 |
| MCDONNELL-DOUGLAS MD80-MD83 | 454 | - | 257 | - | 694 | - | 10 317 | 63 702 | 77 314 | 3 | 4.0 |
| PILATUS BN-2A ISLANDER | 44 | - | 1 051 | - | 241 | - | 5 877 | 250 | 345 | 6 | 1.2 |
| PILATUS BN-2A TRISLANDER MK3 | 119 | - | 1 513 | - | 820 | - | 14 724 | 1 164 | 1 791 | 7 | 3.3 |
| SAAB 2000 | 378 | - | 652 | - | 732 | - | 16 282 | 10 075 | 18 892 | 6 | 4.4 |
| SAAB FAIRCHILD 340 | 569 | - | 2 262 | - | 2 056 | - | 44 672 | 10 860 | 18 374 | 16 | 4.7 |
| SIKORSKY S61N | 44 | - | 700 | - | 244 | - | 12 476 | 783 | 1 098 | 9 | 0.9 |
| Total | 185 100 | 3 354 | 115 745 | 3 052 | 290 696 | 5 548 | 13 976 550 | 32 619 670 | 38 629 881 | 982 | 9.0 |

(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