DIGEST OF STATISTICS No. 352
RECUEIL DE STATISTIQUES N° 352
COMPENDIO ESTADÍSTICO Núm. 352
СТАТИСТИЧЕСКИЙ СБОРНИК № 352

FLEET — PERSONNEL

COMMERCIAL AIR CARRIERS

MATÉRIEL VOLANT — PERSONNEL

TRANSPORTEURS AÉRIENS COMMERCIAUX

MATERIAL VOLANTE — PERSONAL

TRANSPORTISTAS AÉREOS COMERCIALES

САМОЛЕТНЫЙ ПАРК — ЛИЧНЫЙ СОСТАВ

КОММЕРЧЕСКИЕ АВИАПЕРЕВОЗЧИКИ

1987

INTERNATIONAL CIVIL AVIATION ORGANIZATION
ORGANISATION DE L'AVIATION CIVILE INTERNATIONALE
ORGANIZACIÓN DE AVIACIÓN CIVIL INTERNACIONAL
МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ГРАЖДАНСКОЙ АВИАЦИИ

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FLEET AND PERSONNEL DATA

RENSEIGNEMENTS DU MATÉRIEL VOLANT ET PERSONNEL

DATOS DE MATERIAL VOLANTE Y PERSONAL

ДАННЫЕ О САМОЛЕТНОМ ПАРКЕ И ЛИЧНОМ СОСТАВЕ

1987

This Digest of Statistics includes statistics received in ICAO up to 4 November 1988.

The introductory material in the English language, including tables of contents, is given on pages 4 to 16.

Le présent recueil de statistiques comprende les statistiques reçues à l'OACI jusqu'à la date du 4 novembre 1988.

La version française des éléments liminaires et de la table des matières figure aux pages 17 à 30.

El presente Compendio Estadístico incluye las estadísticas recibidas en la OACI hasta el 4 de noviembre de 1988.

La introducción y el índice en español figuran en las páginas 31 a 44.

Настоящий статистический сборник включает статистические данные, полученные ИКАО 4 ноября 1988 года.

Введение на русском языке, включая оглавление, содержится на стр. с 45 по 57.

FLEET - PERSONNEL DIGEST 1987
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INTRODUCTION

COVERAGE

1. This Digest of Statistics contains the fleet and personnel data reported by 65 Contracting States of ICAO for 156 scheduled airlines and 77 non-scheduled operators. In all, individual tabulations are included for 233 carriers; of which 116 are international scheduled, 40 domestic scheduled, 64 international non-scheduled and 13 domestic non-scheduled, showing the data reported on Air Transport Reporting Forms D-1 and D-2, facsimile of which are produced on pages 13 and 14 (Form D-1) and pages 15 and 16 (Form D-2).

2. According to the ICAO definition, an international scheduled airline is an airline which operates any scheduled international air transport service regardless of its proportion to all the other services that it operates; whereas a domestic scheduled airline is one that operates domestic, but not international scheduled services. Non-scheduled operators included in this Digest are those which offer either international or domestic air transport services to the public on a non-scheduled basis only and such operators provide at least a part of the services using large aircraft (i.e., aircraft with maximun certificated take-off weight of 9 000 kg or 20 000 lb or above).

3. Fleet statistics are reported for all aircraft in the fleet operated by each carrier whether the aircraft are engaged in international, domestic or non-scheduled operations. Where possible, data for aircraft that are leased or chartered to or from other carriers are shown separately from the data on the aircraft owned by the carrier.

4. Personnel statistics are related to all personnel on the payroll of the carrier at the mid-year and the year-end. However, the remuneration figures are shown for scheduled airlines only, as non-scheduled operators are not at present required to report these statistics. The average annual remuneration per employee, given for scheduled airlines for each category, is calculated by dividing the total reported expenditure for each category of staff by the number of personnel at mid-year. In cases where mid-year personnel data are not available, year-end data are utilized for calculating the average annual remuneration. The financial data are given in the currency reported by the airline and also in U.S. dollars for comparative purposes. The exchange rates used for conversion to U.S. dollars from other currencies are shown in the individual personnel tables of Part D of the Digest.

CONTENTS OF THE DIGEST

5. The contents of this Digest are listed in the Table of Contents on the previous page. This Digest is composed of 4 principal parts organized in the following way:

> Part A - Comparative Data by Air Carrier for 1987: This part contains a number of summary tables which provide comparative data for the reporting carriers. In these tables, fleet and/or personnel and traffic statistics are given in summary form for each carrier so that they may be readily compared.
>
> Part B - Statistics by Aicraft Type for 1987: This part provides fleet statistics for all of the reporting carriers organized by aircraft type and by principal categories of aircraft.
>
> Part C - Fleet Statistics by Air Carrier for 1987: This part provides complete reporting of the fleet statistics for each carrier by aircraft type.
>
> Part D - Personnel Statistics by Air Carrier for 1987: Part D provides statistics for both the number and average annual remuneration of personnel for each reporting scheduled airline. It also provides personnel data for non-scheduled operators.

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	ANSETT NT	SD	...	D-32
	ANSETT OF AUSTRALIA	SD	C-27	D-31
	ANSETT OF WESTERN AUSTRALIA	SD	C-27	D-31
	AUSTRALIAN AIRLINES	SD	C-27	D-31
	IPEC AVIATION	SD	C-27	D-32
AUSTRIA	AUA	SI	C-1	D-1
	AUSTRIAN AIRTRANSPORT	NSI	C-35	D-41
BARBADOS	CARIBBEAN AIR CARGO	SI	C-1	D-1
BELGIUM	SABENA	SI	C-1	D-1
	AIR BELGIUM	NSI	C-35	D-41
	DELTA AIR	NSI	C-35	D-41
	EUROPEAN AIR TRANSPORT	NSI	C-35	D-41
	SOBELAIR	NSI	C-35	D-41
BOLIVIA	LAB	SI	C-1	D-2
BOTSWANA	AIR BOTSWANA	SI	C-2	D-2
BRAZIL	CRUZEIRO	SI	C-2	D-2
	VARIG	SI	C-2	D-2
	BRASIL-CENTRAL	SD	C-27-C-28	D-32
	NORDESTE	SD	C-28	D-33
	RIO-SUL	SD	C-28	D-33
	TABA	SD	C-29	D-34
	TAM	SD	C-28	D-33
	TRANSBRASIL	SD	C-28	D-32
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	MAERSK AIR	SI	C-5	D-6
	CIMBER AIR	NSI	C-36	D-41
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	STERLING	NSI	C-36	D-41
DOMINICAN REPUBLIC	CDA (DOMINICANA)	SI	C-5	D-6
	DOMINAIR	SI	C-5	D-7
	TRADO	NSI	C-36	D-41
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INDONESIA	BOURAQ INDONESIA	SD	C-29	D-34
	BALI AIR	NSI	C-38	D-41
IRAN, ISLAMIC REPUBLIC OF	IRAN AIR	SI	C-8	D-9
	IRAN ASSEMAN	SD	C-29	D-35
ITALY	ALITALIA	SI	C-8-C-9	D-10
	ATI	SD	C-30	D-35
JAPAN	ALL NIPPON AIRWAYS	SI	C-9	D-10
	JAPAN - ASIA AIRWAYS	SI	C-9	D-10
	JAL	SI	C-9	D-10
	JAPAN AIR SYSTEM	SD	C-30	D-35
	SOUTHWEST AIR LINES	SD	C-30	D-35
JORDAN	ROYAL JORDANIAN	SI	C-10	D-11
MADAGASCAR	AIR MADAGASCAR	SI	C-10	D-11
MALAYSIA	MAS	SI	C-10	D-11
	SABAH AIR	NSI	C-39	D-41
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	TRANSAVIA HOLLAND	SI	C-11	D-12
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POLAND	LOT	SI	C-13	D-14
PORTUGAL	TAP - AIR PORTUGAL	SI	C-13	D-15
	SATA	SD	C-30	D-36
REPUBLIC OF KOREA	KOREAN AIR	SI	C-14	D-15
RWANDA	AIR RWANDA	SI	C-14	D-15
SAUDI ARABIA	SAUDIA	SI	C-14	D-15
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	IBERIA	SI	C-15	D-16
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	CANAFRICA	NSI	C-39	D-41
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	CTA	NSI	C-40	D-41
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	AIR UK	SI	C-19	D-21
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	BRITISH AIRFERRIES	SI	C-19	D-21
	BRITISH AIRWAYS	SI	C-17	D-19
	BRITISH CALEDONIAN	SI	C-18	D-19
	BRITISH MIDLAND	SI	C-18	D-19
	CATHAY PACIFIC	SI	C-18	D-20
	DAN-AIR SERVICES	SI	C-18	D-20
	HIGHLAND EXPRESS	SI	C-19	D-21
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	ORION AIRWAYS	SI	C-19	D-21
	VIRGIN ATLANTIC	SI	C-19	D-22
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	AIR 2000	NSI	C-41	D-41
	AIRWAYS INTERNATIONAL CYMRU	NSI	C-41	D-41
	BRISTOW HELICOPTERS	NSI	C-41	D-41
	BRITISH ISLAND	NSI	C-41	D-41
	CAL AIR INTERNATIONAL	NSI	C-41	D-41
	HEAVYLIFT CARGO	NSI	C-41	D-41
UNITED REPUBLIC OF TANZANIA	AIR TANZANIA	SI	C-19	D-22
UNITED STATES	AIRBORNE EXPRESS	SI	C-20	D-22
	AIRCAL	SI	C-22	D-25
	AMERICAN	SI	C-20	D-22
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	MIDWAY AIRLINES	SD	C-32	D-39
	MID-WEST EXPRESS	SD	C-33	D-40
	NORTHERN AIR CARGO	SD	C-32	D-39
	REEVE ALEUTIAN	SD	C-32	D-38
	SOUTHWEST	SD	C-33	D-38
	ZANTOP INTERNATIONAL	SD	C-41	D-39
	BUFFALO AIRWAYS	NSI	C-41	D-42
	FIVE STAR	NSI	C-42	D-42
	FLORIDA WEST	NSI	C-42	D-42
	GULF AIR TRANSPORT	NSI	C-42	D-42
	INDEPENDENT AIR	NSI	C-42	D-42
	INTERSTATE AIRLINES	NSI	C-42	D-42
	JET FLEET	NSI	C-42	D-42
	KEY AIRLINES	NSI	C-42	D-42
	MILLON AIR	NSI	C-43	D-42
	RICH INT'L	NSI	C-43	D-42
	ROSENBALM AVIATION	NSI	C-43	D-42
	SKYWORLD	NSI	C-43	D-42
	SOUTHERN AIR TRANSPORT	NSI	C-43	D-42
	SUN COUNTRY	NSI	C-43	D-42
	TRANS-AIR LINK	NSI	C-42	D-42
	TRANS INTERNATIONAL	NSI	C-43	D-42
	EMERALD AIR	NSD	C-47	D-42
	EXPRESS ONE	NSD	C-47	D-42
URUGUAY	PLUNA	SI	C-24	D-28
VENEZUELA	AVENSA	SI	C-25	D-28
	LAV	SI	C-24	D-28
	VIASA	SI	C-24	D-28
YEMEN	YEMEN AIRWAYS	SI	C-25	D-29
YUGOSLAVIA	ADRIA AIRWAYS	SI	C-25	D-29
	JAT	SI	C-25	D-29
	AVIOGENEX	NSI	C-44	D-42
ZAIRE	AIR ZAIRE	SI	C-25	D-29

NOTES: a/ SI = Scheduled International
SD = Scheduled Domestic
NSI = Non-scheduled International
NSD = Non-scheduled Domestic

b/ Scandinavia - 3 European States: Denmark, Norway and Sweden.

TABLE A-1 SCHEDULED AIRLINE FLEET, PERSONNEL AND UTILIZATION TOTALS FOR 1987

COUNTRY/AIRLINE	TYPE OF AIRLINE	AIRCRAFT	PERSONNEL	NUMBER OF AIRCRAFT DEPARTURES			NUMBER OF AIRCRAFT HOURS FLOWN					KILOMETRES FLOWN (000)		
		Number at the End of Year		Revenue		Total	Revenue			Non-Revenue	TOTAL	Revenue		TOTAL
				Scheduled	Non-Scheduled		Scheduled	Non-Scheduled	Total	Total		Scheduled	Non-Scheduled	

TABLE A-2 NON-SCHEDULED OPERATORS FLEET, PERSONNEL AND UTILIZATION TOTALS FOR 1987

COUNTRY/OPERATOR	TYPE OF OPERATOR	AIRCRAFT	PERSONNEL	REVENUE	
		Number at the End of Year		Hours Flown (Number)	Kilometres Flown (000)

TABLE A-3 SCHEDULED AIRLINE TRAFFIC COEFFICIENTS FOR 1987

COUNTRY/AIRLINE	TYPE OF AIRLINE	UTILIZATION PER AIRCRAFT - SCHEDULED SERVICES (REVENUE)									
		Distance per Hour Flown Kmh	Number of		Passenger Load Factor %	Passenger Load Kgs	Cargo Load Kgs	Mail Load Kgs	Total Kgs	Load Capacity Available Kgs	Weight Load Factor %
			Seats Available	Passengers Carried							

TABLE A-4 NON-SCHEDULED OPERATORS TRAFFIC COEFFICIENTS FOR 1987

COUNTRY/OPERATOR	TYPE OF OPERATOR	UTILIZATION PER AIRCRAFT - REVENUE						
		Distance per Hour Flown Kmh	Number of Seats Available	Number of Passengers Carried	Passenger Load Factor %	Total Load Carried Kgs	Load Capacity Available Kgs	Weight Load Factor %

TABLES B-1-B-4 STATISTICS BY AIRCRAFT TYPE FOR 1987

Aircraft Type	Number of Aircraft					Size		Utilization of Aircraft						
								No. of Departures			No. of Hours Flown			Average Daily Revenue Hours
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-Off Weight (Tonnes)	Total	Scheduled Revenue	Non-Scheduled Revenue	Total	Scheduled Revenue	Non-Scheduled Revenue	

INTERNATIONAL CIVIL AVIATION ORGANIZATION

FORM D-1

For ICAO use only

| | | | | | | | | | |

AIR TRANSPORT REPORTING FORM

FLEET AND PERSONNEL — SCHEDULED AIRLINES

Country: . . . . . .

Year ended: . . . . . .

Airline: . . . . . .

Part 1 — FLEET

Aircraft in Fleet by Type		Number of Aircraft of each Type				Size of Aircraft		Utilization of Aircraft During the Year						
Manufacturer and Model	Use/ Version Code[1]	At the beginning of Year	Changes during the year		At the end of Year	Number of Installed Passenger Seats	Average M.T.O. Weight (Tonnes)	Number of Aircraft Departures			Aircraft Hours Flown			Total Aircraft Days Available
			Acquired	Disposed of				Revenue Flights		All Flights (Total)	Revenue Flights		All Flights (Total)	
								Sched.	Non-Sched.		Sched.	Non-Sched.		
a	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*i*	*j*	*k*	*l*	*m*	*n*	*o*

Part 2 — PERSONNEL

ICAO D.P. Code	Category of Personnel	Number of Personnel		Total Annual Expenditures for each Category
		Mid-Year	Year-End	Currency: . . . . .
0	*a*	*b*	*c*	*d*
1	Pilots and co-pilots			
2	Other cockpit personnel			
3	Cabin attendants			
5	Maintenance and overhaul personnel			
7	Ticketing and sales personnel			
8	All other personnel			
9	Total			

1. *Use/Version Codes*

Report one of the following codes in column b *for each aircraft entry in column* a*:*

Version codes for aircraft used by operator for commercial air transport:

P — Passenger version of aircraft.
F — Freighter version of aircraft, no provision for passengers.
C — Convertible version of aircraft, i.e. aircraft readily convertible to carry all-freight loads or passenger loads.

Code for aircraft not *used by operator for commercial air transport:*

O — Aircraft used for other purposes, such as, training, aerial work, etc.

Remarks (including mention of any unavoidable deviation from the instructions):

1982 Edition — Revised — 10/82, E/P1/6500

REPORTING INSTRUCTIONS

FILING REQUIREMENTS

This Form is to be used by ICAO Contracting States to report aircraft fleet and personnel statistics for each of their airlines that provides scheduled services and operates an aircraft fleet with aggregate maximum take-off weight (AMTOW) of more than 200 tonnes. For a non-scheduled operator, Form D-2 is to be used, For small-scale scheduled or non-scheduled carriers (fleets not exceeding 200 tonnes AMTOW), Form AD-3 may be used instead of Form D-1 or Form D-2.

All aircraft and all personnel of the scheduled airline should be reported.

This report should cover the calendar year period (January to December). However, if this is not practical, reports may cover the airline's fiscal year. **The Form should be filed as soon as possible after the annual data become available and no later than four months after the end of the year to which it refers.**

A separate Form D-1 should be filed for each airline operating any international scheduled services. Also a separate Form D-1 should be filed for each airline operating domestic scheduled services but no international scheduled service; however, one combined Form D-1 may be filed for all such domestic airlines of a State if it is not practical to file separate forms. When a combined Form is filed, the names of all airlines included in the aggregate totals must be listed with the Form.

An airline provides international scheduled air service if:

a) it conducts scheduled flights in which one or more revenue stops are in the territory of the State other than the State in which the airline is registered;

b) these flights are carried out for remuneration in the transport of passengers, cargo or mail.

STATISTICS TO BE REPORTED

PART 1 – FLEET

Report data for the total fleet operated by the airline, irrespective of whether the aircraft are operated in international, domestic, scheduled or non-scheduled services.

In Part 1, make a separate line entry for each different type of aircraft in the airline fleet. This means that data for each different make and model of aircraft in each use/version category will be reported on one line of the report. Additional Form D-1s may be used should more space be required.

Note.–The data for aircraft of each type acquired by this airline for a limited period of time from another company should be reported separately, and identified in the remarks section. Aircraft owned by this airline but utilized by other companies should be identified in the remarks section.

Sections of Part 1 which require explanation are listed below:

Aircraft Type
Manufacturer and Model, (column *a*) – Report aircraft by its complete model designation (e.g. B-707-320C, DC 8-61, etc.).

Use/Version category (column *b*) – Of the four one-letter codes given in the footnote 1 on the Form, the codes "P", "F" and "C" should be applied to aircraft by the operator to provide commercial air transport service. These codes refer to the version of physical characteristics of the aircraft (e.g. a 'freighter' would have cargo doors and no provision for seating or accommodating passengers). For aircraft *not* used for commercial air transport, such as aircraft used for pilot training or transport of airline officials, an "O" should be placed in column *b*.

Size of Aircraft
Number of installed passenger seats (column *g*) – Report for each type of aircraft the number of passenger seats with which the aircraft are equipped. Where aircraft of the same type have different numbers of installed seats, e.g., 80-seaters, 90-seaters and 100-seaters, the range may be reported thus: 80-90-100.

Average maximum certificated take-off weight (column *h*) – Report for each type of aircraft the average of the maximum take-off weights according to the Certificates of Airworthiness, the Flight Manual or other official documents. Aircraft weight should be reported in metric tonnes to the nearest tenth of a tonne. Factors to convert pound system to metric system are:

1 short ton (2 000 lb) = 0.907 tonnes
1 long ton (2 240 lb) = 1.016 tonnes

Aircraft Utilization During the Year
Aircraft departure and hours flown statistics are to be reported in the following categories:

Scheduled Revenue Flights – Flights scheduled and performed for remuneration according to a published timetable, or so regular or frequent as to constitute a recognizably systematic series, which are open to use by members of the public; extra revenue flights occasioned by overflow traffic from scheduled flights; and preliminary revenue flights on planned new air services.

Non-Scheduled Revenue Flights – Flights for remuneration other than those reported under scheduled flights which are performed on an irregular basis including empty flights related thereto, inclusive tours other than those reported under scheduled service, blocked-off charters.

All Flights (total) – This includes all flights, both revenue and non-revenue (e.g. testing, training and other such flights).

Number of Aircraft Departures (columns *i*, *j* and *k*) – Report in column *k* the total number of aircraft departures on both revenue and non-revenue flights. In columns *i* and *j* give the number of departures for revenue flights made in scheduled and non-scheduled services. If the exact data for revenue flights are not available, make estimates if possible, and place asterisks beside the estimated figures.

Number of Hours Flown (columns *l*, *m* and *n*) – Report in column *n* the total number of aircraft hours, both revenue and non-revenue, for all flights. Also report the breakdown of hours flown in scheduled and non-scheduled revenue flights in columns *l* and *m*. If the exact data for revenue flights are not available, make estimates if possible, and place asterisks beside the estimated figures.

Aircraft hours should be reported to the nearest hour based on "block-to-block" time. If a different basis is used, be sure to indicate the basis used in the remarks section of the Form.

Aircraft Days Available During the Year (column *o*) – Aircraft days available shall be the sum of the number of days each aircraft is available for use during the period in question. The following days should be excluded from the days available:

- Days between the date of purchase and the date actually placed in service,
- Days after its last revenue flights prior to disposal,
- Days out of service due to major accidents or conversion,
- Days when an aircraft is in the *possession* of others,
- Days when an aircraft is not available because of government action, such as grounding by government regulatory agencies.

All other days must be considered as days available, even days required for maintenance or overhaul.

PART 2 – PERSONNEL

Personnel for which reporting is required (columns *b* and *c*) – Report data concerning all personnel, whether temporary or permanent, on the payroll of the airline at the middle and the end of the year being reported.

Total annual expenditures for each category of personnel (column *d*) – Report the total annual expenditures for the salaries and allowances of all employees in each of the six categories. Gross salary (before deduction of income tax, pension, social welfare and voluntary payments), overtime pay, flying pay and subsistence allowances, such as cost-of-living allowances, station and overseas allowances should be included. Expenses for travelling, moving, training, uniforms, etc., should not be included. Be sure to report the currency in which the figures have been given.

Categories of Personnel (column *a*) – Pilots and co-pilots: Self explanatory.

Other cockpit personnel: Flight engineers, radio operators, navigators should be included here.

Cabin attendants: All cabin attendants including pursers, stewards, stewardesses and hostesses should be reported.

Maintenance and overhaul personnel: Ground personnel including supervisory, planning and inspection personnel at maintenance and overhaul shops should be included. Stores and supplies personnel, timekeepers and accounting personnel at overhaul and maintenance shops should also be included.

Ticketing and sales (also promotional) personnel: Personnel engaged in ticketing, sales and promotional activities.

All other personnel: Personnel not included in any of the above five categories such as administrative personnel at headquarters.

INTERNATIONAL CIVIL AVIATION ORGANIZATION

AIR TRANSPORT REPORTING FORM

FORM D-2

For ICAO use only

FLEET AND PERSONNEL — NON-SCHEDULED OPERATORS

Country: . . . . . .

Operator: . . . . . .

Year ended: . . . . . .

Part 1 — FLEET

For ICAO use only	Aircraft in Fleet by Type		Number of Aircraft of each Type				Size of Aircraft		Utilization of Aircraft During the Year				
	Manufacturer and Model	Use/ Version Code[1]	At the beginning of year	Changes during the year		At the end of year	Number of Installed Passenger Seats	Average M.T.O. Weight (Tonnes)	Number of Aircraft Departures		Aircraft Hours Flown		Total Aircraft Days Available
				Acquired	Disposed of				Non-Sched. Revenue	All Flights (Total)	Non-Sched. Revenue	All Flights (Total)	
	a	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*i*	*j*	*k*	*l*	*m*

Part 2 — PERSONNEL

ICAO D.P. Code	Category of Personnel	Number of Personnel	
		Mid-Year	Year-End
	a	*b*	*c*
4	Flight Personnel		
6	Other Personnel		
9	Total Personnel		

1. *Use/Version Codes*

Report one of the following codes in column b *for each aircraft entry in column* a:

Version codes for aircraft used by operator for commercial air transport:

P – Passenger version of aircraft.

F – Freighter version of aircraft, no provision for passengers.

C – Convertible version of aircraft, i.e. aircraft readily convertible to carry all-freight loads or passenger loads.

Code for aircraft not *used by operator for commercial air transport:*

O – Aircraft used for other purposes, such as, training, aerial work, etc.

Remarks (including mention of any unavoidable deviation from the instructions):

1982 Edition — Revised — 10/82, E/P1/5000

FORM D-2 (FLEET AND PERSONNEL – NON-SCHEDULED OPERATORS)

REPORTING INSTRUCTIONS

FILING REQUIREMENTS

This Form is to be used by ICAO Contracting States to report aircraft fleet and personnel statistics for their air transport operators which offer air transport services to the public on a non-scheduled basis only and operate aircraft fleets with aggregate maximum take-off weights (AMTOW) of more than 200 tonnes. For a scheduled airline, Form D-1 is to be used. For small-scale non-scheduled or scheduled carriers (fleet not exceeding 200 tonnes AMTOW), Form AD-3 may be used instead of Form D-2 or D-1.

All aircraft and personnel of the non-scheduled operators should be reported.

A separate Form D-2 should be filed for each operator offering international non-scheduled services.

In the case of domestic non-scheduled operators, one report may be filed for each operator or one report may be filed which combines the data for all non-scheduled operators that meet the above criteria. In filing a combined report, the names of the operators included in the combined totals should be specified in the Remarks section of this Form.

Reports should include the entire fleet (i.e. multi-engined as well as single-engined aircraft) of the operator.

Reports should cover the calendar year period (January to December). However, if this is not practical, reports may cover the airline's fiscal year. **The Form should be filed as soon as possible after the annual data become available and no later than four months after the end of the year to which it refers.**

DEFINITIONS

International Air Transport Services – Revenue
An operator provides international air transport services if:

a) it conducts non-scheduled flights in which one or more revenue stops are in the territory of the State other than the State in which the airline/operator is registered;

b) these flights are carried out for remuneration in the transport of passengers, cargo or mail.

STATISTICS TO BE REPORTED

PART 1 – FLEET

Report data for total fleet irrespective of whether the aircraft are operated on international or domestic services. Make a separate line entry for each type of aircraft in the fleet. This means that data for each different make and model of aircraft in each use category will be reported on one line of the report.

In the case of multi-engined aircraft, report fleet data in all columns *a* through *m*. In the case of single-engined aircraft, report data only in columns *a* through *f*.

Note.–The data for aircraft of each type acquired by an operator for a limited period of time from another company should be reported separately, and identified in the remarks section. Aircraft owned by an operator but utilized by other companies should be identified in the remarks section.

Columns of the report that require explanation are listed below:

Aircraft Type
Manufacturer and Model, (column *a*) – Report aircraft by its complete model designation (e.g. B-707-320C. DC 8-61, etc.).

Use/Version category (column *b*) – Of the four one-letter codes given in the footnote 1 on the Form, the codes "P", "F" and "C" should be applied to aircraft by the operator to provide commercial air transport service. These codes refer to the version of physical characteristics of the aircraft (e.g. a 'freighter' would have cargo doors and no provision for seating or accommodating passengers). For aircraft *not* used for commercial air transport, such as aircraft used for pilot training or transport of airline officials, an "O" should be placed in column *b*.

Size of Aircraft
Number of installed passenger seats (column *g*) – Report for each type of aircraft the number of passenger seats with which the aircraft are equipped. Where aircraft of the same type have different numbers of installed seats, e.g. 80-seaters, 90-seaters and 100-seaters, the range may be reported thus: 80-90-100.

Average maximum certificated take-off weight (column *h*) – Report for each type of aircraft the average of the maximum take-off weights according to the Certificates of Airworthiness, the Flight Manual or other official documents. Aircraft weight should be reported in metric tonnes to the nearest tenth of a tonne. Factors to convert pound system to metric system are:

1 short ton (2 000 lb) = 0.907 tonnes
1 long ton (2 240 lb) = 1.016 tonnes

Aircraft Utilization During the Year
Aircraft departure and hours flown statistics are to be reported in the following categories:

Non-Scheduled Revenue Flights – All transport flights performed by the operator for remuneration. Data for positioning flights made as a part of revenue transport operations should be reported in columns *i*, *j*, *k* and *l*. However, those positioning flights which are *not* planned in connexion with a revenue transport operation should be included only in the data for 'All Flights (total)', columns *j* and *l*.

All Flights (total) – This includes all flights, both revenue and non-revenue (e.g. testing, training, aerial work and others).

Number of Aircraft Departures (columns *i* and *j*) – Report in column *j* the total number of aircraft departures for all aircraft on both revenue and non-revenue flights. In column *i*, give the number of departures for revenue flights made in non-scheduled services. If the exact data for revenue flights are not available, make estimates if possible, and place asterisks beside the estimated figures.

Number of Hours Flown (columns *k* and *l*) – Report in column *l* the total number of aircraft hours, both revenue and non-revenue, for all flights. Also report the hours flown in non-scheduled revenue flights in column *k*. If the exact data for revenue flights are not available, make estimates if possible, and place asterisks beside the estimated figures.

Aircraft hours should be reported to the nearest hour based on "block-to-block" time. If a different basis is used, be sure to indicate the basis used in the remarks section of the Form.

Aircraft Days Available During the Year (column *m*) – Aircraft days available shall be the sum of the number of days each aircraft is available for use during the period in question. The following days should be excluded from the days available:

- Days between the date of purchase and the date actually placed in service,
- Days after its last revenue flights prior to disposal,
- Days out of service due to major accidents or conversion,
- Days when an aircraft is in the *possession* of others,
- Days when an aircraft is not available because of government action, such as grounding by government regulatory agencies.

All other days must be considered as days available, even days required for maintenance or overhaul.

PART 2 – PERSONNEL

Personnel for which reporting is required (columns *b* and *c*) – Report data for all personnel, whether temporary or permanent, on the payroll of the operator at the middle and the end of the year being reported.

Categories of Personnel (column *a*) – 'Flight Personnel' includes pilots and co-pilots, other cockpit personnel (flight engineers, radio operators, navigators), cabin attendants (pursers, stewards, stewardesses, hostesses).

'Other Personnel' includes maintenance and overhaul personnel, traffic and sales personnel, all other personnel.

F R A N Ç A I S

MATÉRIEL VOLANT - PERSONNEL - 1987
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1. Ce recueil de statistiques renferme les données que 65 États contractants de l'OACI ont communiqué sur le matériel volant et sur le personnel de 156 entreprises de transport aérien régulier et de 77 exploitants de vols non réguliers. Au total, des tableaux individuels indiquent pour 233 transporteurs (dont 116 assurent des services internationaux réguliers, 40 des services intérieurs réguliers, 64 des vols internationaux non réguliers et 13 des vols intérieurs non réguliers), les renseignements portés sur les Formulaires D-1 et D-2, dont on trouvera un fac-similé aux pages 27 et 28 (Formulaire D-1) et aux pages 29 et 30 (Formulaire D-2).

2. Selon les définitions de l'OACI, une entreprise de transport aérien régulier international est une entreprise qui exploite un ou plusieurs services de transport aérien régulier international, quelle que soit la proportion de ces services par rapport à tous les autres types de services qu'elle offre, tandis qu'une entreprise de transport aérien régulier intérieur n'assure que des services réguliers intérieurs, à l'exclusion de tous services réguliers internationaux. Les exploitants de vols non réguliers qui figurent dans le présent recueil offrent au public des transports aériens internationaux ou intérieurs exécutés exclusivement par des vols non réguliers et assurent au moins une partie de ces vols au moyen d'aéronefs de fort tonnage (c'est-à-dire d'aéronefs dont le poids maximal autorisé au décollage est égal ou supérieur à 9 000 kg, soit 20 000 livres).

3. Les statistiques sur le matériel volant portent sur tous les aéronefs qui composent le parc aérien de chaque transporteur, qu'ils soient utilisés pour les vols internationaux, intérieurs ou non réguliers. Dans la mesure du possible, les renseignements relatifs aux aéronefs loués ou affrétés à d'autres transporteurs ou par d'autres transporteurs sont séparés des renseignements relatifs aux aéronefs qui appartiennent au transporteur.

4. Les statistiques sur le personnel portent sur tous les membres du personnel inscrits sur les états de paie du transporteur à la fin de chaque semestre. Toutefois, les montants de rémunération indiqués ne correspondent au'aux entreprises de transport aérien régulier car les exploitants de vols non réguliers ne sont pas tenus de communiquer de telles statistiques à l'heure actuelle. Pour calculer la rémunération annuelle moyenne par employé de chaque catégorie de personnel pour les entreprises de transport aérien régulier, on a divisé le total des dépenses indiquées par l'effectif du personnel qui existait pour chaque catégorie de personnel à la fin du premier semestre. Dans le cas où les données sur le personnel pour le premier semestre faisaient défaut, la rémuneration moyenne a été calculée sur la base des données du second semestre. Les données financières sont exprimées dans la monnaie utilisée par l'entreprise pour la communication des renseignements ainsi qu'en dollars E.-U à des fins de comparaison. Les taux de change utilisés pour les conversions en dollars E.-U sont indiqués dans les tableaux individuels sur le personnel qui figurent dans la Partie D du Recueil.

TENEUR DU RECUEIL

5. La teneur du présent recueil est indiquée dans la table des matières figurant à la page précédente. Le recueil se compose principalement des 4 parties suivantes:

Partie A - Données comparatives par transporteur aérien - 1987: Cette partie comprend un certain nombre de tableaux récapitulatifs qui présentent des données comparatives sur les transporteurs pour lesquels des statistiques ont été communiquées. Les statistiques sur le matériel volant, le personnel et le trafic de chaque transporteur sont présentées dans ces tableaux sous une forme récapitulative afin de faciliter les comparaisons entre transporteurs.

Partie B - Statistiques par type d'aéronef - 1987: Cette partie présente, par type et par catégorie principale d'aéronefs, les statistiques sur le matériel volant de tous les transporteurs pour lesquels des données ont été communiquées.

Partie C - Statistiques sur le matériel volant, par transporteur aérien - 1987: Cette partie offre un compte rendu complet des statistiques sur le matériel volant de chaque transporteur, par type d'aéronef.

Partie D - Statistiques sur le personnel, par transporteur aérien - 1987: La Partie D comprend des statistiques sur l'effectif et sur la rémunération annuelle moyenne du personnel de chacune des entreprises de transport aérien régulier pour lesquelles des données ont été communiquées. Elle fournit également des données concernant le personnel des exploitants de vols non réguliers.

INDICE AUX TABLEAUX INDIVIDUELS DES TRANSPORTEURS AÉRIENS

PAYS	TRANSPORTEUR AÉRIEN	TYPE DE TRANSPORTEUR a/	NO. PAGE MATÉRIEL VOLANT	NO. PAGE PERSONNEL
ALLEMAGNE, RÉPUBLIQUE FÉDÉRALE D'	LUFTHANSA	IR	C-7	D-8
	AERO-LLOYD	INR	C-35	D-35
	CONDOR	INR	C-34	D-35
	DLT GERMAN COMMUTER	INR	C-35	D-35
	GERMAN CARGO	INR	C-35	D-35
	HAPAG-LLOYD	INR	C-35	D-35
	LTS	INR	C-35	D-35
	LTU	INR	C-35	D-35
	SAT FLUGGESELLSCHAFT	INR	C-35	D-35
	WDL FLUGDIENST	INR	C-36	D-35
ARABIE SAOUDITE	SAUDIA	IR	C-14	D-15
AUSTRALIE	QANTAS	IR	C-1	D-1
	AIR NEW SOUTH WALES	INTR	C-27	D-31
	ANSETT NT	INTR	...	D-32
	ANSETT OF AUSTRALIA	INTR	C-27	D-31
	ANSETT OF WESTERN AUSTRALIA	INTR	C-27	D-31
	AUSTRALIAN AIRLINES	INTR	C-27	D-31
	IPEC AVIATION	INTR	C-27	D-32
AUTRICHE	AUA	IR	C-1	D-1
	AUSTRIAN AIRTRANSPORT	INR	C-35	D-41
BARBADE	CARIBBEAN AIR CARGO	IR	C-1	D-1
BELGIQUE	SABENA	IR	C-1	D-1
	AIR BELGIUM	INR	C-35	D-41
	DELTA AIR	INR	C-35	D-41
	EUROPEAN AIR TRANSPORT	INR	C-35	D-41
	SOBELAIR	INR	C-35	D-41
BOLIVIE	LAB	IR	C-1	D-1
BOTSWANA	AIR BOTSWANA	IR	C-2	D-2
BRÉSIL	CRUZEIRO	IR	C-2	D-2
	VARIG	IR	C-2	D-2
	BRASIL-CENTRAL	INTR	C-27-C-28	D-32
	NORDESTE	INTR	C-28	D-33
	RIO-SUL	INTR	C-28	D-33
	TABA	INTR	C-29	D-34
	TAM	INTR	C-28	D-33
	TRANSBRASIL	INTR	C-28	D-32
	VASP	INTR	C-28	D-33
CANADA	AIR CANADA	IR	C-2-C-3	D-3
	CP AIR	IR	C-3	D-3
	WORLDWAYS CANADA	INR	C-35	D-41

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PAYS	TRANSPORTEUR AÉRIEN	TYPE DE TRANSPORTEUR a/	NO. PAGE MATÉRIEL VOLANT	NO. PAGE PERSONNEL
CHILI	AEROVIAS DAP	IR	C-3	D-3
	LADECO	IR	C-3	D-4
	LAN CHILE	INTR	C-3	D-3
	TAXPA	INTR	C-35	D-41
	T.A. 248	INTR	C-46	D-41
	AEROMET	INTR	C-46	D-41
	AEROREINARZ	INTR	C-46	D-41
	AKROS	INTR	C-46	D-41
	ALFA HELICOPTERS	INTR	C-46	D-41
	HALCON	INTR	C-46	D-41
	S.A. LITORAL	INTR	C-46	D-41
	T.A. DON CARLOS	INTR	C-46	D-41
CHYPRE	CYPRUS AIRWAYS	IR	C-4	D-5
COLOMBIE	ARCA	IR	C-3	D-4
	AVIANCA	IR	C-4	D-4
	LAC	IR	C-4	D-4
	SAM	IR	C-4	D-5
	TAMPA-COLOMBIA	IR	C-4	D-5
COSTA RICA	LACSA	IR	C-4	D-5
DENMARK	GREENLANDAIR	IR	C-5	D-6
	MAERSK AIR	IR	C-5	D-6
	CIMBER AIR	INR	C-36	D-41
	CONAIR	INR	C-36	D-41
	STERLING	INR	C-36	D-41
EL SALVADOR	AESA	INR	C-36	D-41
	MSF	INR	C-36	D-41
	TAES	INR	C-36	D-41
ESPAGNE	AVIACO	IR	C-15	D-16
	IBERIA	IR	C-15	D-16
	AIR EUROPA	INR	C-40	D-41
	AIR TRUCK	INR	C-40	D-41
	AUDELI	INR	C-39	D-41
	CANAFRICA	INR	C-39	D-41
	HISPANIA	INR	C-40	D-41
	LTE INTERNATIONAL	INR	C-40	D-41
ÉTATS-UNIS	AIRBORNE EXPRESS	IR	C-20	D-22
	AIRCAL	IR	C-22	D-25
	AMERICAN	IR	C-20	D-22
	AMERICA WEST	IR	C-20	D-23
	ARROW AIRWAYS	IR	C-20	D-23
	BRANIFF AIRWAYS INC	IR	C-21	D-23
	CONTINENTAL	IR	C-21	D-24
	DELTA	IR	C-21	D-24
	EASTERN	IR	C-21	D-24
	FEDERAL EXPRESS	IR	C-22	D-24
	FLYING TIGER	IR	C-22	D-25
	NORTHWEST	IR	C-22	D-25
	PAN AMERICAN	IR	C-23	D-26
	PSA - PACIFIC SOUTHWEST	IR	C-23	D-26
	PIEDMONT AVIATION	IR	C-23	D-26
	PRESIDENTIAL AIRWAYS	IR	C-23	D-26
	TOWER AIR	IR	C-22	D-25

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PAYS	TRANSPORTEUR AÉRIEN	TYPE DE TRANSPORTEUR a/	NO. PAGE MATÉRIEL VOLANT	NO. PAGE PERSONNEL
ÉTATS-UNIS (SUITE)	TWA	IR	C-23	D-27
	UNITED	IR	C-23-C-24	D-27
	USAIR	IR	C-20	D-23
	WESTERN	IR	C-24	D-27
	WORLD AIRWAYS INC.	IR	C-24	D-27
	AIR AMERICA	INTR	C-33	D-40
	AIR WISCONSIN	INTR	C-32	D-39
	ALASKA	INTR	C-31	D-36
	ALOHA	INTR	C-32	D-38
	AMERICAN TRANS AIR	INTR	C-32	D-38
	ASPEN	INTR	C-31	D-37
	EVERGREEN INTERNATIONAL	INTR	C-31	D-37
	FLORIDA EXPRESS	INTR	C-33	D-40
	HAWAIIAN AIRLINES	INTR	C-31	D-37
	HORIZON AIR	INTR	C-33	D-40
	MARKAIR	INTR	C-31	D-37
	MIDWAY AIRLINES	INTR	C-32	D-39
	MID-WEST EXPRESS	INTR	C-33	D-40
	NORTHERN AIR CARGO	INTR	C-32	D-39
	REEVE ALEUTIAN	INTR	C-32	D-38
	SOUTHWEST	INTR	C-33	D-38
	ZANTOP INTERNATIONAL	INTR	C-41	D-39
	BUFFALO AIRWAYS	INR	C-41	D-42
	FIVE STAR	INR	C-42	D-42
	FLORIDA WEST	INR	C-42	D-42
	GULF AIR TRANSPORT	INR	C-42	D-42
	INDEPENDENT AIR	INR	C-42	D-42
	INTERSTATE AIRLINES	INR	C-42	D-42
	JET FLEET	INR	C-42	D-42
	KEY AIRLINES	INR	C-42	D-42
	MILLON AIR	INR	C-43	D-42
	RICH INT'L	INR	C-43	D-42
	ROSENBALM AVIATION	INR	C-43	D-42
	SKYWORLD	INR	C-43	D-42
	SOUTHERN AIR TRANSPORT	INR	C-43	D-42
	SUN COUNTRY	INR	C-43	D-42
	TRANS-AIR LINK	INR	C-42	D-42
	TRANS INTERNATIONAL	INR	C-43	D-42
	EMERALD AIR	INTR	C-47	D-42
	EXPRESS ONE	INTR	C-47	D-42
ÉTHIOPIE	ETHIOPIAN	IR	C-6	D-7
FINLANDE	FINNAIR	INR	C-6	D-7
	KAR AIR	INTR	C-29	D-34
FRANCE	AIR FRANCE	IR	C-6	D-7
	UTA	IR	C-6	D-8
	AIR INTER	INTR	C-29	D-34
	AEROMARITIME	INR	...	D-41
	AIR CHARTER INT'L	INR	C-37	D-41
	SFAIR	INR	C-37	D-41
GHANA	GEMINI AIRLINES	INR	C-38	D-41
GRÈCE	OLYMPIC	IR	C-7	D-8
GUATEMALA	AVIATECA	IR	C-7	D-8
INDE	INDIAN AIRLINES	IR	C-8	D-9

INDICE AUX TABLEAUX INDIVIDUELS DES TRANSPORTEURS AÉRIENS

PAYS	TRANSPORTEUR AÉRIEN	TYPE DE TRANSPORTEUR a/	NO. PAGE MATÉRIEL VOLANT	NO. PAGE PERSONNEL
INDONÉSIE	BOURAQ INDONESIA	IR	C-29	D-34
	BALI AIR	NSI	C-38	D-41
IRAN, RÉPUBLIQUE ISLAMIQUE	IRAN AIR	IR	C-8	D-9
	IRAN ASSEMAN	INTR	C-29	D-35
ISLANDE	ARNARFLUG/EAGLE AIR	IR	C-8	D-9
	ICELANDAIR	IR	C-8	D-9
ITALIE	ALITALIA	IR	C-8-C-9	D-10
	ATI	INTR	C-30	D-35
JAPON	ALL NIPPON AIRWAYS	IR	C-9	D-10
	JAPAN - ASIA AIRWAYS	IR	C-9	D-10
	JAL	IR	C-9	D-10
	JAPAN AIR SYSTEM	INTR	C-30	D-35
	SOUTHWEST AIR LINES	INTR	C-30	D-35
JORDANIE	ROYAL JORDANIAN	IR	C-10	D-11
MADAGASCAR	AIR MADAGASCAR	IR	C-10	D-11
MALAISIE	MAS	IR	C-10	D-11
	SABAH AIR	INR	C-39	D-41
	HORNBILL SKYWAYS	INTR	C-47	D-41
	MALAYSIAN HELICOPTER	INTR	C-47	D-41
	WIRA KRIS UDARA	INTR	C-47	D-41
MEXIQUE	AEROMEXICO	IR	C-10	D-11
	MEXICANA	IR	C-11	D-12
MOZAMBIQUE	LAM	IR	C-11	D-12
NÉPAL	ROYAL NEPAL	IR	C-11	D-12
NIGÉRIA	NIGERIA AIRWAYS	IR	C-12	D-13
NOUVELLE-ZÉLANDE	AIR NEW ZEALAND	IR	C-11-C-12	D-13
PAKISTAN	PIA	IR	C-12	D-13
PANAMA	AIR PANAMA	IR	C-12	D-14
PAPOUASIE-NOUVELLE-GUINÉE	AIR NIUGINI	IR	C-13	D-14
PAYS-BAS, ROYAUME DES	NETHERLINES	IR	C-11	D-13
	TRANSAVIA HOLLAND	IR	C-11	D-12
	AIR HOLLAND	INR	C-39	D-41
	MARTINAIR HOLLAND	INR	C-39	D-41
PÉRU	FAUCETT	IR	C-13	D-14

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PAYS	TRANSPORTEUR AÉRIEN	TYPE DE TRANSPORTEUR a/	NO. PAGE MATÉRIEL VOLANT	NO. PAGE PERSONNEL
POLOGNE	LOT	IR	C-13	D-14
PORTUGAL	TAP - AIR PORTUGAL	IR	C-13	D-15
	SATA	INTR	C-30	D-36
RÉPUBLIQUE ARABE SYRIENNE	SYRIAN ARAB	IR	C-16	D-17
RÉPUBLIQUE DE CORÉE	KOREAN AIR	IR	C-14	D-15
RÉPUBLIQUE DOMINICAINE	CDA (DOMINICANA)	IR	C-5	D-6
	DOMINAIR	IR	C-5	D-7
	TRADO	INR	C-36	D-41
RÉPUBLIQUE UNIE DE TANZANIE	AIR TANZANIA	IR	C-19	D-22
ROYAUME-UNI	AIR BRIDGE CARRIERS	IR	C-17	D-18
	AIR EUROPE	IR	C-17	D-19
	AIR UK	IR	C-19	D-21
	BRITANNIA	IR	C-18	D-20
	BRITISH AIRFERRIES	IR	C-19	D-21
	BRITISH AIRWAYS	IR	C-17	D-19
	BRITISH CALEDONIAN	IR	C-18	D-19
	BRITISH MIDLAND	IR	C-18	D-19
	CATHAY PACIFIC	IR	C-18	D-20
	DAN-AIR SERVICES	IR	C-18	D-20
	HIGHLAND EXPRESS	IR	C-19	D-21
	MONARCH AIRLINES	IR	C-19	D-20
	ORION AIRWAYS	IR	C-19	D-21
	VIRGIN ATLANTIC	IR	C-19	D-22
	BRITISH INTERNATIONAL HELICOPTER	INTR	C-30	D-36
	AIR 2000	INR	C-41	D-41
	AIRWAYS INTERNATIONAL CYMRU	INR	C-41	D-41
	BRISTOW HELICOPTERS	INR	C-41	D-41
	BRITISH ISLAND	INR	C-41	D-41
	CAL AIR INTERNATIONAL	INR	C-41	D-41
	HEAVYLIFT CARGO	INR	C-41	D-41
RWANDA	AIR RWANDA	IR	C-14	D-15
SCANDINAVIE b/	SAS	IR	C-14-C-15	D-16
	SCANAIR	INR	C-39	D-41
SINGAPOUR	SIA	IR	C-15	D-16
SRI LANKA	AIR LANKA	IR	C-16	D-17
SUÈDE	LINJEFLYG	INTR	C-30	D-36
	TRANSWEDE	INR	C-40	D-41
SUISSE	SWISSAIR	IR	C-16	D-17
	BALAIR	INR	C-40	D-41
	CTA	INR	C-40	D-41

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PAYS	TRANSPORTEUR AÉRIEN	TYPE DE TRANSPORTEUR a/	NO. PAGE MATÉRIEL VOLANT	NO. PAGE PERSONNEL
TCHÉCOSLOVAQUIE	CSA	IR	C-5	D-6
THAÏLANDE	TAC	IR	C-16	D-18
	THAI INTERNATIONAL	IR	C-16	D-17
TUNISIE	TUNIS AIR	IR	C-17	D-18
UNION DES RÉPUBLIQUES SOCIALISTES SOVIÉTIQUES	AEROFLOT	IR	C-17	D-18
URUGUAY	PLUNA	IR	C-24	D-28
VENEZUELA	AVENSA	IR	C-25	D-28
	LAV	IR	C-24	D-28
	VIASA	IR	C-24	D-28
YÉMEN	YEMEN AIRWAYS	IR	C-25	D-29
YUGOSLAVIE	ADRIA AIRWAYS	IR	C-25	D-29
	JAT	SI	C-25	D-29
	AVIOGENEX	NSI	C-44	D-42
ZAÏRE	AIR ZAÏRE	IR	C-25	D-29

Notes: a/ IR = International Régulier
INTR = Intérieur Régulier
INR = International Non-Régulier
INTNR = Intérieur Non-Régulier

b/ Scandinavie - 3 États européens: Danemark, Norvège et Suède

TABLEAU A-1 TOTAUX RÉLATIFS AU MATÉRIEL VOLANT, AU PERSONNEL ET A L'UTILISATION - ENTREPRISE DE TRANSPORT AÉRIEN RÉGULIER - 1987

PAYS ENTREPRISE	TYPE D'ENTREPRISE	AERONEFS	PERSONNEL	NOMBRE DE DÉPARTS			NOMBRE D'HEURES DE VOL					KILOMETRES PARCOURUS (MILLIERS)		
		Nombre à la fin de l'année		VOLS PAYANTS		TOTAL	VOLS PAYANTS			VOLS NON PAYANTS	TOTAL	VOLS PAYANTS		TOTAL
				Réguliers	Non réguliers		Réguliers	Non réguliers	Total	Total		Réguliers	Non réguliers	

TABLEAU A-2 TOTAUX RÉLATIFS AU MATÉRIEL VOLANT, AU PERSONNEL ET A L'UTILISATION - EXPLOITANTS DE VOLS NON RÉGULIERS - 1987

PAYS EXPLOITANT	TYPE D'EXPLOITANT	AÉRONEFS	PERSONNEL	VOLS PAYANTS	
		Nombre à la fin de l'année		Nombre d'heures de vol	Kilomètres parcourus (milliers)

TABLEAU A-3 COEFFICIENTS DE TRAFIC DES ENTREPRISES DE TRANSPORT AÉRIEN REGULIER - 1987

PAYS ENTREPRISE	TYPE D'ENTREPRISE	UTILISATION DES AÉRONEFS (PAR AÉRONEF) - SERVICES RÉGULIERS (TRAFIC PAYANT)									
		Distance parcourue par heure de vol km/h	Nombre de sièges disponibles	Nombre de passagers	Coefficient de remplissage passagers %	Charge payante passagers kg	Charge payante fret kg	Charge payante poste kf	Total kg	Capacité en charge payante disponible kg	Coefficient de remplissage en poids %

TABLEAU A-4 COEFFICIENTS DE TRAFIC DES EXPLOITANTS DE VOLS NON RÉGULIERS - 1987

PAYS EXPLOITANT	TYPE D'EXPLOITANT	UTILISATION DES AÉRONEFS (PAR AÉRONEF) - TRAFIC PAYANT						
		Distance parcourue par heure de vol km/h	Nombre de sièges disponibles	Nombre de passagers	Coefficient de remplissage passagers %	Charge payante totale kg	Capacité en charge payante disponible kg	Coefficient de remplissage en poids %

TABLEAUX B1-B4 STATISTIQUES SUR LE MATÉRIEL VOLANT PAR TYPES D'AÉRONEFS - 1987

Type d'aéronef	Nombre d'aéronefs					Capacité		Utilisation						
								Nombre de départs			Nombre d'heures de vol			
CONSTRUCTEUR ET MODÈLE TRANSPORTEUR	Catégorie d'utilisation	Au début de l'année	Acquis	Retirés du service	A la fin de l'année	Nombre de sièges	Poids maximal moyen au décollage (Tonnes)	Total	Vols réguliers payants	Vols non réguliers payants	Total	Vols réguliers payants	Vols non réguliers payants	Nombre moyen d'heures de vol payantes par jour

ORGANISATION DE L'AVIATION CIVILE INTERNATIONALE

FORMULAIRE D-1

Réservé à l'OACI

FORMULAIRE DU TRANSPORT AÉRIEN

MATÉRIEL VOLANT ET PERSONNEL — ENTREPRISES DE TRANSPORT RÉGULIER

Pays: .....

Année terminée: .....

Entreprise: .....

1ère Partie.—MATÉRIEL VOLANT

Types d'aéronefs composant le parc aérien		Nombre d'aéronefs de chaque type				Capacité et poids des aéronefs		Utilisation des aéronefs pendant l'année						
Constructeur et modèle	Sigle d'utilisation/configuration [1]	Au début de l'année	Changements pendant l'année		A la fin de l'année	Nombre de sièges-passagers	Poids maximal moyen au décollage (tonnes)	Nombre de départs			Nombre d'heures de vol			Nombre total de jours disponibles
			Acquis	Retirés du service				Vols payants		Tous les vols (total)	Vols payants		Tous les vols (total)	
								Réguliers	Non réguliers		Réguliers	Non réguliers		
a	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*i*	*j*	*k*	*l*	*m*	*n*	*o*

2ème Partie.—PERSONNEL

Code OACI d'informatique	Catégorie de personnel	Effectifs		Total des dépenses annuelles pour chaque catégorie de personnel
		Milieu de l'année	Fin de l'année	Unité monétaire: .....
0	*a*	*b*	*c*	*d*
1	Pilotes et copilotes			
2	Autre personnel navigant technique			
3	Personnel de cabine			
5	Personnel d'entretien et personnel technique .			
7	Personnel préposé à l'établissement des billets et aux ventes			
8	Autre personnel			
9	Total			

1. Sigles d'utilisation/configuration

Utiliser un des sigles ci-après dans la colonne b *pour désigner chaque type d'aéronef indiqué dans la colonne* a:

Sigle de la configuration des aéronefs utilisés par l'exploitant pour le transport aérien commercial:

P — configuration passagers.
F — configuration fret — aucun espace prévu pour des passagers.
T — configuration transformable, c'est-à-dire que l'aéronef peut facilement être transformé pour transporter exclusivement du fret ou pour transporter des passagers.

Sigle des aéronefs qui ne sont pas utilisés *par l'exploitant pour le transport commercial:*
A — aéronef utilisé à d'autres fins, telles que l'entraînement, le travail aérien, etc.

Observations (y compris l'indication des cas où il a été impossible de se conformer aux instructions):

Edition 1982 — révisée — 10/82, F/P1/2500

FORMULAIRE D-1 (MATÉRIEL VOLANT ET PERSONNEL – ENTREPRISES DE TRANSPORT RÉGULIER)

INSTRUCTIONS

INDICATIONS A RESPECTER POUR LA COMMUNICATION DES RENSEIGNEMENTS

Ce formulaire doit être utilisé par les Etats contractants pour communiquer à l'OACI les statistiques sur le matériel volant et le personnel de chacune de leurs entreprises qui assurent des services aériens réguliers et qui exploitent un parc aérien dont le poids maximal au décollage dépasse 200 tonnes au total. Pour les exploitants de vols non réguliers, il convient d'utiliser le Formulaire D-2. Dans le cas des petits transporteurs qui exécutent des vols réguliers ou non réguliers au moyen d'un parc aérien dont le poids maximal au décollage ne dépasse pas 200 tonnes au total, le Formulaire AD-3 peut être utilisé au lieu des Formulaires D-1 ou D-2.

Il doit comprendre tout le matériel volant et tout le personnel de chaque entreprise.

Le compte rendu doit porter sur l'année civile (janvier à décembre). Toutefois, si cela n'est pas possible, il pourra porter sur l'exercice financier de l'entreprise. **Il importe que chaque formulaire soit adressé à l'OACI dès que possible après réception des renseignements annuels et, au plus tard, quatre mois après la fin de l'année considérée.**

Il convient de communiquer un Formulaire D-1 distinct pour chaque entreprise qui assure des services internationaux réguliers. Il convient de communiquer aussi un Formulaire D-1 distinct pour chaque entreprise qui assure des services intérieurs réguliers, mais aucun service international régulier; cependant, un Formulaire D-1 combiné peut être communiqué pour toutes les entreprises de transport intérieur d'un Etat, s'il n'est pas possible de remplir des formulaires distincts. Le formulaire combiné doit contenir les noms de toutes les entreprises incluses dans les totaux généraux.

Une entreprise de transport aérien assure des services internationaux réguliers:

a) si elle accomplit des vols réguliers au cours desquels une ou plusieurs escales payantes sont faites sur le territoire d'un Etat autre que celui où l'entreprise a son siège;

b) si ces vols sont accomplis contre rémunération pour le transport de passagers, de fret ou de poste.

STATISTIQUES A COMMUNIQUER

1ère PARTIE – MATERIEL VOLANT

Donner les chiffres pour l'ensemble du matériel volant de l'entreprise, que ce matériel soit utilisé pour des vols internationaux, intérieurs, réguliers ou non réguliers.

Dans la 1ère Partie, consacrer une ligne distincte à chaque type d'aéronef existant dans le parc de l'entreprise; c'est-à-dire, inscrire les renseignements sur chaque type et modèle d'aéronef, pour chaque catégorie d'utilisation/configuration, sur une ligne du compte rendu. Des imprimés D-1 supplémentaires peuvent être utilisés s'il faut davantage d'espace.

Note.–Faire figurer séparément les renseignements relatifs aux aéronefs de chaque type utilisés temporairement par l'entreprise mais appartenant à une autre et identifier ces aéronefs dans la case "Observations". Identifier aussi dans la case "Observations" les aéronefs appartenant à l'entreprise mais utilisés par d'autres entreprises.

Les sections de la 1ère Partie qui appellent des explications sont traitées ci-après:

Type d'aéronef
Constructeur et modèle (colonne *a*) – Indiquer le type d'aéronef en donnant la désignation complète de son modèle (par exemple B-707-320C, DC 8-61, etc.).

Sigle d'utilisation/configuration (colonne *b*) – Parmi les quatre sigles d'une lettre indiqués dans la note 1 au bas du formulaire, les sigles "P", "F" et "T" doivent être utilisés par l'exploitant pour désigner les aéronefs de transport commercial. Ces sigles indiquent la configuration physique des aéronefs (par exemple un "avion cargo" aurait des portes de fret et pas de sièges ou d'espace prévus pour des passagers). Dans le cas des aéronefs qui *ne sont pas* utilisés pour le transport commercial, comme les aéronefs qui servent à la formation au pilotage ou au transport de membres de l'administration de l'entreprise, il convient d'inscrire le sigle "A" dans la colonne *b*.

Capacité et poids de l'aéronef
Nombre de sièges-passagers (colonne *g*) – Indiquer pour chaque type d'aéronef le nombre de sièges-passagers. Lorsque différents aéronefs d'un même type sont équipés d'un nombre variable de sièges, par exemple 80, 90 ou 100, prière de le préciser en portant dans la colonne: 80-90-100.

Poids maximal moyen au décollage (colonne *h*) – Indiquer pour chaque type d'aéronef le poids maximal moyen au décollage porté sur le certificat de navigabilité, le manuel de vol ou autre document officiel. Ces poids doivent être exprimés en tonnes métriques et arrondis au dixième de tonne le plus proche. Les coefficients de conversion au système métrique sont les suivants:

1 tonne courte (2 000 lb) = 0,907 tonne

1 tonne forte (2 240 lb) = 1,016 tonne

Utilisation des aéronefs pendant l'année
Ventiler les statistiques sur le nombre de départs et le nombre d'heures de vol entre les catégories suivantes:

Vols réguliers payants – vols prévus et exécutés suivant un horaire publié, ou vols dont la régularité et la fréquence sont telles que la suite de ces vols constitue une série systématique évidente et qui sont accessibles au public, ainsi que tous les vols payants supplémentaires nécessités par un excédent de trafic sur les services prévus à l'horaire et les vols payants préliminaires exécutés en vue de l'inauguration de nouveaux services.

Vols payants non réguliers – vols occasionnels, exécutés contre rémunération, qui n'entrent pas dans la catégorie des vols réguliers, ainsi que les vols à vide qui s'y rattachent, les vols exécutés dans le cadre de voyages "tout compris" qui n'entrent pas dans la catégorie des services réguliers et les vols décommercialisés.

Tous les vols (total) – cette catégorie englobe tous les vols, payants et non payants (par exemple, les vols d'essai, d'entraînement et tous autres vols de ce genre).

Nombre de départs (colonnes *i*, *j* et *k*) – Indiquer dans la colonne *k* le nombre total de départs d'aéronefs utilisés pour effectuer des vols payants et non payants. Dans les colonnes *i* et *j*, indiquer le nombre de départs de vols payants, réguliers et non réguliers. Si des données précises sur les vols payants ne sont pas disponibles, donner des estimations, si possible, et identifier les chiffres estimatifs par un astérisque.

Nombre d'heures de vol (colonnes *l*, *m* et *n*) – Indiquer dans la colonne *n* le nombre total d'heures de vol, payantes et non payantes, pour tous les vols. De plus, ventiler, dans les colonnes *l* et *m*, le nombre d'heures de vol entre les vols payants réguliers et les vols payants non réguliers. Si des données précises sur les vols payants ne sont pas disponibles, donner des estimations, si possible, et identifier les chiffres estimatifs par un astérisque.

Calculer le nombre d'heures de vol en admettant que le temps de vol est le temps compris entre le moment où les cales sont enlevées et le moment où elles sont mises et arrondir le résultat au nombre entier le plus proche. Si une autre base de calcul est utilisée, prière d'indiquer celle-ci dans la case "Observations".

Nombre total de jours disponibles (colonne *o*) – Le nombre de jours disponibles équivaut à la somme des nombres de jours pendant lesquels chaque aéronef est utilisable au cours de la période considérée. Il convient d'exclure les périodes suivantes du nombre de jours disponibles:

- Période qui s'écoule entre la date de l'acquisition et la date de mise en service.
- Période qui s'écoule après le dernier vol payant exécuté par un aéronef et le moment où celui-ci est retiré du service.
- Le temps pendant lequel l'aéronef est retiré du service pour subir des réparations importantes ou des transformations.
- Le temps pendant lequel un aéronef n'est pas en la *possession* de l'entreprise.
- Le temps pendant lequel un aéronef est immobilisé au sol par suite d'une décision officielle, par exemple d'une interdiction de vol prononcée par les services techniques de l'Etat.

Tous les autres jours doivent être considérés comme ayant été des jours disponibles, même les périodes d'entretien ou de révision.

2ème PARTIE – PERSONNEL

Personnel au sujet duquel il est nécessaire de fournir des renseignements (colonnes *b* et *c*) – Donner les chiffres pour l'ensemble du personnel, temporaire ou permanent, figurant sur les états de paie de l'entreprise à la fin du premier et du second semestre.

Total des dépenses annuelles pour chaque catégorie de personnel (colonne *d*) – Indiquer le total des dépenses annuelles en traitements et indemnités pour tous les membres du personnel de chacune des six catégories. Cette rémunération doit comprendre le traitement brut (avant déduction de l'impôt sur le revenu, des retenues pour pension et sécurité sociale et des versements volontaires), la rétribution des heures supplémentaires, les primes de vol et les indemnités de subsistance diverses telles que: indemnité de vie chère, indemnité de résidence et de séjour à l'étranger. Elle ne doit pas comprendre les indemnités de déplacements, de déménagement, d'instruction, d'uniformes, etc. Prière d'indiquer l'unité monétaire employée.

Catégories de personnel (colonne *a*) – Pilotes et copilotes: cette rubrique se passe d'explications.

Autre personnel navigant technique: comprend les mécaniciens navigants, opérateurs radio navigants, navigateurs.

Personnel de cabine: comprend les commissaires, stewards et hôtesses.

Personnel d'entretien et personnel technique: comprend le personnel d'encadrement, de planification et d'inspection des ateliers d'entretien et de révision. Comprend également les magasiniers, les pointeaux et le personnel comptable des ateliers d'entretien et de révision.

Personnel préposé à l'établissement des billets et aux ventes (ainsi qu'à la stimulation des ventes): agents affectés à l'établissement des billets, aux ventes et à la stimulation des ventes.

Autre personnel: personnel n'entrant dans aucune des rubriques précédentes; par exemple, personnel d'administration du siège social.

ORGANISATION DE L'AVIATION CIVILE INTERNATIONALE

FORMULAIRE D-2

FORMULAIRE DU TRANSPORT AÉRIEN

Réservé à l'OACI

MATÉRIEL VOLANT ET PERSONNEL — EXPLOITANTS DE VOLS NON RÉGULIERS

Pays: .....

Année terminée: .....

Exploitant: .....

1ère Partie.—MATÉRIEL VOLANT

Réservé à l'OACI	Types d'aéronefs composant le parc aérien		Nombre d'aéronefs de chaque type				Capacité et poids des aéronefs		Utilisation des aéronefs pendant l'année				
	Constructeur et modèle	Sigle d'utilisation/configuration [1]	Au début de l'année	Changements pendant l'année		A la fin de l'année	Nombre de sièges-passagers	Poids maximal moyen au décollage (tonnes)	Nombre de départs		Nombre d'heures de vol		Nombre total de jours disponibles
				Acquis	Retirés du service				Non réguliers payants	Tous les vols (total)	Non réguliers payants	Tous les vols (total)	
	a	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*i*	*j*	*k*	*l*	*m*

2ème Partie.—PERSONNEL

Code OACI d'informatique	Catégorie de Personnel	Effectifs	
		Milieu de l'année	Fin de l'année
	a	*b*	*c*
4	Personnel navigant		
6	Autre personnel		
9	Effectif total		

1. *Sigles d'utilisation/configuration*

Utiliser un des sigles ci-après dans la colonne b *pour désigner chaque type d'aéronef indiqué dans la colonne* a:

Sigle de la configuration des aéronefs utilisés par l'exploitant pour le transport aérien commercial:

P — configuration passagers.
F — configuration fret — aucun espace prévu pour des passagers.
T — configuration transformable, c'est-à-dire que l'aéronef peut facilement être transformé pour transporter exclusivement du fret ou pour transporter des passagers.

Sigle des aéronefs qui ne sont pas utilisés *par l'exploitant pour le transport commercial:*

A — aéronef utilisé à d'autres fins, telles que l'entraînement, le travail aérien, etc.

Observations (y compris l'indication des cas où il a été impossible de se conformer aux instructions):

Edition 1982 — révisée — 10/82, F/P1/2500

FORMULAIRE D-2 (MATÉRIEL VOLANT ET PERSONNEL – EXPLOITANTS DE VOLS NON RÉGULIERS)

INSTRUCTIONS

INDICATIONS A RESPECTER POUR LA COMMUNICATION DES RENSEIGNEMENTS

Le Formulaire D-2 doit être utilisé par les Etats contractants pour communiquer à l'OACI des statistiques sur le matériel volant et le personnel de leurs exploitants qui offrent au public des transports aériens exécutés exclusivement par des vols non réguliers, au moyen d'aéronefs dont le poids maximal autorisé au décollage dépasse 200 tonnes au total. Pour les entreprises de transport régulier, il convient d'utiliser le Formulaire D-1. Dans le cas des petits transporteurs assurant des vols non réguliers ou réguliers au moyen d'aéronefs dont le poids maximal autorisé au décollage ne dépasse pas 200 tonnes au total, le Formulaire AD-3 peut être utilisé au lieu des Formulaires D-2 ou D-1.

Les données doivent porter sur tout le matériel volant et tout le personnel de chaque exploitant de vols non réguliers.

Il convient de communiquer un Formulaire D-2 distinct pour chaque exploitant qui offre des transports aériens internationaux non réguliers.

Dans le cas des exploitants de vols intérieurs non réguliers, il est possible de communiquer soit un compte rendu pour chaque exploitant, soit un compte rendu combiné qui groupe les renseignements relatifs à tous les exploitants de vols non réguliers répondant aux critères ci-dessus. Lorsqu'un compte rendu combiné est communiqué, il convient d'indiquer dans la case "Observations" le nom de tous les exploitants qui figurent dans les totaux généraux.

Les comptes rendus doivent comprendre tout le matériel volant (c'est-à-dire les multimoteurs ainsi que les monomoteurs) de l'exploitant.

Ils doivent porter sur l'année civile (janvier à décembre). Toutefois, si cela n'est pas possible, ils peuvent porter sur l'exercice financier de l'entreprise. **Il importe que chaque formulaire soit adressé à l'OACI dès que possible après réception des renseignements annuels et, au plus tard, quatre mois après la fin de l'année considérée.**

DEFINITIONS

Vols de transport aérien international – Payants
Un exploitant assure des vols de transport international:

a) S'il accomplit des vols non réguliers au cours desquels une ou plusieurs escales payantes sont faites sur le territoire d'un Etat autre que celui où l'exploitant ou l'entreprise a son siège social;

b) Si ces vols sont accomplis contre rémunération pour le transport de passagers, de fret ou de poste.

STATISTIQUES A COMMUNIQUER

1ère PARTIE – MATERIEL VOLANT

Donner les chiffres pour l'ensemble du matériel volant de l'exploitant, que ce matériel soit utilisé pour des vols internationaux ou intérieurs. Consacrer une ligne distincte à chaque type d'aéronef existant dans le parc, c'est-à-dire, inscrire les renseignements sur chaque type et modèle d'aéronef, pour chaque catégorie d'utilisation, sur une ligne du compte rendu.

Dans le cas des multimoteurs, inscrire les renseignements sur le matériel volant dans toutes les colonnes, de *a* à *m*. Pour les monomoteurs, remplir seulement les colonnes *a* à *f*.

Note.–Faire figurer séparément les renseignements relatifs aux aéronefs de chaque type utilisés temporairement par l'exploitant mais appartenant à une autre entreprise, et identifier ces aéronefs dans la case "Observations". Identifier dans la case "Observations" les aéronefs appartenant à l'exploitant mais utilisés par d'autres entreprises.

Les colonnes du compte rendu qui appellent des explications sont traitées ci-après:

Type d'aéronef
Constructeur et modèle (colonne *a*) – Indiquer le type d'aéronef en donnant la désignation complète de son modèle (par exemple B-707-320C, DC 8-61, etc.).

Sigle d'utilisation/configuration (colonne *b*) – Parmi les quatre sigles d'une lettre indiqués dans la note 1 au bas du formulaire, les sigles "P", "F" et "T" doivent être utilisés par l'exploitant pour désigner les aéronefs de transport commercial. Ces sigles indiquent la configuration physique des aéronefs (par exemple un "avion cargo" aurait des portes de fret et pas de sièges ou d'espace prévus pour des passagers). Dans le cas des aéronefs qui *ne sont pas* utilisés pour le transport commercial, comme les aéronefs qui servent à la formation au pilotage ou au transport de membres de l'administration de l'entreprise, il convient d'inscrire le sigle "A" dans la colonne *b*.

Capacité et poids de l'aéronef
Nombre de sièges-passagers (colonne *g*) – Indiquer pour chaque type d'aéronef le nombre de sièges-passagers. Lorsque différents aéronefs d'un même type sont équipés d'un nombre variable de sièges, par exemple 80, 90 ou 100, prière de le préciser en portant dans la colonne: 80-90-100.

Poids maximal moyen au décollage (colonne *h*) – Indiquer pour chaque type d'aéronef le poids maximal moyen au décollage porté sur le certificat de navigabilité, le manuel de vol ou autre document officiel. Ces poids doivent être exprimés en tonnes métriques et arrondis au dixième de tonne le plus proche. Les coefficients de conversion au système métrique sont les suivants:

1 tonne courte (2 000 lb) = 0,907 tonne

1 tonne forte (2 240 lb) = 1,016 tonne

Utilisation des aéronefs pendant l'année
Ventiler les statistiques sur le nombre de départs et le nombre d'heures de vol entre les catégories suivantes:

Vols payants non réguliers – Tous les vols de transport exécutés par l'exploitant contre rémunération. Il convient d'inscrire dans les colonnes *i*, *j*, *k* et *l* les renseignements relatifs aux vols de mise en place exécutés dans le cadre de transports payants. En revanche, les vols de mise en place qui *n'ont pas* été exécutés dans le cadre de transports payants ne doivent figurer que dans les données de la rubrique "Tous les vols (total)", dans les colonnes *j* et *l*.

Tous les vols (total) – Cette catégorie englobe tous les vols, payants et non payants (par exemple, les vols d'essai, d'entraînement et tous autres vols de ce genre).

Nombre de départs (colonnes *i* et *j*) – Indiquer dans la colonne *j* le nombre total de départs d'aéronefs utilisés pour effectuer des vols payants et non payants. Dans la colonne *i*, indiquer le nombre de départs de vols payants non réguliers. Si des données précises sur les vols payants ne sont pas disponibles, donner des estimations, si possible, et identifier les chiffres estimatifs par un astérisque.

Nombre d'heures de vol (colonnes *k* et *l*) – Indiquer dans la colonne *l* le nombre total d'heures de vol, payantes et non payantes, pour tous les vols. De plus indiquer dans la colonne *k* le nombre d'heures de vol accomplies dans les transports payants non réguliers. Si des données précises sur les vols payants ne sont pas disponibles, donner des estimations, si possible, et identifier les chiffres estimatifs par un astérisque.

Calculer le nombre d'heures de vol en admettant que le temps de vol est le temps compris entre le moment où les cales sont enlevées et le moment où elles sont mises et arrondir le résultat au nombre entier le plus proche. Si une autre base de calcul est utilisée, prière d'indiquer celle-ci dans la case "Observations".

Nombre total de jours disponibles (colonne *m*) – Le nombre de jours disponibles équivaut à la somme des nombres de jours pendant lesquels chaque aéronef est utilisable au cours de la période considérée. Il convient d'exclure les périodes suivantes du nombre de jours disponibles:

– Période qui s'écoule entre la date de l'acquisition et la date de mise en service.

– Période qui s'écoule après le dernier vol payant exécuté par un aéronef et le moment où celui-ci est retiré du service.

– Le temps pendant lequel l'aéronef est retiré du service pour subir des réparations importantes ou des transformations.

– Le temps pendant lequel un aéronef n'est pas en la *possession* de l'entreprise.

– Le temps pendant lequel un aéronef est immobilisé au sol par suite d'une décision officielle, par exemple d'une interdiction de vol prononcée par les services techniques de l'Etat.

Tous les autres jours doivent être considérés comme ayant été des jours disponibles, même les périodes d'entretien ou de révision.

2ème PARTIE – PERSONNEL

Personnel au sujet duquel il est nécessaire de fournir des renseignements (colonnes *b* et *c*) – Donner les chiffres pour l'ensemble du personnel, temporaire ou permanent, figurant sur les états de paie de l'exploitant à la fin du premier et du second semestre de l'exercice considéré.

Catégories de personnel (colonne *a*) – "Personnel navigant": pilotes et copilotes, autre personnel navigant technique (mécaniciens navigants, opérateurs radio navigants, navigateurs), personnel de cabine (commissaires, stewards et hôtesses).

"Autre personnel": personnel d'entretien et personnel technique, personnel préposé aux ventes et au trafic, tout autre personnel.

E S P A Ñ O L

COMPENDIO DE MATERIAL VOLANTE- PERSONAL 1987
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INTRODUCCION

CONTENIDO

1. Este Compendio contiene las estadisticas de flota y personal notificadas por 65 Estados contratantes de la OACI con respecto a 156 lineas aéreas regulares y 77 explotadores no regulares. En total, se incluyen tablas individuales para 233 transportistas, de los cuales 116 son internacionales regulares, 40 regulares del interior, 64 internacionales no regulares y 13 no regular del interior, que muestran los datos notificados en los formularios D-1 y D-2 de informacion de transporte aéreo, cuyos facsimiles se reproducen en las paginas 41 y 42 (Formulario D-1) y paginas 43 y 44 (Formulario D-2).

2. De conformidad con la definicion de la OACI, una linea aérea regular internacional es aquélla que presta cualquier servicio de transporte aéreo internacional regular, independientemente de la relacion que guarde dicho servicio con los demas que presta la linea aérea, en tanto que una linea aérea regular del interior es la que presta servicios regulares del interior pero no servicios internacionales. Los explotadores no regulares incluidos en este Compendio son los que ofrecen al publico unicamente servicios no regulares de transporte aéreo, ya sea internacionales o del interior, y que utilizan, por lo menos en parte de dichos servicios, aeronaves grandes (o sea, aeronaves cuyo peso maximo certificado de despegue es de 9 000 kg, o 20 000 lbs., o mas).

3. Las estadisticas sobre flota se notifican con respecto a todas las aeronaves de la flota de cada transportista, independientemente de que las aeronaves se empleen en vuelos internacionales, del interior o no regulares. Cuando es posible, se indican separadamente los datos de las aeronaves arrendadas o fletadas del resto de las aeronaves que son propiedad del transportista.

4. Las estadisticas de personal corresponden a toda la plantilla del transportista a mediados y a fines de ano. Sin embargo, solo figuran las cifras de las remuneraciones de las lineas aéreas regulares, ya que actualmente no se exige a los explotadores no regulares que notifiquen esas estadisticas. La remuneracion media anual, por empleado, en cada categoria de las lineas aéreas regulares se calcula dividiendo el gasto total notificado con respecto a cada categoria de personal entre el numero de empleados de esa categoria a mediados de ano. Cuando no existan datos sobre el personal a mediados de ano, se emplean los de fin de ano para calcular la remuneracion media. Los datos financieros se indican en la moneda en la cual los notifico la linea aérea y también en dolares americanos para fines de comparacion. Los tipos de cambio empleados en la conversion a dolares americanos figuran en las tablas sobre personal de la Parte D del Compendio.

CONTENIDO DEL COMPENDIO

5. El contenido de este Compendio se indica en el indice de la pagina anterior. Este Compendio se compone de cuatro partes principales, a saber:

Parte A - Datos comparativos por transportista para 1987: Esta parte contiene algunas tablas con datos comparativos sobre los transportistas que han notificado estadisticas. Las estadisticas sobre flota y/o personal, y trafico, aparecen en forma resumida con respecto a cada transportista, a fin de facilitar la comparacion.

Parte B - Estadisticas por tipo de aeronaves para 1987: En esta parte se ofrecen estadisticas sobre la flota de todos los transportistas que han notificado datos, presentadas por categorias principales y por tipo de aeronave.

Parte C - Estadisticas de flota por transportista para 1987: En esta parte se ofrecen estadisticas completas sobre la flota de cada transportista y por tipo de aeronave.

Parte D - Estadisticas sobre personal, por transportista para 1987: La Parte D contiene estadisticas sobre el numero de empleados de cada una de las lineas aéreas que ha notificado datos y sobre su remuneracion media anual. Contiene asimismo estadisticas sobre personal de los explotadores no regulares.

INDICE DE LAS TABLAS INDIVIDUALES DE TRANSPORTISTAS AÉREOS

PAÍS	TRANSPORTISTA AEREO	TIPO DE TRANSPORTISTA a/	PÁGINA NÚM. MATERIAL VOLANTE	PERSONAL
ALEMANIA, REPÚBLICA FEDERAL DE	LUFTHANSA	IR	C-7	D-8
	AERO-LLOYD	INR	C-38	D-41
	CONDOR	INR	C-37	D-41
	DLT GERMAN COMMUTER	INR	C-37	D-41
	GERMAN CARGO	INR	C-37	D-41
	HAPAG-LLOYD	INR	C-37	D-41
	LTS	INR	C-38	D-41
	LTU	INR	C-38	D-41
	SAT FLUGGESELLSCHAFT	INR	C-38	D-41
	WDL FLUGDIENST	INR	C-38	D-41
ARABIA SAUDITA	SAUDIA	IR	C-14	D-15
AUSTRALIA	QANTAS	IR	C-1	D-1
	AIR NEW SOUTH WALES	DIR	C-27	D-31
	ANSETT NT	DIR	...	D-32
	ANSETT OF AUSTRALIA	DIR	C-27	D-31
	ANSETT OF WESTERN AUSTRALIA	DIR	C-27	D-31
	AUSTRALIAN AIRLINES	DIR	C-27	D-31
	IPEC AVIATION	DIR	C-27	D-32
AUSTRIA	AUA	IR	C-1	D-1
	AUSTRIAN AIRTRANSPORT	INR	C-35	D-41
BARBADOS	CARIBBEAN AIR CARGO	IR	C-1	D-1
BÉLGICA	SABENA	IR	C-1	D-1
	AIR BELGIUM	INR	C-35	D-41
	DELTA AIR	INR	C-35	D-41
	EUROPEAN AIR TRANSPORT	INR	C-35	D-41
	SOBELAIR	INR	C-35	D-41
BOLIVIA	LAB	IR	C-1	D-2
BOTSWANA	AIR BOTSWANA	IR	C-2	D-2
BRASIL	CRUZEIRO	IR	C-2	D-2
	VARIG	IR	C-2	D-2
	BRASIL-CENTRAL	DIR	C-27-C-28	D-32
	NORDESTE	DIR	C-28	D-33
	RIO-SUL	DIR	C-28	D-33
	TABA	DIR	C-29	D-34
	TAM	DIR	C-28	D-33
	TRANSBRASIL	DIR	C-28	D-32
	VASP	DIR	C-28	D-33
CANADÁ	AIR CANADA	IR	C-2-C-3	D-3
	CP AIR	IR	C-3	D-3
	WORLDWAYS CANADA	INR	C-35	D-41

INDICE DE LAS TABLAS INDIVIDUALES DE TRANSPORTISTAS AÉREOS

PAÍS	TRANSPORTISTA AÉREO	TIPO DE TRANSPORTISTA a/	PÁGINA NÚM. MATERIAL VOLANTE	PÁGINA NÚM. PERSONAL
COLOMBIA	ARCA	IR	C-3	D-4
	AVIANCA	IR	C-4	D-4
	LAC	IR	C-4	D-4
	SAM	IR	C-4	D-5
	TAMPA-COLOMBIA	IR	C-4	D-5
COSTA RICA	LACSA	IR	C-4	D-5
CHECOSLOVAQUIA	CSA	IR	C-5	D-6
CHILE	AEROVIAS DAP	IR	C-3	D-3
	LADECO	IR	C-3	D-4
	LAN CHILE	IR	C-3	D-3
	TAXPA	INR	C-35	D-41
	AEROMET	DINR	C-46	D-41
	AEROREINARZ	DINR	C-46	D-41
	AKROS	DINR	C-46	D-41
	ALFA HELICOPTERS	DINR	C-46	D-41
	HALCON	DINR	C-46	D-41
	SA LITORAL	DINR	C-46	D-41
	TA DON CARLOS	DINR	C-46	D-41
	T A 248	DINR	C-46	D-41
CHIPRE	CYPRUS AIRWAYS	IR	C-4	D-5
DINAMARCA	GREENLANDAIR	IR	C-5	D-6
	MAERSK AIR	IR	C-5	D-6
	CIMBER AIR	INR	C-36	D-41
	CONAIR	INR	C-36	D-41
	STERLING	INR	C-36	D-41
EL SALVADOR	AESA	INR	C-36	D-41
	MSF	INR	C-36	D-41
	TAES	INR	C-36	D-41
ESCANDINAVIA b/	SAS	IR	C-14-C-15	D-16
	SCANAIR	INR	C-39	D-41
ESPAÑA	AVIACO	IR	C-15	D-16
	IBERIA	IR	C-15	D-16
	AIR EUROPA	INR	C-40	D-41
	AIR TRUCK	INR	C-40	D-41
	AUDELI	INR	C-39	D-41
	CANAFRICA	INR	C-39	D-41
	HISPANIA	INR	C-40	D-41
	LTE INTERNATIONAL	INR	C-40	D-41
ESTADOS UNIDOS	AIRBORNE EXPRESS	IR	C-20	D-22
	AIRCAL	IR	C-22	D-25
	AMERICAN	IR	C-20	D-22
	AMERICA WEST	IR	C-20	D-23
	ARROW AIRWAYS	IR	C-20	D-23
	BRANIFF AIRWAYS INC	IR	C-21	D-23
	CONTINENTAL	IR	C-21	D-24
	DELTA	IR	C-21	D-24
	EASTERN	IR	C-21	D-24
	FEDERAL EXPRESS	IR	C-22	D-24
	FLYING TIGER	IR	C-22	D-25
	NORTHWEST	IR	C-22	D-25

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PAÍS	TRANSPORTISTA AÉREO	TIPO DE TRANSPORTISTA a/	PÁGINA NÚM. MATERIAL VOLANTE	PERSONAL
ESTADOS UNIDOS (CONT.)	PAN AMERICAN	IR	C-23	D-26
	PSA - PACIFIC SOUTHWEST	IR	C-23	D-26
	PIEDMONT AVIATION	IR	C-23	D-26
	PRESIDENTIAL AIRWAYS	IR	C-23	D-26
	TOWER AIR	IR	C-22	D-25
	TWA	IR	C-23	D-27
	UNITED	IR	C-23-C-24	D-27
	USAIR	IR	C-20	D-23
	WESTERN	IR	C-24	D-27
	WORLD AIRWAYS INC.	IR	C-24	D-27
	AIR AMERICA	DIR	C-33	D-40
	AIR WISCONSIN	DIR	C-32	D-39
	ALASKA	DIR	C-31	D-36
	ALOHA	DIR	C-32	D-38
	AMERICAN TRANS AIR	DIR	C-32	D-38
	ASPEN	DIR	C-31	D-37
	EVERGREEN INTERNATIONAL	DIR	C-31	D-37
	FLORIDA EXPRESS	DIR	C-33	D-40
	HAWAIIAN AIRLINES	DIR	C-31	D-37
	HORIZON AIR	DIR	C-33	D-40
	MARKAIR	DIR	C-31	D-37
	MIDWAY AIRLINES	DIR	C-32	D-39
	MID-WEST EXPRESS	DIR	C-33	D-40
	NORTHERN AIR CARGO	DIR	C-32	D-39
	REEVE ALEUTIAN	DIR	C-32	D-38
	SOUTHWEST	DIR	C-33	D-38
	ZANTOP INTERNATIONAL	DIR	C-41	D-39
	BUFFALO AIRWAYS	INR	C-41	D-42
	FIVE STAR	INR	C-42	D-42
	FLORIDA WEST	INR	C-42	D-42
	GULF AIR TRANSPORT	INR	C-42	D-42
	INDEPENDENT AIR	INR	C-42	D-42
	INTERSTATE AIRLINES	INR	C-42	D-42
	JET FLEET	INR	C-42	D-42
	KEY AIRLINES	INR	C-42	D-42
	MILLON AIR	INR	C-43	D-42
	RICH INT'L	INR	C-43	D-42
	ROSENBALM AVIATION	INR	C-43	D-42
	SKYWORLD	INR	C-43	D-42
	SOUTHERN AIR TRANSPORT	INR	C-43	D-42
	SUN COUNTRY	INR	C-43	D-42
	TRANS-AIR LINK	INR	C-42	D-42
	TRANS INTERNATIONAL	INR	C-43	D-42
	EMERALD AIR	DINR	C-47	D-42
	EXPRESS ONE	DINR	C-47	D-42
ETIOPÍA	ETHIOPIAN	IR	C-6	D-7
FINLANDIA	FINNAIR	IR	C-6	D-7
	KAR AIR	DIR	C-29	D-34
FRANCIA	AIR FRANCE	IR	C-6	D-7
	UTA	IR	C-6	D-8
	AIR INTER	DIR	C-29	D-34
	AEROMARITIME	INR	...	D-41
	AIR CHARTER INT'L	INR	C-37	D-41
	SFAIR	INR	C-37	D-41
GHANA	GEMINI AIRLINES	INR	C-38	D-41
GRECIA	OLYMPIC	IR	C-7	D-8
GUATEMALA	AVIATECA	IR	C-7	D-8

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PAÍS	TRANSPORTISTA AÉREO	TIPO DE TRANSPORTISTA a/	PÁGINA NÚM. MATERIAL VOLANTE	PÁGINA NÚM. PERSONAL
INDIA	INDIAN AIRLINES	IR	C-8	D-9
INDONESIA	BOURAQ INDONESIA	DIR	C-29	D-34
	BALI AIR	INR	C-38	D-41
IRÁN, ISLAMIC REPÚBLICA DE	IRAN AIR	IR	C-8	D-9
	IRAN ASSEMAN	DIR	C-29	D-35
ISLANDIA	ARNARFLUG/EAGLE AIR	IR	C-8	D-9
	ICELANDAIR	IR	C-8	D-9
ITALIA	ALITALIA	IR	C-8-C-9	D-10
	ATI	DIR	C-30	D-35
JAPÓN	ALL NIPPON AIRWAYS	IR	C-9	D-10
	JAPAN - ASIA AIRWAYS	IR	C-9	D-10
	JAL	IR	C-9	D-10
	JAPAN AIR SYSTEM	DIR	C-30	D-35
	SOUTHWEST AIR LINES	DIR	C-30	D-35
JORDANIA	ROYAL JORDANIAN	IR	C-10	D-11
MADAGASCAR	AIR MADAGASCAR	IR	C-10	D-11
MALASIA	MAS	INR	C-10	D-11
	SABAH AIR	DINR	C-39	D-41
	HORNBILL SKYWAYS	DINR	C-47	D-41
	MALAYSIAN HELICOPTER	DINR	C-47	D-41
	WIRA KRIS UDARA	DINR	C-47	D-41
MÉXICO	AEROMEXICO	IR	C-10	D-11
	MEXICANA	IR	C-11	D-12
MOZAMBIQUE	LAM	IR	C-11	D-12
NEPAL	ROYAL NEPAL	IR	C-11	D-12
NIGERIA	NIGERIA AIRWAYS	IR	C-12	D-13
NUEVA ZELANDIA	AIR NEW ZEALAND	IR	C-11-C-12	D-13
PAISES BAJOS, REINO DE LOS	NETHERLINES	IR	C-11	D-13
	TRANSAVIA HOLLAND	IR	C-11	D-12
	AIR HOLLAND	INR	C-39	D-41
	MARTINAIR HOLLAND	INR	C-39	D-41
PAKISTÁN	PIA	IR	C-12	D-13
PANAMÁ	AIR PANAMA	IR	C-12	D-14

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PAÍS	TRANSPORTISTA AEREO	TIPO DE TRANSPORTISTA a/	PAGINA NUM. MATERIAL VOLANTE	PAGINA NUM. PERSONAL
PAPUA NUEVA GUINEA	AIR NIUGINI	IR	C-13	D-14
PERÚ	FAUCETT	IR	C-13	D-14
POLANIA	LOT	IR	C-13	D-14
PORTUGAL	TAP - AIR PORTUGAL	IR	C-13	D-15
	SATA	DIR	C-30	D-36
REINO UNIDO	AIR BRIDGE CARRIERS	IR	C-17	D-18
	AIR EUROPE	IR	C-17	D-19
	AIR UK	IR	C-19	D-21
	BRITANNIA	IR	C-18	D-20
	BRITISH AIRFERRIES	IR	C-19	D-21
	BRITISH AIRWAYS	IR	C-17	D-19
	BRITISH CALEDONIAN	IR	C-18	D-19
	BRITISH MIDLAND	IR	C-18	D-19
	CATHAY PACIFIC	IR	C-18	D-20
	DAN-AIR SERVICES	IR	C-18	D-20
	HIGHLAND EXPRESS	IR	C-19	D-21
	MONARCH AIRLINES	IR	C-19	D-20
	ORION AIRWAYS	IR	C-19	D-21
	VIRGIN ATLANTIC	IR	C-19	D-22
	BRITISH INTERNATIONAL HELICOPTER	DIR	C-30	D-36
	AIR 2000.....	INR	C-41	D-41
	AIRWAYS INTERNATIONAL CYMRU	INR	C-41	D-41
	BRISTOW HELICOPTERS	INR	C-41	D-41
	BRITISH ISLAND	INR	C-41	D-41
	CAL AIR INTERNATIONAL	INR	C-41	D-41
	HEAVYLIFT CARGO	INR	C-41	D-41
REPÚBLICA ÁRABE SIRIA	SYRIAN ARAB	IR	C-16	D-17
REPÚBLICA DE COREA	KOREAN AIR	IR	C-14	D-15
REPÚBLICA DOMINICANA	CDA (DOMINICANA)	IR	C-5	D-6
	DOMINAIR	IR	C-5	D-7
	TRADO	INR	C-36	D-41
REPÚBLICA UNIDA DE TANZANIA	AIR TANZANIA	IR	C-19	D-22
RWANDA	AIR RWANDA	IR	C-14	D-15
SINGAPUR	SIA	IR	C-15	D-16
SRI LANKA	AIR LANKA	IR	C-16	D-17
SUECIA	LINJEFLYG	DIR	C-30	D-36
	TRANSWEDE	INR	C-40	D-41
SUIZA	SWISSAIR	IR	C-16	D-17
	BALAIR	INR	C-40	D-41
	CTA	INR	C-40	D-41

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PAÍS	TRANSPORTISTA AEREO	TIPO DE TRANSPORTISTA a/	PAGINA NUM. MATERIAL VOLANTE	PAGINA NUM. PERSONAL
TAILANDIA	TAC	IR	C-16	D-18
	THAI INTERNATIONAL	IR	C-16	D-17
TÚNEZ	TUNIS AIR	IR	C-17	D-18
UNIÓ DE REPÚBLICAS SOCIALISTAS SOVIETICAS	AEROFLOT	IR	C-17	D-18
URUGUAY	PLUNA	IR	C-24	D-28
VENEZUELA	AVENSA	IR	C-25	D-28
	LAV	IR	C-24	D-28
	VIASA	IR	C-24	D-28
YEMEN	YEMEN AIRWAYS	IR	C-25	D-29
YUGOSLAVIA	ADRIA AIRWAYS	IR	C-25	D-29
	JAT	INR	C-25	D-29
	AVIOGENEX	INR	C-44	D-42
ZAIRE	AIR ZAIRE	IR	C-25	D-29

Notes: a / IR = Internacional Regular
DIR = Del Interior Regular
INR = Internacional No Regular
DINR = Del Interior No Regular

b / Scandinavia - 3 Estados europeos: Dinamarca, Noruega y Suecia

TABLA A-1

TOTALES CORRESPONDIENTES AL MATERIAL VOLANTE, A SU UTILIZACION Y AL PERSONAL DE LAS LINEAS AEREAS REGULARES PARA EL AÑO 1987

PAIS - LINEA AEREA	TIPO DE LINEA AEREA	AERONAVES	PERSONAL	NUMERO DE SALIDAS DE AERONAVES			NUMERO DE HORAS DE VUELO REALIZADAS					KILOMETROS RECORRIDOS (000)		
		Número al terminar el año		DE PAGO		TOTAL	DE PAGO			Sin Remuneración	TOTAL	DE PAGO		TOTAL
				Regulares	No Regulares		Regulares	No Regulares	Total	Total		Regulares	No Regulares	

TABLA A-2

TOTALES CORRESPONDIENTES AL MATERIAL VOLANTE, A SU UTILIZACION Y AL PERSONAL DE LOS EXPLOTADORES NO REGULARES PARA EL AÑO 1987

PAIS EXPLOTADOR	TIPO DE EXPLOTADOR	AERONAVES	PERSONAL	DE PAGO		PAIS EXPLOTADOR	TIPO DE EXPLOTADOR	AERONAVES	PERSONAL	DE PAGO	
		Número al terminar el año		Horas voladas	Kilómetros recorridos			Número al terminar el año		Horas voladas	Kilómetros recorridos

TABLA A-3

COEFICIENTES DE TRAFICO PARA 1987 DE LAS LINEAS AEREAS REGULARES

PAIS - LINEA AEREA	TIPO DE LINEA AEREA	UTILIZACION POR AERONAVE - SERVICIOS REGULARES (DE PAGO)									
		Distancia recorrida por hora kmh	Número de asientos disponibles	Número de pasajeros	Coeficiente de carga de pasajeros %	Carga de pasajeros kg	Carga de mercancías kg	Carga de correo kg	Total kg	Capacidad de carga disponible kg	Coeficiente de carga de peso %

TABLA A-4

COEFICIENTES DE TRAFICO PARA 1987 DE LOS EXPLOTADORES NO REGULARES

PAIS - EXPLOTADOR	TIPO DE EXPLOTADOR	UTILIZACION POR AERONAVE - DE PAGO						
		Distancia recorrida por hora kmh	Número de asientos disponibles	Número de pasajeros	Coeficiente de carga de pasajeros %	Total kg	Capacidad de carga disponible kg	Coeficiente de carga de peso %

TABLAS B1-B4

ESTADISTICAS POR TIPO DE AERONAVE PARA 1987

Tipo de aeronave		Número de aeronaves				Tamaño		Utilización de las aeronaves de cada tipo						
LINEAS AEREAS EXPLOTADORES	Categoría de utilización	Al comenzar	Adquiridas	Retiradas	Al terminar	Número de asientos de pasajeros	Promedio de los pesos máximos de despegue (toneladas)	Número de salidas de aeronaves			Número de horas de vuelo realizadas			Horas de vuelo realizadas por día (de pago)
								Todos los vuelos (Total)	Vuelos de pago		Todos los vuelos (Total)	Vuelos de pago		
									Regulares	No regulares		Regulares	No Regulares	

ORGANIZACIÓN DE AVIACIÓN CIVIL INTERNACIONAL

FORMULARIO D-1

Para uso de la OACI solamente

FORMULARIO DE INFORMACIÓN DE TRANSPORTE AÉREO

FLOTA Y PERSONAL — LÍNEAS AÉREAS REGULARES

País: .....

Línea aérea: .....

Año que terminó el: .....

Parte 1 — FLOTA

Aeronaves en la flota, por tipos		Número de aeronaves de cada tipo				Capacidad de las aeronaves		Utilización de las aeronaves durante el año						
Fabricante y modelo	Código de uso/ versión[1]	Al comenzar el año	Cambios durante el año		Al terminar el año	Número de asientos de pasajeros instalados	Promedio de los pesos máximos de despegue (Toneladas métricas)	Número de salidas de aeronaves			Número de horas de vuelo realizadas			Total de aeronaves-días disponibles
			Adquiridas	Retiradas				Vuelos de pago		Todos los vuelos (Total)	Vuelos de pago		Todos los vuelos (Total)	
								Regulares	No regulares		Regulares	No regulares		
a	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*i*	*j*	*k*	*l*	*m*	*n*	*o*

Parte 2 — PERSONAL

Clave D.P. OACI	Categoría del personal	Número de empleados		Total de gastos anuales para cada categoría de personal
		A mediados de año	A fines de año	Moneda: .....
0	*a*	*b*	*c*	*d*
1	Pilotos y copilotos			
2	Demás tripulantes técnicos			
3	Auxiliares de vuelo			
5	Personal de mantenimiento y revisión			
7	Personal de emisión y venta de billetes			
8	Demás personal			
9	Total			

1. *Códigos de uso/versión*

Indíquese uno de los siguientes códigos en la columna b *respecto a cada una de las anotaciones de la columna* a:

Códigos para las versiones de aeronaves utilizadas por el explotador para el transporte aéreo comercial:

P — Versión de aeronave para pasajeros.

F — Versión de aeronave para carga, que carece de asientos u otras comodidades para pasajeros.

C — Versión de aeronave convertible, es decir, que puede modificarse fácilmente para servicios exclusivamente de carga o para transportar pasajeros.

Código para las aeronaves que el explotador no *utiliza para el transporte aéreo comercial:*

O — Aeronave utilizada para otros fines, tales como instrucción, trabajos aéreos, etc.

Observaciones (y descripción de toda variación inevitable de las instrucciones):

Edición 1982 — Revisada — 10/82, S/P1/2500

FORMULARIO D-1 (FLOTA Y PERSONAL – LINEAS AÉREAS REGULARES)

INSTRUCCIONES DE NOTIFICACIÓN

DATOS SOBRE EL ENVIO DE ESTE FORMULARIO

Los Estados contratantes de la OACI deben utilizar el presente formulario para notificar las estadísticas sobre la flota y el personal de todas las líneas aéreas que ofrecen servicios regulares y utilizan flotas compuestas por aeronaves con un peso máximo total de despegue superior a 200 toneladas métricas. En el caso de los explotadores no regulares debe utilizarse el Formulario D-2. Por lo que respecta a los pequeños transportistas regulares o no regulares (cuya flota no exceda un peso máximo total de despegue de 200 toneladas métricas, puede emplearse el Formulario AD-3 en lugar de los Formularios D-1 ó D-2. En este formulario deben incluirse todas las aeronaves y todo el personal de la línea aérea regular en cuestión.

Este informe debe prepararse con referencia al año civil (de enero a diciembre). Sin embargo, si ese método no fuese el más práctico, puede prepararse con referencia al año fiscal de la línea aérea. El formulario debe enviarse lo antes posible una vez que se disponga de los datos anuales, y en todo caso no más de cuatro meses después de la terminación del año al que se refiere.

Debe completarse un Formulario D-1 por cada línea aérea que explote servicios internacionales regulares. Asimismo debe completarse un Formulario D-1 por cada línea aérea que explote servicios interiores regulares, pero ningún servicio internacional regular; sin embargo, podrá completarse un Formulario D-1 que comprenda todas las líneas aéreas interiores si no resulta práctico presentar formularios por cada una de ellas. En este último caso habrá que indicar los nombres de las líneas aéreas incluidas en el formulario.

Una línea aérea presta servicios internacionales regulares en los siguientes casos:

a) si efectúa vuelos regulares con una o más escalas comerciales en el territorio de un Estado distinto del de matrícula de la línea aérea en cuestión;

b) si estos vuelos se realizan por remuneración en el transporte de pasajeros, carga o correo.

ESTADISTICAS QUE DEBEN ENVIARSE

PARTE 1 – FLOTA

Indíquense los datos respecto al total de la flota de la línea aérea, independientemente de que las aeronaves se dediquen a operaciones de servicios internacionales, interiores, regulares o no regulares.

En esta Parte 1 es necesario dedicar una líneas a cada tipo de aeronave que sea parte de la flota de la línea aérea. Esto significa que los datos para cada marca y modelo de aeronave en cada tipo de uso/versión deberán indicarse en la misma línea del informe. En caso de necesitarse espacio adicional pueden utilizarse otros Formularios D-1.

Nota.–Los datos correspondientes a las aeronaves de cada tipo adquiridas temporalmente de otra compañía por esta línea aérea deben indicarse por separado, e identificarse en la sección "Observaciones". En esta sección deben asimismo identificarse las aeronaves que pertenezcan a esta línea aérea pero que están usando otras compañías.

A continuación se indican las secciones de la Parte 1 que requieren explicaciones:

Tipo de aeronave
Fabricante y modelo (columna *a*) – Indíquense las aeronaves con la designación abreviada completa de modelo (por ejemplo, B-707-320C, DC 8-61, etc.).

Tipo de uso/versión (columna *b*) – De los cuatro códigos de una letra citados en la nota 1 al pie del formulario, los códigos "P", "F" y "C" deben aplicarse a las aeronaves que el explotador emplee para prestar servicios de transporte aéreo comercial. Estos códigos se refieren a las características físicas de la versión de la aeronave (es decir, una aeronave de carga ('freighter') sería la que está dotada de puertas especiales para la carga y carece de asientos u otras comodidades para pasajeros). Para las aeronaves que *no* se usen en servicios de transporte aéreo comercial, tales como las utilizadas para instrucción de pilotos o el transporte de funcionarios de la línea aérea, debe colocarse una "O" en la columna *b*.

Capacidad de las aeronaves
Número de asientos de pasajeros instalados (columna *g*) – Indíquese para cada tipo de aeronave el número de asientos de pasajeros con que está equipada. Cuando haya aeronaves del mismo tipo que tengan diversas cantidades de asientos instalados, por ejemplo 80, 90 ó 100 asientos, puede indicárselo de la siguiente manera: 80-90-100.

Promedio de los pesos máximos de despegue homologados (columna *h*) – Indíquese para cada tipo de aeronave cuál es el promedio de los pesos máximos de despegue según los certificados de aeronavegabilidad, el manual de vuelo u otros documentos oficiales. El peso de las aeronaves debe indicarse en toneladas métricas con aproximación al décimo de tonelada métrica más cercano. Los factores de conversión del sistema inglés al sistema métrico, son los siguientes:

1 tonelada corta (2 000 libras) = 0,907 toneladas métricas

1 tonelada larga (2 240 libras) = 1,016 toneladas métricas

Utilización de las aeronaves durante el año
Las salidas de las aeronaves y las horas de vuelo deben notificarse según las siguientes categorías:

Vuelos regulares de pago – Vuelos regulares efectuados por remuneración de acuerdo con un horario publicado, o de un modo tan regular o frecuente que constituyan una serie sistemática identificable, ofrecidos al público; los vuelos extraordinarios de pago ocasionados por el excedente de tráfico de los vuelos regulares; y los vuelos preliminares de pago en los nuevos servicios aéreos previstos.

Vuelos de pago de servicio no regular - Vuelos de pago distintos de los notificados como vuelos regulares, efectuados de un modo no regular, incluso los vuelos con aviones vacíos relacionados con ellos, los viajes "todo comprendido" que no se hayan notificado como servicios regulares y los vuelos descomercializados.

Todos los vuelos (total) – En estos se incluyen todos los vuelos, tanto de pago como sin remuneración (es decir, vuelos de prueba, de instrucción y otros similares).

Número de salidas de aeronaves (columnas *i, j* y *k*) – Notifíquese en la columna *k* el número total de salidas de aeronaves tanto de los vuelos de pago como de los vuelos sin remuneración. En las columnas *i* y *j* indíquese el número de salidas de los vuelos de pago efectuadas con los servicios regulares y no regulares. Si no se cuenta con la información exacta sobre las salidas de vuelos de pago, indíquese un cálculo aproximado si es posible y colóquense asteriscos junto a las cifras estimadas.

Número de horas de vuelo realizadas (columnas *l*, *m* y *n*) – Indíquese en la columna *n* el total de horas de vuelo, tanto de pago como sin remuneración, con respecto a todos los vuelos. También indíquese la distribución del total de horas voladas en vuelos de pago regulares y no regulares en las columnas *l* y *m*. Si no se cuenta con la información exacta sobre las salidas de vuelos de pago, indíquese un cálculo aproximado si es posible y colóquense asteriscos junto a las cifras estimadas.

Las horas voladas deben notificarse con aproximación a la hora entera más próxima, basándose en el "tiempo entre calzos". Si se emplea una base diferente, debe indicarse en la sección "Observaciones" del formulario la base utilizada.

Aeronaves-días disponibles durante el año (columna *o*) – En la columna de Aeronaves-días disponibles deberá indicarse el número de días en que cada aeronave está disponible para uso durante el período en cuestión. De esta cifra deben excluirse los siguientes días:

- los días transcurridos desde la fecha de compra hasta la fecha en que la aeronave entre realmente en servicio,
- los días desde su último vuelo de pago hasta que la aeronave es retirada,
- los días en que esté fuera de servicio por causa de accidente grave o mientras se hagan transformaciones estructurales,
- los días en que una aeronave esté en *posesión* de otros,
- los días en que no esté disponible por orden gubernativa, como por ejemplo cuando los órganos gubernamentales reguladores prohiben el vuelo.

Todos los demás días deben considerarse como disponibles, incluso los días requeridos para su mantenimiento o repaso general.

PARTE 2 – PERSONAL

Personal que debe notificarse (columnas *b* y *c*) – Indíquense los datos correspondientes a todo el personal, tanto temporal como permanente, que figure en la nómina de la empresa a fines de junio y de diciembre.

Total de gastos anuales para cada categoría de personal (columna *d*) – Indíquese el total de gastos anuales correspondientes a los sueldos y subsidios de todos los empleados en cada una de las seis categorías. Deben anotarse los sueldos brutos (antes de efectuar las deducciones correspondientes a impuestos sobre la renta, jubilación, seguro social y pagos voluntarios), las horas extraordinarias, las bonificaciones de vuelo y los subsidios tales como los correspondientes a la carestía de la vida, permanencia en la base y estadía en ultramar. No deben incluirse los gastos de viajes, traslado, instrucción, uniformes, etc. Debe indicarse también la moneda en que se han expresado las cifras.

Categorías de personal (columna *a*) – Pilotos y copilotos: No requiere explicación.

Demás tripulantes técnicos: Deben incluirse en esta categoría a los mecánicos de a bordo, radioperadores y navegantes.

Auxiliares de vuelo: Deben indicarse en esta categoría a todos los auxiliares de vuelo, incluso los sobrecargos, mayordomos, aeromozas o azafatas.

Personal de mantenimiento y revisión: Debe indicarse el personal de tierra, incluso el personal supervisor, de planificación y de inspección que trabaja en los talleres de mantenimiento y revisión del material. También debe incluirse el personal de almacenes y suministros, los cronometristas y el personal de contabilidad de dichos talleres.

Personal de emisión de billetes y de venta (incluyendo la promoción): Personal que se encarga de la emisión de billetes a los pasajeros y de actividades de venta y promoción.

Demás personal: Personal no incluido en ninguna de las cinco categorías anteriores, por ejemplo, el personal de administración de la Sede.

ORGANIZACIÓN DE AVIACIÓN CIVIL INTERNACIONAL

FORMULARIO DE INFORMACIÓN DE TRANSPORTE AÉREO

FORMULARIO D-2

Para uso de la OACI solamente

FLOTA Y PERSONAL – LÍNEAS AÉREAS NO REGULARES

País: . . . . . .

Línea aérea: . . . . . .

Año que terminó el: . . . . . .

Parte 1 – FLOTA

Para uso de la OACI solamente	Aeronaves en la flota, por tipos		Número de aeronaves de cada tipo				Capacidad de las aeronaves		Utilización de las aeronaves durante el año				
	Fabricante y modelo	Código de uso/ versión[1]	Al comenzar el año	Cambios durante el año		Al terminar el año	Número de asientos de pasajeros instalados	Promedio de los pesos máximos de despegue (Toneladas métricas)	Número de salidas de aeronaves		Número de horas de vuelo realizadas		Total de aeronaves-días disponibles
				Adquiridas	Retiradas				Vuelos no regulares de pago	Todos los vuelos (Total)	Vuelos no regulares de pago	Todos los vuelos (Total)	
	a	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*i*	*j*	*k*	*l*	*m*

Parte 2 – PERSONAL

Clave D.P. OACI	Categoría del personal	Número de empleados	
		A mediados de año	A fines de año
	a	*b*	*c*
4	Personal de vuelo		
6	Otro personal		
9	Personal total		

1. *Códigos de uso/versión*

Indíquese uno de los siguientes códigos en la columna b *por cada una de las anotaciones en la columna* a:

Códigos para las versiones de aeronaves utilizadas por el explotador para el transporte aéreo comercial:

P – Versión de aeronave para pasajeros.

F – Versión de aeronave para carga, que carece de asientos u otras comodidades para pasajeros.

C – Versión de aeronave convertible, es decir, que puede modificarse fácilmente para servicios exclusivamente de carga o para transportar pasajeros.

Código para las aeronaves que el explotador no *utiliza para el transporte aéreo comercial.*

O – Aeronave utilizada para otros fines, tales como instrucción, trabajos aéreos, etc.

Observaciones (y descripción de toda variación inevitable de las instrucciones):

Edición 1982 – Revisada – 10/82, S/P1/2500

FORMULARIO D-2 (DATOS SOBRE LA FLOTA Y EL PERSONAL – EXPLOTADORES NO REGULARES)

INSTRUCCIONES DE NOTIFICACIÓN

DATOS SOBRE EL ENVIO DE ESTE FORMULARIO

Los Estados contratantes de la OACI deben utilizar el presente formulario para notificar las estadísticas sobre la flota y el personal de los explotadores de transporte aéreo que ofrecen al público servicios no regulares exclusivamente, utilizando para ello aeronaves con un peso máximo total de despegue superior a 200 toneladas métricas. En el caso de las líneas aéreas regulares, debe utilizarse el Formulario D-1. Por lo que respecta a los pequeños transportistas no regulares o regulares (cuyas flotas no excedan un peso máximo total de despegue de 200 toneladas métricas), puede emplearse el Formulario AD-3 en lugar de los Formularios D-2 ó D-1.

Debe enviarse un Formulario D-2 por separado por cada uno de los explotadores que ofrecen servicios internacionales no regulares.

En el caso de los explotadores de servicios interiores no regulares debe enviarse un informe por cada explotador o puede completarse un informe en el que se combinen los datos de todos los explotadores no regulares que llenen los requisitos antes mencionados. Al completar un informe combinado deben epecificarse los nombres de los explotadores incluidos en el mismo en la sección "Observaciones" de este formulario.

Los informes deben incluir toda la flota del operador (es decir, tanto las aeronaves monomotoras como las de varios motores).

Los informes deben prepararse con referencia al año civil (de enero a diciembre). Sin embargo, si este método no fuese el más práctico, pueden prepararse con referencia al año fiscal de la línea aérea. El formulario debe enviarse lo antes posible una vez que se disponga de los datos anuales, y en todo caso no más de cuatro meses después de la terminación del año al que se refiere.

DEFINICIONES

Servicios internacionales de transporte aéreo – De pago
Un explotador presta servicios internacionales de transporte aéreo en los siguientes casos:

a) si efectúa vuelos no regulares con una o más escalas comerciales en el territorio de un Estado distinto del de matrícula de la línea aérea o explotador en cuestión;

b) si estos vuelos se realizan por remuneración en el transporte de pasajeros, carga o correo.

ESTADISTICAS QUE DEBEN ENVIARSE

PARTE 1 – FLOTA

Indíquense los datos correspondientes a toda la flota sin tener en cuenta si la aeronave presta servicios internacionales o interiores. Dedíquese una línea para cada tipo de aeronave de la flota. Esto significa que los datos para cada marca y modelo de avión en cada tipo de uso deberán indicarse en la misma línea del informe.

En el caso de aeronaves de varios motores, indíquense los datos sobre la flota en todas las columnas de la *a* a la *m*. En el caso de las aeronaves monomotoras, complétense sólo las columnas de la *a* a la *f*.

Nota.–Los datos correspondientes a las aeronaves de cada tipo adquiridas temporalmente de otra compañía por el explotador en cuestión deben indicarse por separado, e identificarse en la sección "Observaciones". Asimismo deben identificarse en la sección "Observaciones" las aeronaves que pertenezcan al operador en cuestión pero que estén usando otras compañías.

A continuación se indican las columnas del informe que requieren explicaciones:

Tipo de aeronave
Fabricante y modelo (columna *a*) – Indíquese cada tipo de aeronave con su designación completa, mencionando el fabricante (por ejemplo, B-707-320-C, DC 8-61, etc.).

Tipo de uso/versión (columna *b*) – De los cuatro códigos de una letra citados en la nota 1 al pie del formulario, los códigos "P", "F" y "C" deben aplicarse a las aeronaves que el explotador emplee para prestar servicios de transporte aéreo comercial. Estos códigos se refieren a las características físicas de la versión de la aeronave (es decir, una aeronave de carga ('freighter') sería la que está dotada de puertas especiales para carga y carece de asientos u otras comodidades para pasajeros). Para las aeronaves que *no* se usen en servicios de transporte aéreo comercial, tales como las utilizadas para instrucción de pilotos o el transporte de funcionarios de la línea aérea, debe colocarse una "O" en la columna *b*.

Capacidad de las aeronaves
Número de asientos de pasajeros instalados (columna *g*) – Indíquese para cada tipo de aeronave el número de asientos de pasajeros con que está equipada. Cuando haya aeronaves del mismo tipo que tengan diversas cantidades de asientos instalados, por ejemplo 80, 90 ó 100 asientos, puede indicárselo de la siguiente manera: 80-90-100.

Promedio de los pesos máximos certificados de despegue (columna *h*) – Indíquese para cada tipo de aeronave cuál es el promedio de los pesos máximos de despegue según los certificados de aeronavegabilidad, el manual de vuelo u otros documentos oficiales que homologuen los pesos. El peso de las aeronaves debe indicarse en toneladas métricas con aproximación al décimo de tonelada métrica más cercano. Los factores de conversión del sistema inglés al sistema métrico son los siguientes:

1 tonelada corta (2 000 libras) = 0,907 toneladas métricas

1 tonelada larga (2 240 libras) = 1,016 toneladas métricas

Utilización de las aeronaves durante el año
Las salidas de las aeronaves y las horas de vuelo deben notificarse según las siguientes categorías:

Vuelos de pago no regulares – Todos los vuelos de transporte efectuados por el explotador mediante pago. Los datos para los vuelos de emplazamiento efectuados como parte de una operación de transporte mediante pago deben notificarse en las columnas *i, j, k* y *l*. Sin embargo, aquellos vuelos de emplazamiento que *no* han sido planeados en conexión con una operación de transporte mediante pago deben incluirse solamente en los datos correspondientes a 'Todos los vuelos (Total)', columnas *j* y *l*.

Todos los vuelos (Total) – en éstos se incluyen todos los vuelos, tanto de pago como sin remuneración (es decir, vuelos de prueba, de instrucción, de trabajos aéreos y otros similares).

Número de salidas de aeronaves (columnas *i* y *j*) – Notifíquese en la columna *j* el número total de salidas de aeronaves tanto en los vuelos de pago como sin remuneración. En la columna *i* indíquese el número de salidas de vuelos de pago efectuadas en los servicios no regulares. Si no se cuenta con la información exacta sobre las salidas de vuelos de pago, indíquese un cálculo aproximado si es posible y colóquense asteriscos junto a las cifras estimadas.

Número de horas de vuelo realizadas (columnas *k* y *l*) – Indíquese en la columna *l* el total de horas de vuelo, tanto de pago como sin remuneración para todos los vuelos. También indíquese el total de horas voladas en vuelos de pago no regulares en la columna *k*. Si no se cuenta con la información exacta sobre las salidas de vuelos de pago, indíquese un cálculo aproximado si es posible y colóquense asteriscos junto a las cifras estimadas.

Las horas voladas deben notificarse con aproximación a la hora entera más próxima basándose en el "tiempo entre calzos". Si se emplea una base diferente, debe indicarse en la sección "Observaciones" del formulario la base utilizada.

Aeronaves-días disponibles durante el año (columna *m*) – En la columna de Aeronaves-días disponibles deberá indicarse el número de días en que cada aeronave está disponible para uso durante el período en cuestión. De esta cifra deben excluirse los siguientes días:

- los días transcurridos desde la fecha de compra hasta la fecha en que la aeronave entre realmente en servicio,
- los días desde su último vuelo de pago hasta que la aeronave es retirada,
- los días en que esté fuera de servicio por causa de accidente grave o mientras se hagan transformaciones estructurales,
- los días en que una aeronave esté en *posesión* de otros,
- los días en que una aeronave no esté disponible por orden gubernativa como, por ejemplo, cuando los órganos gubernamentales reguladores prohiben el vuelo.

Todos los demás días deben considerarse como disponibles, incluso los días requeridos para su mantenimiento o repaso general.

PARTE 2 – PERSONAL

Personal que debe notificarse (columnas *b* y *c*) – Indíquense los datos correspondientes a todo el personal, tanto temporal como permanente, que figure en la nómina de la empresa a mediados y a fines del año correspondiente.

Categorías de personal (columna *a*) – 'Personal de vuelo'. Deben incluirse en esta categoría a los pilotos y copilotos, y otros miembros de la tripulación de vuelo (mecánicos, radioperadores, navegantes), auxiliares de vuelo (sobrecargos, mayordomos, aeromozas o azafatas).

'Otro personal'. Incluye el personal de mantenimiento y repaso general, personal de tráfico y de ventas y el resto del personal.

Р У С С К И И

СТАТИСТИЧЕСКИЙ СБОРНИК

САМОЛЕТНЫЙ ПАРК - ЛИЧНЫЙ СОСТАВ

1987 ГОД

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ЧАСТЬ С. СТАТИСТИЧЕСКИЕ ДАННЫЕ О САМОЛЕТНОМ ПАРКЕ ПО ПЕРЕВОЗЧИКАМ ЗА 1987 ГОД

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С2. Регулярные внутренние авиакомпании (Авиакомпании перечислены по странам в порядке английского алфавита) С-27-С-34

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D2. Регулярные внутренние авиакомпании (Авиакомпании перечислены по странам в порядке английского алфавита) D-31-D-40

D3. Нерегулярные эксплуатанты (Эксплуатанты перечислены по странам в порядке английского алфавита) D-41-D-43

ДОБАВЛЕНИЕ А. Перечень типов воздушных судов и их изготовителей E-1-E-2

В В Е Д Е Н И Е

СОДЕРЖАНИЕ

1. Настоящий статистический сборник содержит данные о самолетном парке и личном составе, представленные 65 Договаривающимися государствами ИКАО по 156 регулярным авиакомпаниям и 77 нерегулярным эксплуатантам. В Сборник включены индивидуальные таблицы по 233 перевозчикам, в том числе по 116 международным регулярным перевозчикам, по 40 внутренним регулярным перевозчикам, по 64 международным нерегулярным и 13 внутренним нерегулярным перевозчикам. В этих таблицах отражены данные, представленные по формам D-1 и D-2 отчетности по воздушному транспорту, образцы которых приводятся на стр. 54 и 55 (форма D-1) и стр. 56 и 57 (форма D-2).

2. В соответствии с определением ИКАО международной регулярной авиакомпанией является авиакомпания, выполняющая любые регулярные международные авиаперевозки независимо от их доли в общем объеме выполняемых перевозок; внутренней же авиакомпанией является авиакомпания, осуществляющая не международные регулярные перевозки, а внутренние. Нерегулярными эксплуатантами, включенными в настоящий Сборник, являются те, которые предлагают населению либо международные, либо внутренние авиаперевозки на нерегулярной основе. Такие эксплуатанты выполняют по крайней мере часть перевозок с использованием крупных воздушных судов (т.е. воздушных судов с максимальным сертифицированным взлетным весом 9000 кг (20 000 фунтов) или более).

3. Статистические данные о самолетном парке учитывают все воздушные суда, эксплуатируемые каждым перевозчиком, независимо от того, выполняют эти воздушные суда международные, внутренние или нерегулярные перевозки. Там, где это было возможно, данные относительно воздушных судов, сданных в аренду или в наем другим перевозчикам и взятых в аренду или в наем у других перевозчиков, даются отдельно от данных о воздушных судах, являющихся собственностью конкретного перевозчика.

4. Статистические данные о личном составе учитывают весь списочный личный состав перевозчика на середину и конец года. Однако данные о заработной плате приведены только по регулярным авиакомпаниям, ибо в настоящее время не требуется представления этой информации нерегулярными эксплуатантами. Среднегодовая заработная плата персонала подсчитана в отношении регулярных авиакомпаний отдельно по каждой категории путем деления суммы сообщенных расходов на численность персонала по состоянию на середину отчетного года по каждой категории персонала. В тех случаях, когда данные о численности персонала на середину года отсутствуют, для расчета среднегодовой заработной платы используются данные на конец года. Для сравнения финансовые данные представляются в валюте, указанной авиакомпанией, а также в долларах США. Валютные курсы, используемые для перевода других валют в доллары США, указаны в отдельных таблицах по персоналу в части D Сборника.

СОДЕРЖАНИЕ СБОРНИКА

5. Содержание настоящего Сборника указано в оглавлении на предыдущей странице. Статистический сборник состоит из 4-х основных частей, сгруппированных следующим образом:

ЧАСТЬ А. Сравнительные данные по перевозчикам за 1987 год

Эта часть содержит ряд сводных таблиц, содержащих сравнительные данные по представляемой перевозчиками статистической отчетности. Для того, чтобы можно было провести сравнение перевозчиков, статистические данные по самолетному парку и(или) личному составу и объему перевозок даны в сводном виде по каждому перевозчику.

ЧАСТЬ В. Статистические данные по типам воздушных судов за 1987 год

В этих таблицах указаны статистические данные по самолетному парку для всех перевозчиков, представляющих отчетность с разбивкой по типам и основным категориям воздушных судов.

ЧАСТЬ С. Статистические данные о самолетном парке по перевозчикам за 1987 год

В этих таблицах представлены полные статистические данные о самолетном парке каждого перевозчика с разбивкой по типам воздушных судов.

ЧАСТЬ D. Статистические данные о личном составе по перевозчикам за 1987 год

Часть D содержит статистические данные по количеству и средней заработной плате персонала каждой регулярной авиакомпании, представляющей отчетность. В таблице также приведены данные о численности пересонала нерегулярных эксплуатантов.

УКАЗАТЕЛЬ К ТАБЛИЦАМ ПО ОТДЕЛЬНЫМ АВИАПЕРЕВОЗЧИКАМ

СТРАНА	АВИАПЕРЕВОЗЧИК	ВИД ПЕРЕВОЗОК a/	СТРАНИЦА № САМОЛЕТНЫЙ ПАРК	ЛИЧНЫЙ СОСТАВ
АВСТРАЛИЯ	QANTAS	SI	C-1	D-1
	AIR NEW SOUTH WALES	SD	C-27	D-31
	ANSETT NT	SD	...	D-32
	ANSETT OF AUSTRALIA	SD	C-27	D-31
	ANSETT OF WESTERN AUSTRALIA	SD	C-27	D-31
	AUSTRALIAN AIRLINES	SD	C-27	D-31
	IPEC AVIATION	SD	C-27	D-32
АВСТРИЯ	AUA	SI	C-1	D-1
	AUSTRIAN AIRTRANSPORT	NSI	C-35	D-41
БАРБАДОС	CARIBBEAN AIR CARGO	SI	C-1	D-1
БЕЛЬГИЯ	SABENA	SI	C-1	D-1
	AIR BELGIUM	NSI	C-35	D-41
	DELTA AIR	NSI	C-35	D-41
	EUROPEAN AIR TRANSPORT	NSI	C-35	D-41
	SABELAIR	NSI	C-35	D-41
БОЛИВИЯ	LAB	SI	C-1	D-2
БОТСВАНА	AIR BOTSWANA	SI	C-2	D-2
БРАЗИЛИЯ	CRUZEIRO	SI	C-2	D-2
	VARIG	SI	C-2	D-2
	BRASIL-CENTRAL	SD	C-27-C-28	D-32
	NORDESTE	SD	C-28	D-33
	RIO-SUL	SD	C-28	D-33
	TABA	SD	C-29	D-34
	TAM	SD	C-28	D-33
	TRANSBRASIL	SD	C-28	D-32
	VASP	SD	C-28	D-33
ВЕНЕСУЭЛА	AVENSA	SI	C-25	D-28
	LAV	SI	C-24	D-28
	VIASA	SI	C-24	D-28
ГАНА	GEMINI AIRLINES	NSI	C-38	D-41
ГВАТЕМАЛА	AVIATECA	SI	C-7	D-8
ГЕРМАНИИ, ФЕДЕРАТИВНАЯ РЕСПУБЛИКА	LUFTHANSA	SI	C-7	D-8
	AERO-LLOYD	NSI	C-38	D-41
	CONDOR	NSI	C-37	D-41
	DLT GERMAN COMMUTER	NSI	C-37	D-41
	GERMAN CARGO	NSI	C-37	D-41
	HAPAG-LLOYD	NSI	C-37	D-41
	LTS	NSI	C-38	D-41
	LTU	NSI	C-38	D-41
	SAT FLUGGESELLSCHAFT	NSI	C-38	D-41
	WDL FLUGDIENST	NSI	C-38	D-41

УКАЗАТЕЛЬ К ТАБЛИЦАМ ПО ОТДЕЛЬНЫМ АВИАПЕРЕВОЗЧИКАМ (Продолж.)

СТРАНА	АВИАПЕРЕВОЗЧИК	ВИД ПЕРЕВОЗОК a/	СТРАНИЦА № САМОЛЕТНЫЙ ПАРК	ЛИЧНЫЙ СОСТАВ
ГРЕЦИЯ	OLYMPIC	SI	C-7	D-8
ДАНИЯ	GREENLANDAIR	SI	C-5	D-6
	MAERSK AIR	SI	C-5	D-6
	CIMBER AIR	NSI	C-36	D-41
	CONAIR	NSI	C-36	D-41
	STERLING	NSI	C-36	D-41
ДОМИНИКАНСКАЯ РЕСПУБЛИКА	CDA (DOMINICANA)	SI	C-5	D-6
	DOMINAIR	SI	C-5	D-7
	TRADO	NSI	C-36	D-41
ЗАИР	AIR ZAIRE	SI	C-25	D-29
ИНДИЯ	INDIAN AIRLINES	SI	C-8	D-9
ИНДОНЕЗИЯ	BOURAQ INDONESIA	SD	C-29	D-34
	BALI AIR	NSI	C-38	D-41
ИОРДАНИЯ	ROYAL JORDANIAN	SI	C-10	D-11
ИРАН, ИСЛАМСКАЯ РЕСПУБЛИКА	IRAN AIR	SI	C-8	D-9
	IRAN ASSEMAN	SD	C-29	D-35
ИСЛАНДИЯ	ARNARFLUG/EAGLE AIR	SI	C-8	D-9
	ICELANDAIR	SI	C-8	D-9
ИСПАНИЯ	AVIACO	SI	C-15	D-16
	IBERIA	SI	C-15	D-16
	AIR EUROPA	NSI	C-40	D-41
	AIR TRUCK	NSI	C-40	D-41
	AUDELI	NSI	C-39	D-41
	CANAFRICA	NSI	C-39	D-41
	HISPANIA	NSI	C-40	D-41
	LTE INTERNATIONAL	NSI	C-40	D-41
ИТАЛИЯ	ALITALIA	SI	C-8-C-9	D-10
	ATI	SB	C-30	D-35
ЙЕМЕН	YEMEN AIRWAYS	SI	C-25	D-29
КАНАДА	AIR CANADA	SI	C-2-C-3	D-3
	CP AIR	SI	C-3	D-3
	WORLDWAYS CANADA	NSI	C-35	D-41
КИПР	CYPRUS AIRWAYS	SI	C-4	D-5
КОЛУМБИЯ	ARCA	SI	C-3	D-4
	AVIANCA	SI	C-4	D-4
	LAC	SI	C-4	D-4
	SAM	SI	C-4	D-5
	TAMPA-COLOMBIA	SI	C-4	D-5
КОРЕЙСКАЯ РЕСПУБЛИКА	KOREAN AIR	SI	C-14	D-15

УКАЗАТЕЛЬ К ТАБЛИЦАМ ПО ОТДЕЛЬНЫМ АВИАПЕРЕВОЗЧИКАМ (Продолж.)

СТРАНА	АВИАПЕРЕВОЗЧИК	ВИД ПЕРЕВОЗОК a/	СТРАНИЦА № САМОЛЕТНЫЙ ПАРК	ЛИЧНЫЙ СОСТАВ
КОСТА-РИКА	LACSA	SI	C-4	D-5
МАДАГАСКАР	AIR MADAGASCAR	SI	C-10	D-11
МАЛАЙЗИЯ	MAS	SI	C-10	D-11
	SABAH AIR	NSI	C-39	D-41
	HORNBILL SKYWAYS	NSB	C-47	D-41
	MALAYSIAN HELICOPTER	NSD	C-47	D-41
	WIRA KRIS UDARA	NSD	C-47	D-41
МЕКСИКА	AEROMEXICO	SI	C-10	D-11
	MEXICANA	SI	C-11	D-12
МОЗАМБИК	LAM	SI	C-11	D-12
НЕПАЛ	ROYAL NEPAL	SI	C-11	D-12
НИГЕРИЯ	NIGERIA AIRWAYS	SI	C-12	D-13
НИДЕРЛАНДОВ, КОРОЛЕВСТВО	NETHERLINES	SI	C-11	D-13
	TRANSAVIA HOLLAND	SI	C-11	D-12
	AIR HOLLAND	NSI	C-39	D-41
	MARTINAIR HOLLAND	NSI	C-39	D-41
НОВАЯ ЗЕЛАНДИЯ	AIR NEW ZEALAND	SI	C-11-C-12	D-13
ОБЪЕДИНЕННАЯ РЕСПУБЛИКА ТАНЗАНИЯ	AIR TANZANIA	SI	C-19	D-22
ПАКИСТАН	PIA	SI	C-12	D-13
ПАНАМА	AIR PANAMA	SI	C-12	D-14
ПАПУА-НОВАЯ ГВИНЕЯ	AIR NIUGINI	SI	C-13	D-14
ПЕРУ	FAUCETT	SI	C-13	D-14
ПОЛЬША	LOT	SI	C-13	D-14
ПОРТУГАЛИЯ	TAP - AIR PORTUGAL	SI	C-13	D-15
	SATA	SD	C-30	D-36
РУАНДА	AIR RWANDA	SI	C-14	D-15
САЛЬВАДОР	AESA	NSI	C-36	D-41
	MSF	NSI	C-36	D-41
	TAES	NSI	C-36	D-41
САУДОВСКАЯ АРАВИЯ	SAUDIA	SI	C-14	D-15
СИНГАПУР	SIA	SI	C-15	D-16
СИРИЙСКАЯ АРАБСКАЯ РЕСПУБЛИКА	SYRIAN ARAB	SI	C-16	D-17
СКАНДИНАВИЯ b/	SAS	SI	C-14-C-15	D-16
	SCANAIR	NSI	C-39	D-41
СОЕДИНЕННОЕ КОРОЛЕВСТВО	AIR BRIDGE CARRIERS	SI	G-17	D-18
	AIR EUROPE	SI	C-17	D-19
	AIR UK	SI	C-19	D-21
	BRITANNIA	SI	C-18	D-20
	BRITISH AIRFERRIES	SI	C-19	D-21
	BRITISH AIRWAYS	SI	C-17	D-19
	BRITISH CALEDONIAN	SI	C-18	D-19
	BRITISH MIDLAND	SI	C-18	D-19
	CATHAY PACIFIC	SI	C-18	D-20

УКАЗАТЕЛЬ К ТАБЛИЦАМ ПО ОТДЕЛЬНЫМ АВИАПЕРЕВОЗЧИКАМ (Продолж.)

СТРАНА	АВИАПЕРЕВОЗЧИК	ВИД ПЕРЕВОЗОК a/	СТРАНИЦА № САМОЛЕТНЫЙ ПАРК	ЛИЧНЫЙ СОСТАВ
СОЕДИНЕННОЕ КОРОЛЕВСТВО (Продолж.)	DAN-AIR SERVICES	SI	C-18	D-20
	HIGHLAND EXPRESS	SI	C-19	D-21
	MONARCH AIRLINES	SI	C-19	D-20
	ORION AIRWAYS	SI	C-19	D-21
	VIRGIN ATLANTIC	SI	C-19	D-22
	BRITISH INTERNATIONAL HELICOPTERS	SI	C-30	D-36
	AIR 2000	NSI	C-41	D-41
	AIRWAYS INTERNATIONAL CYMRU	NSI	C-41	D-41
	BRISTOW HELICOPTERS	NSI	C-41	D-41
	BRITISH ISLAND	NSI	C-41	D-41
	CAL AIR INTERNATIONAL	NSI	C-41	D-41
	HEAVYLIFT CARGO	NSI	C-41	D-41
СОЕДИНЕННЫЕ ШТАТЫ АМЕРИКИ	AIRBORNE EXPRESS	SI	C-20	D-22
	AIRCAL	SI	C-22	D-25
	AMERICAN	SI	C-20	D-22
	AMERICA WEST	SI	C-20	D-23
	ARROW AIRWAYS	SI	C-20	D-23
	BRANIFF AIRWAYS INC	SI	C-21	D-23
	CONTINENTAL	SI	C-21	D-24
	DELTA	SI	C-21	D-24
	EASTERN	SI	C-21	D-24
	FEDERAL EXPRESS	SI	C-22	D-24
	FLYING TIGER	SI	C-22	D-25
	NORTHWEST	SI	C-22	D-25
	PAN AMERICAN	SI	C-23	D-26
	PSA - PACIFIC SOUTHWEST	SI	C-23	D-26
	PIEDMONT AVIATION	SI	C-23	D-26
	PRESIDENTIAL AIRWAYS	SI	C-23	D-26
	TOWER AIR	SI	C-22	D-25
	TWA	SI	C-23	D-27
	UNITED	SI	C-23-C-24	D-27
	USAIR	SI	C-20	D-23
	WESTERN	SI	C-24	D-27
	WORLD AIRWAYS INC	SI	C-24	D-27
	AIR AMERICA	SD	C-33	D-40
	AIR WISCONSIN	SD	C-32	D-39
	ALASKA	SD	C-31	D-36
	ALOHA	SD	C-32	D-38
	AMERICAN TRANS AIR	SD	C-32	D-38
	ASPEN	SD	C-31	D-37
	EVERGREEN INTERNATIONAL	SD	C-31	D-37
	FLORIDA EXPRESS	SD	C-33	D-40
	HAWAIIAN AIRLINES	SD	C-31	D-37
	HORIZON AIR	SD	C-33	D-40
	MARKAIR	SD	C-31	D-37
	MIDWAY AIRLINES	SD	C-32	D-39
	MID-WEST EXPRESS	SD	C-33	D-40
	NORTHERN AIR CARGO	SD	C-32	D-39
	REEVE ALEUTIAN	SD	C-32	D-38
	SOUTHWEST	SD	C-33	D-38
	ZANTOP INTERNATIONAL	SD	C-41	D-39
	BUFFALO AIRWAYS	NSI	C-41	D-42
	FIVE STAR	NSI	C-42	D-42
	FLORIDA WEST	NSI	C-42	D-42
	GULF AIR TRANSPORT	NSI	C-42	D-42
	INDEPENDENT AIR	NSI	C-42	D-42
	INTERSTATE AIRLINES	NSI	C-42	D-42
	JET FLEET	NSI	C-42	D-42
	KEY AIRLINES	NSI	C-42	D-42
	MILLON AIR	NSI	C-43	D-42
	RICH INT'L	NSI	C-43	D-42
	ROSENBALM AVIATION	NSI	C-43	D-42
	SKYWORLD	NSI	C-43	D-42
	SOUTHERN AIR TRANSPORT	NSI	C-43	D-42
	SUN COUNTRY	NSI	C-43	D-42
	TRANS-AIR LINK	NSI	C-42	D-42
	TRANS INTERNATIONAL	NSI	C-43	D-42
	EMERALD AIR	NSD	C-47	D-42
	EXPRESS ONE	NSD	C-47	D-42

УКАЗАТЕЛЬ К ТАБЛИЦАМ ПО ОТДЕЛЬНЫМ АВИАПЕРЕВОЗЧИКАМ (Продолж.)

СТРАНА	АВИАПЕРЕВОЗЧИК	ВИД ПЕРЕВОЗОК a/	СТРАНИЦА № САМОЛЕТНЫЙ ПАРК	ЛИЧНЫЙ СОСТАВ
СОЮЗ СОВЕТСКИХ СОЦИАЛИСТИЧЕСКИХ РЕСПУБЛИК	AEROFLOT	SI	C-7	D-18
ТАИЛАНД	TAC	SI	C-16	D-18
	THAI INTERNATIONAL	SI	C-16	D-17
ТУНИС	TUNIS AIR	SI	C-17	D-18
УРУГВАЙ	PLUNA	SI	C-24	D-28
ФИНЛЯНДИЯ	FINNAIR	SI	C-6	D-7
	KAR AIR	SD	C-29	D-34
ФРАНЦИЯ	AIR FRANCE	SI	C-6	D-7
	UTA	SI	C-6	D-8
	AIR INTER	SD	C-29	D-34
	AEROMARITIME	NSI	...	D-41
	AIR CHARTER INT'L	NSI	C-37	D-41
	SFAIR	NSI	C-37	D-41
ЧЕХОСЛОВАКИЯ	CSA	SI	C-5	D-6
ЧИЛИ	AEROVIAS DAP	SI	C-3	D-3
	LADECO	SI	C-3	D-4
	LAN CHILE	SI	C-3	D-3
	TAXPA	NSI	C-35	D-41
	T.A. 248	NSD	C-46	D-41
	AEROMET	NSD	C-46	D-41
	AEROREINARZ	NSD	C-46	D-41
	AKROS	NSD	C-46	D-41
	ALFA HELICOPTERS	NSD	C-46	D-41
	HALCON	NSD	C-46	D-41
	S.A. LITORAL	NSD	C-46	D-41
	T.A. DON CARLOS	NSD	C-46	D-41
ШВЕЙЦАРИЯ	SWISSAIR	SI	C-16	D-17
	BALAIR	NSI	C-40	D-41
	CTA	NSI	C-40	D-41
ШВЕЦИЯ	LINJEFLYG	SD	C-30	D-36
	TRANSWEDE	NSI	C-40	D-41
ШРИ ЛАНКА	AIR LANKA	SI	C-16	D-17
ЭФИОПИЯ	ETHIOPIAN	SI	C-6	D-7
ЮГОСЛАВИЯ	ADRIA AIRWAYS	SI	C-25	D-29
	JAT	SI	C-25	D-29
	AVIOGENEX	NSI	C-44	D-42
ЯПОНИЯ	ALL NIPPON AIRWAYS	SI	C-9	D-10
	JAPAN - ASIA AIRWAYS	SI	C-9	D-10
	JAL	SI	C-9	D-10
	JAPAN AIR SYSTEM	SD	C-30	D-35
	SOUTHWEST AIR LINES	SD	C-30	D-35

Примечания: a/ SI = Международные регулярные

SD = Внутренние регулярные

NSI = Международные нерегулярные

NSD = Внутренние нерегулярные

b/ Скандинавия - 3 европейских государства:

Дания, Норвегия и Швеция

ТАБЛИЦА А-I СВОДНЫЕ ДАННЫЕ О САМОЛЕТНОМ ПАРКЕ, ЛИЧНОМ СОСТАВЕ И ЭКСПЛУАТАЦИИ ВОЗДУШНЫХ СУДОВ РЕГУЛЯРНЫХ АВИАКОМПАНИЙ ЗА 1987 ГОД.

СТРАНА/ АВИА-КОМПАНИЯ	ТИП АВИА-КОМПА-НИИ	ВОЗДУШ-НЫЕ СУДА	ЛИЧНЫЙ СОСТАВ	КОЛИЧЕСТВО ОТПРАВЛЕНИЙ ВОЗДУШНЫХ СУДОВ			НАЛЕТ ЧАСОВ ВОЗДУШНЫМИ СУДАМИ					НАЛЕТ КИЛОМЕТРОВ (в тыс.)		
		Количество на конец года		КОММЕРЧ. ПЕРЕВОЗКИ		Всего	КОММЕРЧЕСКИЕ ПЕРЕВОЗКИ			НЕКОММЕРЧ. ПЕРЕВОЗКИ	ВСЕГО	КОММЕРЧ. ПЕРЕВОЗКИ		ВСЕГО
				Регулярные	Нерегулярные		Регулярные	Нерегулярные	Всего	Всего		Регулярные	Нерегулярные	

ТАБЛИЦА А-2 СВОДНЫЕ ДАННЫЕ О САМОЛЕТНОМ ПАРКЕ НЕРЕГУЛЯРНЫХ ЭКСПЛУАТАНТОВ, ЛИЧНОМ СОСТАВЕ И ЭКСПЛУАТАЦИИ ЗА 1987 ГОД.

СТРАНА/ ЭКСПЛУАТАНТ	ТИП ЭКСПЛУАТАНТА	ВОЗДУШНЫЕ СУДА	ЛИЧНЫЙ СОСТАВ	КОММЕРЧЕСКИЕ ПЕРЕВОЗКИ	
		Количество на конец года		Налет часов (кол-во)	Налет километров (тыс)

ТАБЛИЦА А-3 ПОКАЗАТЕЛИ ПЕРЕВОЗОК РЕГУЛЯРНЫМИ АВИАКОМПАНИЯМИ ЗА 1987 ГОД.

СТРАНА/ АВИАКОМПАНИЯ	ТИП АВИА-КОМПАНИИ	ЭКСПЛУАТАЦИЯ САМОЛЕТНОГО ПАРКА В РАСЧЕТЕ НА ОДНО ВОЗДУШНОЕ СУДНО ПРИ РЕГ.КОМ.ПЕРЕВОЗКАХ									
		Расстояние за час полета (км/ч)	Количество		Коэффициент пассажирской загрузки (в %)	Перевезено пассажиров (в кг)	Перевезено груза (в кг)	Перевезено почты (в кг)	Всего (кг)	Располагаемый объем загрузки (в кг)	Коэффициент ком.загрузки(%)
			располагаемых мест	перевезенных пассажиров							

ТАБЛИЦА А-4 ПОКАЗАТЕЛИ ПЕРЕВОЗОК НЕРЕГУЛЯРНЫМИ АВИАКОМПАНИЯМИ ЗА 1987 ГОД.

СТРАНА/ ЭКСПЛУАТАНТ	ТИП ЭКСПЛУАТАНТА	ЭКСПЛУАТАЦИЯ САМОЛЕТНОГО ПАРКА В РАСЧЕТЕ НА ОДНО ВОЗДУШНОЕ СУДНО ПРИ КОММЕРЧЕСКИХ ПЕРЕВОЗКАХ						
		Расстояние за час полета (км/ч)	Количество располагаемых мест	Количество перевезенных пассажиров	Коэффициент пассажирской загрузки (в %)	Всего перевезено (в кг)	Располагаемый объем загрузки (в кг)	Коэффициент коммерческой загрузки (в %)

ТАБЛИЦЫ BI -B4 СТАТИСТИЧЕСКИЕ ДАННЫЕ ПО ТИПАМ ВОЗДУШНЫХ СУДОВ ЗА 1987 ГОД.

Тип воздушного судна	Количество воздушных судов					Величина воздушных судов		Эксплуатация воздушных судов							
								Количество отправлений воздушных судов			Налет часов				Ср.сут. кол-во часов при ком. перевозках
Изготовитель и модель воздушного судна Перевозчик	Категория использования	На начало года	Поступило	Убыло	На конец года	Кол-во кресел	Средний макс. взлетн. вес (в т.)	Всего	Регулярные коммерческие перевозки	Нерегулярные ком. перевозки	Всего	Регулярные ком. перевозки	Нерегулярные ком. перевозки		

МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ГРАЖДАНСКОЙ АВИАЦИИ

ФОРМА ОТЧЕТНОСТИ ПО ВОЗДУШНОМУ ТРАНСПОРТУ

ПАРК ВОЗДУШНЫХ СУДОВ И ЛИЧНЫЙ СОСТАВ АВИАКОМПАНИЙ, ВЫПОЛНЯЮЩИХ РЕГУЛЯРНЫЕ ПЕРЕВОЗКИ

ФОРМА D-1

Только для использования ИКАО

Год, закончившийся .....

Страна .....

Авиакомпания .....

Часть 1. ПАРК ВОЗДУШНЫХ СУДОВ

Состав парка воздушных судов по типу судов		Количество воздушных судов каждого типа				Характеристики воздушного судна		Эксплуатация воздушных судов в течение года						
Изготовитель и модель	Код использования/варианта воздушного судна [1]	На начало года	Изменения в течение года		На конец года	Количество установленных пассажирских кресел	Средний максимальный взлетный вес (М.В.В.) (тонны)	Количество вылетов воздушных судов			Налет часов			Общее кол-во располагаемых самолето-дней
			Поступило	Убыло				Коммерческие рейсы		Все виды рейсов (общий итог)	Коммерческие рейсы		Все виды рейсов (общий итог)	
								Регуляр.	Нерегуляр.		Регуляр.	Нерегуляр.		
a	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*i*	*j*	*k*	*l*	*m*	*n*	*o*

Часть 2. ЛИЧНЫЙ СОСТАВ

Код ИКАО D.P.	Категория личного состава	Численность личного состава		Общая сумма расходов по каждой категории за год в ..... (вид валюты)
		В середине года	На конец года	
0	*a*	*b*	*c*	*d*
1	Командиры кораблей и вторые пилоты			
2	Другие члены летного состава.....			
3	Бортпроводники			
5	Специалисты по техобслуживанию и ремонту			
7	Сотрудники по оформлению билетов и агенты по продаже ..			
8	Прочий личный состав.....			
9	Всего			

1. Коды использования/варианта воздушного судна

Для каждого указанного в колонке a воздушного судна проставлять в колонке b один из следующих кодов:

Коды вариантов воздушных судов, используемых эксплуатантами в коммерческих авиаперевозках:

P – Пассажирский вариант воздушного судна.

F – Грузовой вариант пассажирского судна, перевозка пассажиров не предусмотрена.

C – Преобразуемый вариант воздушного судна, т.е. воздушное судно, которое можно легко переоборудовать для чистогрузовых или пассажирских перевозок.

Код воздушных судов, не используемых эксплуатантами для коммерческих авиаперевозок:

O – воздушные суда, используемые для других целей, например для обучения, авиационных спецработ и т.д.

Замечания (следует указывать любые вынужденные отклонения от инструкции):

Издание 1982 года – Пересмотренное – 1/83, R/P1/750

ФОРМА D-1 (ПАРК ВОЗДУШНЫХ СУДОВ И ЛИЧНЫЙ СОСТАВ АВИАКОМПАНИЙ, ВЫПОЛНЯЮЩИХ РЕГУЛЯРНЫЕ ПЕРЕВОЗКИ)

ИНСТРУКЦИЯ ПО ЗАПОЛНЕНИЮ ФОРМЫ

ПРАВИЛА ЗАПОЛНЕНИЯ

Данная форма заполняется входящими в ИКАО Договаривающимися государствами для представления статистических данных по парку воздушных судов и личному составу по каждой из их авиакомпаний, выполняющих регулярные перевозки и эксплуатирующих парк воздушных судов с совокупным взлетным весом (AMTOW) более, чем 200 тонн. Для нерегулярных эксплуатантов заполняется форма D-2. Для небольших перевозчиков, выполняющих регулярные или нерегулярные перевозки (с парком воздушных судов, не превышающим 200 тонн AMTOW), вместо формы D-1 или формы D-2 может заполняться форма AD-3.

Данные необходимо представлять по всем воздушным судам и всему личному составу регулярных авиакомпаний.

Настоящая форма должна отражать данные за календарный год (с января по декабрь). Однако, если практически это нецелесообразно, форма может отражать данные по авиакомпании за финансовый год. Форма должна представляться как можно скорее после поступления данных за год и не позднее четырех месяцев по окончании отчетного года.

На каждую авиакомпанию, выполняющую международные регулярные перевозки, следует заполнять отдельную форму D-1. Отдельная форма D-1 должна также заполняться по каждой авиакомпании, выполняющей внутренние регулярные перевозки, но не выполняющей международных регулярных перевозок; однако на все такие внутренние авиакомпании можно заполнять одну сводную форму D-1, если заполнять отдельные формы не представляется практически целесообразным. Когда заполняется одна сводная форма, в ней следует указать названия авиакомпаний, сведения о которых включены в общие данные.

Считается, что авиакомпания осуществляет международные регулярные воздушные перевозки, если:

a) она выполняет регулярные рейсы, при которых одна или несколько коммерческих остановок производится на территории государства, не являющегося государством регистрации данной авиакомпании;

b) эти рейсы выполняются за плату с целью перевозки пассажиров, груза или почты.

СООБЩАЕМЫЕ СТАТИСТИЧЕСКИЕ ДАННЫЕ

ЧАСТЬ 1. ПАРК ВОЗДУШНЫХ СУДОВ

Данные представляются о всем парке воздушных судов независимо от того, выполняют ли воздушные суда международные, внутренние, регулярные или нерегулярные перевозки.

Каждый тип воздушных судов, входящих в состав парка воздушных судов авиакомпании, указывается в части 1 в отдельной строке. Это означает, что для каждого отдельного типа и модели воздушного судна по каждой из категорий их использования/компоновки данные сообщаются отдельной строкой. В том случае, если все данные не умещаются в одной форме D-1, можно использовать дополнительные экземпляры этой формы.

Примечание. Данные о воздушных судах каждого типа, полученных эксплуатантом на ограниченный период времени от другой компании, следует указывать отдельно и отмечать в разделе "Примечания". Воздушные суда, принадлежащие данной авиакомпании, но используемые другими компаниями, следует указывать в разделе "Примечания".

Ниже перечисляются колонки формы, которые требуют пояснения:

Тип воздушного судна
Изготовитель и модель (колонка *a*) - указывается полное наименование модели (например, B-707-320C, DC 8-61 и т.д.)

Категория использования/варианта воздушного судна (колонка *b*) - Для воздушных судов, используемых эксплуатантом при выполнении коммерческих авиатранспортных перевозок из четырех однобуквенных кодов, приводимых в сноске 1/ настоящей формы, применяются коды "P", "F" и "C". Эти коды означают вариант воздушного судна с соответствующими физическими характеристиками (например, "грузовое воздушное судно" обычно имеет грузовые двери и не предусматривает установку кресел или размещение пассажиров). Для воздушных судов, *не* используемых для коммерческих авиаперевозок, например, воздушных судов, используемых для подготовки пилотов или перевозки должностных лиц авиакомпаний, в колонке *b* следует проставлять код "O".

Компоновка воздушного судна
Количество установленных пассажирских кресел (колонка *g*) Количество установленных на воздушном судне пассажирских кресел указывается по каждому типу воздушных судов. В тех случаях, когда воздушные суда одного и того же типа имеют различное количество кресел, например 80, 90 или 100, количество кресел можно указывать как 80-90-100.

Средний максимальный зарегистрированный взлетный вес (колонка *h*). По каждому типу воздушного судна указывается средний максимальный взлетный вес в соответствии с сертификатом летной годности, наставлением по производству полетов или другими официальными документами. Вес воздушного судна следует указывать в метрических тоннах с округлением до ближайшей десятой доли тонны. Для перевода показателей веса из системы "фунт" в метрическую систему применяются следующие соотношения:

Одна короткая тонна (2000 фунтов)=0,907 метрической тонны

Одна длинная тонна (2240 фунтов)=1,016 метрической тонны

Эксплуатация воздушных судов в течение года
Статистические данные о количестве отправлений воздушных судов и налете часов представляются по следующим категориям:

Регулярные коммерческие рейсы - к ним относятся доступные для общественного пользования рейсы, планируемые или выполняемые за плату в соответствии с опубликованным расписанием, либо рейсы, выполняемые настолько регулярно или часто, что представляют собой определенную систематическую серию; дополнительные коммерческие рейсы, вызванные недостатком емкости на регулярных рейсах; и пробные коммерческие рейсы в рамках новых планируемых воздушных сообщений.

Нерегулярные коммерческие рейсы - сюда относятся рейсы за плату, не являющиеся регулярными рейсами, и выполняемые на нерегулярной основе, включая связанные с этим порожние рейсы, рейсы типа "инклюзив тур", не являющиеся регулярными рейсами, а также блок-чартерные рейсы.

Все виды рейсов (общий итог) - здесь указываются данные по всем видам рейсов, как коммерческим, так и некоммерческим (например, испытательным, учебным, авиационным спецработам и пр.).

Количество вылетов воздушных судов (колонки *i*, *j* и *k*). В колонке *k* указывается общее количество взлетов воздушных судов по всем воздушным судам в коммерческих и некоммерческих рейсах. В колонках *i* и *j* указывается количество взлетов в коммерческих рейсах при регулярных и нерегулярных перевозках. При отсутствии точных данных о коммерческих рейсах указывать, по возможности, оценочные данные, помечая их знаком *.

Налет часов (колонки *l*, *m* и *n*). В колонке *n* указывается общий налет часов по всем видам рейсов в коммерческих и некоммерческих перевозках. В колонках *l* и *m* указывается также налет часов в регулярных и нерегулярных коммерческих рейсах соответственно. При отсутствии точных данных о коммерческих рейсах указывать, по возможности, оценочные данные, помечая их знаком *.

Налет часов следует указывать с точностью до ближайшего часа, исходя из полного времени полета. В случае использования какого-либо другого принципа исчисления, указать его в разделе "Примечания".

Количество располагаемых самолето-дней в течение года (колонка *o*). Количество располагаемых самолето-дней представляет собой общее количество дней в течение рассматриваемого периода, когда каждое воздушное судно было готово для выполнения рейса. Из числа располагаемых дней следует исключить следующие дни:

- дни между датой приобретения и датой фактического введения в эксплуатацию;
- дни после последнего коммерческого рейса воздушного судна до того, как оно перестало находиться во владении конкретного эксплуатанта;
- дни, в течение которых воздушное судно не эксплуатировалось ввиду серьезного авиационного происшествия или переоборудования;
- дни, когда воздушное судно находилось во *владении* других организаций;
- дни, когда воздушное судно не могло быть использовано ввиду соответствующего решения правительства, например, запрещение полетов правительственными органами.

Все другие дни, в том числе дни, необходимые для выполнения технического обслуживания или капитального ремонта, следует считать в качестве располагаемых дней.

ЧАСТЬ 2. ЛИЧНЫЙ СОСТАВ

Личный состав, о котором необходимо представлять данные (колонки *b* и *c*). Указываются данные относительно всего личного состава (как постоянного, так и временного), числящегося по платежной ведомости авиакомпании на середину и конец отчетного года.

Общая сумма расходов на каждую категорию личного состава за год (колонка *d*). В этой колонке указываются общие годовые расходы по заработной плате и пособиям на каждого служащего по каждой из шести категорий. Необходимо учитывать основную заработную плату (без вычета подоходного налога, взносов на пенсионное и социальное обеспечение, добровольных пожертвований), сверхурочную оплату, доплату за налет часов и суточные; необходимо также учитывать индекс прожиточного уровня, надбавку по месту службы и надбавку за службу за границей. Расходы на поездки, переезд, обучение, обмундирование и т.д. не учитываются. Необходимо указать, в какой валюте приводятся данные.

Категории личного состава (колонка *a*). Командиры кораблей и вторые пилоты: объяснений не требуется.

Остальные члены летного состава экипажа: здесь необходимо указать данные о бортинженерах, бортрадистах и штурманах.

Бортпроводники: здесь необходимо указать данные о всех бортпроводниках, включая старших бортпроводников, стюардов, стюардесс, бортпроводниц.

Специалисты по техобслуживанию и ремонту: сюда относится наземный личный состав, включая руководящих работников, сотрудников плановой службы и ОТК, мастерских по техобслуживанию и ремонту. К этой же категории относятся снабженцы и работники складов, табельщики и счетоводы вышеупомянутых мастерских.

Сотрудники по оформлению билетов и продаже (в том числе рекламе): сюда относятся сотрудники, занятые оформлением билетов, агенты по продаже, работники рекламы.

Все остальные члены личного состава: сюда относятся сотрудники, не относящиеся ни к одной из пяти указанных выше категорий, например, административные работники штаб-квартиры.

МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ГРАЖДАНСКОЙ АВИАЦИИ

ФОРМА ОТЧЕТНОСТИ ПО ВОЗДУШНОМУ ТРАНСПОРТУ

ПАРК ВОЗДУШНЫХ СУДОВ И ЛИЧНЫЙ СОСТАВ ЭКСПЛУАТАНТОВ, ВЫПОЛНЯЮЩИХ НЕРЕГУЛЯРНЫЕ ПЕРЕВОЗКИ

ФОРМА D-2

Только для использования ИКАО

Год, закончившийся .....

Страна .....

Эксплуатант .....

Часть 1. ПАРК ВОЗДУШНЫХ СУДОВ

Только для использования ИКАО	Состав парка воздушных судов по типу судов		Количество воздушных судов каждого типа				Характеристики воздушного судна		Эксплуатация воздушных судов в течение года				
	Изготовитель и модель	Код использования/варианта воздушного судна [1]	На начало года	Изменения в течение года: Поступило	Изменения в течение года: Убыло	На конец года	Количество установленных пассажирских кресел	Средний максимальный взлетный вес (М.В.В.) (тонны)	Количество вылетов воздушных судов: Нерегулярные коммерческие рейсы	Количество вылетов воздушных судов: Все виды рейсов (общий итог)	Налет часов: Нерегулярные коммерческие рейсы	Налет часов: Все виды рейсов (общий итог)	Общее кол-во располагаемых самолето-дней
	a	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*i*	*j*	*k*	*l*	*m*

Часть 2. ЛИЧНЫЙ СОСТАВ

Код ИКАО D.P.	Категория личного состава	Численность личного состава: В середине года	Численность личного состава: На конец года
	a	*b*	*c*
4	Летно-подъемный состав		
6	Прочий личный состав		
9	Весь личный состав		

1. *Коды использования/варианта воздушного судна*

Для каждого указанного в колонке a воздушного судна проставлять в колонке b один из следующих кодов:

Коды вариантов воздушных судов, используемых эксплуатантами в коммерческих авиаперевозках:

P - Пассажирский вариант воздушного судна.

F - Грузовой вариант пассажирского судна, перевозка пассажиров не предусмотрена.

C - Преобразуемый вариант воздушного судна, т.е. воздушное судно, которое можно легко переоборудовать для чистогрузовых или пассажирских перевозок.

Код воздушных судов, не используемых эксплуатантами для коммерческих авиаперевозок:

O - воздушные суда, используемые для других целей, например для обучения, авиационных спецработ и т.д.

Примечания (включая указание любых неизбежных отклонений от инструкции):

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ФОРМА D-2 (ПАРК ВОЗДУШНЫХ СУДОВ И ЛИЧНЫЙ СОСТАВ ЭКСПЛУАТАНТОВ, ВЫПОЛНЯЮЩИХ НЕРЕГУЛЯРНЫЕ ПЕРЕВОЗКИ)

ИНСТРУКЦИЯ ПО ЗАПОЛНЕНИЮ ФОРМЫ

ПРАВИЛА ЗАПОЛНЕНИЯ

Настоящая форма предназначена для использования государствами - членами ИКАО при представлении статистических данных по парку воздушных судов и личному составу эксплуатантов воздушного транспорта, предлагающих общественные услуги по выполнению авиаперевозок только на нерегулярной основе и эксплуатирующих парк воздушных судов, суммарный максимальный взлетный вес которых (AMTOW) превышает 200 т. На авиакомпанию, выполняющую регулярные перевозки, следует заполнять форму D-1. На перевозчиков, выполняющих небольшой объем нерегулярных или регулярных перевозок (суммарный максимальный вес парка воздушных судов которых не превышает 200 т), вместо форм D-2 или D-1 можно заполнять форму AD-3.

Следует представлять данные по всем воздушным судам и личному составу нерегулярных эксплуатантов.

На каждого эксплуатанта, предлагающего услуги по выполнению международных нерегулярных перевозок, следует заполнять отдельную форму D-2.

В случае эксплуатантов, выполняющих внутренние нерегулярные перевозки, можно заполнять по одной форме на каждого эксплуатанта или в одной форме можно указать сводные данные по всем нерегулярным эксплуатантам, отвечающим вышеупомянутым критериям. При заполнении сводной формы в разделе "Примечания" следует указать названия эксплуатантов, информация о которых включена в сводные данные.

Представляемые сведения должны учитывать весь парк воздушных судов эксплуатанта (т.е. как многодвигательные, так и однодвигательные воздушные суда).

Представляемые данные должны охватывать период, равный календарному году (с января по декабрь). Однако, если практически это нецелесообразно, отчетные данные можно представлять за финансовый год авиакомпании. Форму следует заполнять как можно скорее после поступления данных за год и не позднее четырех месяцев по окончании отчетного года.

ОПРЕДЕЛЕНИЯ

Международные авиатранспортные коммерческие перевозки
Считается, что эксплуатант выполняет международные авиатранспортные перевозки, если:

a) он выполняет нерегулярные рейсы, при которых одна или несколько коммерческих остановок производятся на территории государства, не являющегося государством регистрации авиакомпании или эксплуатанта;

b) эти рейсы выполняются за плату с целью перевозки пассажиров, грузов или почты.

ПРЕДСТАВЛЯЕМЫЕ СТАТИСТИЧЕСКИЕ ДАННЫЕ

ЧАСТЬ 1. ПАРК ВОЗДУШНЫХ СУДОВ

Данные представляются о всем парке воздушных судов независимо от того, выполняют ли воздушные суда международные или внутренние перевозки. Каждый тип воздушных судов, входящих в состав парка, указывается в отдельной строке. Это означает, что для каждого отдельного типа и модели воздушного судна по каждой категории их использования данные сообщаются отдельной строкой.

Данные о многодвигательных воздушных судах заносятся во все колонки с *a* по *m* части 1. Данные об однодвигательных воздушных судах заносятся только в колонки с *a* по *f*.

Примечание. Данные о воздушных судах каждого типа, полученных эксплуатантом на ограниченный период времени от другой компании, следует указывать отдельно и отмечать в разделе "Примечания". Воздушные суда, принадлежащие какому-либо эксплуатанту, но используемые другими компаниями, следует указывать в разделе "Примечания".

Ниже перечисляются колонки формы, которые требуют пояснения:

Тип воздушного судна
Изготовитель и модель (колонка *a*) - указывается полное наименование модели (например B-707-320C, DC 8-61 и т.д.).

Категория использования/варианта воздушного судна (колонка *b*) - Для воздушных судов, используемых эксплуатантом при выполнении коммерческих авиатранспортных перевозок из четырех однобуквенных кодов, приводимых в сноске[1] настоящей формы, применяются коды "P", "F" и "C". Эти коды означают вариант воздушного судна с соответствующими физическими характеристиками (например, "грузовое воздушное судно" обычно имеет грузовые двери и не предусматривает установку кресел или размещение пассажиров). Для воздушных судов, *не* используемых для коммерческих авиаперевозок, например, воздушных судов, используемых для подготовки пилотов или перевозки должностных лиц авиакомпаний, в колонке *b* следует проставлять код "O".

Компоновка воздушного судна
Количество установленных пассажирских кресел (колонка *g*). Количество установленных на воздушном судне пассажирских кресел указывается по каждому типу воздушных судов. В тех случаях, когда воздушные суда одного и того же типа имеют различное количество кресел, например 80, 90 или 100, количество кресел можно указывать как 80-90-100.

Средний максимальный сертифицированный взлетный вес (колонка *k*). По каждому типу воздушного судна указывается средний максимальный взлетный вес в соответствии с сертификатом летной годности, наставлением по производству полетов или другими официальными документами. Вес воздушного судна следует указывать в метрических тоннах с округлением до ближайшей десятой доли тонны. Для перевода показателей веса из системы "фунт" в метрическую систему применяются следующие соотношения:

Одна короткая тонна (2000 фунтов)=0,907 метрической тонны
Одна длинная тонна (2240 фунтов)=1,016 метрической тонны

Эксплуатация воздушных судов в течение года
Статистические данные о количестве отправлений воздушных судов и налете часов представляются по следующим категориям:

Нерегулярные коммерческие рейсы - Все виды перевозок, выполняемые эксплуатантом за плату. Данные о засылочных рейсах, выполняемых в качестве составной части коммерческих перевозок, следует указывать в колонках *i*, *j*, *k* и *l*. Однако, сведения о засылочных рейсах, которые *не* планировались в связи с выполнением коммерческих перевозок, следует включать только в данные по "Всем видам рейсов (общий итог)", колонки *j* и *l*.

Все виды рейсов (общий итог) - здесь указываются данные по всем видам рейсов, как коммерческим, так и некоммерческим (например, испытательным, учебным, авиационным спецработам и пр.).

Количество вылетов воздушных судов (колонки *i* и *j*). В колонке *j* указывается общее количество взлетов воздушных судов по всем воздушным судам в коммерческих и некоммерческих рейсах. В колонке *i* указывается количество взлетов в коммерческих рейсах при нерегулярных перевозках. При отсутствии точных данных о коммерческих рейсах указывать, по возможности, оценочные данные, помечая их знаком *.

Налет часов (колонки *k* и *l*). В колонке *l* указывается общий налет часов по всем видам рейсов в коммерческих и некоммерческих перевозках. В колонке *k* указывается также налет часов в нерегулярных коммерческих рейсах. При отсутствии точных данных о коммерческих рейсах указывать, по возможности, оценочные данные, помечая их знаком *.

Налет часов следует указывать с точностью до ближайшего часа, исходя из полного времени полета. В случае использования какого-либо другого принципа исчисления, указать его в разделе "Примечания".

Количество располагаемых самолето-дней в течение года (колонка *m*). Количество располагаемых самолето-дней представляет собой общее количество дней, в течение рассматриваемого периода, когда каждое воздушное судно было готово для выполнения рейса. Из числа располагаемых дней следует исключить следующие дни:

- дни между датой приобретения и датой фактического введения в эксплуатацию;
- дни после последнего коммерческого рейса воздушного судна до того, как он перестал находиться во владении конкретного эксплуатанта;
- дни, в течение которых воздушное судно не эксплуатировалось ввиду серьезного авиационного происшествия или переоборудования;
- дни, когда воздушное судно находилось во *владении* других организаций;
- дни, когда воздушное судно не могло быть использовано ввиду соответствующего решения правительства, например, запрещение полетов правительственными органами.

Все другие дни, в том числе дни, необходимые для выполнения технического обслуживания или капитального ремонта, следует считать в качестве располагаемых дней.

ЧАСТЬ 2. ЛИЧНЫЙ СОСТАВ

Личный состав, в отношении которого следует представлять данные (колонки *b* и *a*). Данные представляются о всем личном составе, как постоянном, так и временном, числящемся по платежной ведомости эксплуатанта на середину и конец отчетного года.

Категории личного состава (колонка *a*). "Летно-подъемный состав" - сюда входят командиры кораблей и вторые пилоты, прочие члены летного состава экипажа (бортинженеры, бортрадисты, штурманы), бортпроводники (старшие бортпроводники, стюардессы, стюарды, бортпроводницы).

"Прочий личный состав" - сюда входят специалисты по техобслуживанию и ремонту, сотрудники по оформлению билетов и агенты по продаже, а также все прочие члены личного состава.

PART A

COMPARATIVE ANALYSIS OF DATA BY AIR CARRIER

1987

PARTIE A

ANALYSE COMPARATIVE DES DONNÉES
PAR TRANSPORTEUR AÉRIEN

1987

PARTE A

ANALISIS COMPARATIVO DE LOS DATOS
POR TRANSPORTISTA AEREO

1987

ЧАСТЬ А

СРАВНИТЕЛЬНЫЙ АНАЛИЗ ДАННЫХ ПО АВИАПЕРЕВОЗЧИКАМ

1987

SCHEDULED AIRLINE FLEET, PERSONNEL AND UTILIZATION TOTALS FOR 1987 C/

COUNTRY/AIRLINE	TYPE OF AIR-LINE A/	ACFT NUMBER AT THE END	PERS NUMBER AT THE END OF YEAR	NUMBER OF AIRCRAFT DEPARTURES REVENUE SCHED	NUMBER OF AIRCRAFT DEPARTURES REVENUE NON-SCH	NUMBER OF AIRCRAFT DEPARTURES TOTAL	NUMBER OF AIRCRAFT HOURS FLOWN REVENUE SCHED	NUMBER OF AIRCRAFT HOURS FLOWN REVENUE NON-SCH	NUMBER OF AIRCRAFT HOURS FLOWN REVENUE TOTAL	NUMBER OF AIRCRAFT HOURS FLOWN NON-REVENUE TOTAL	NUMBER OF AIRCRAFT HOURS FLOWN TOTAL	KILOMETRES FLOWN (000) REVENUE SCHED	KILOMETRES FLOWN (000) REVENUE NON-SCH	KILOMETRES FLOWN (000) TOTAL
AUSTRALIA														
ANSETT OF AUSTRALIA	D	38	8 568	...	...	...	...	...	...	...	...	...	...	...
ANSETT WA	D	8	412	...	...	...	...	...	...	...	...	...	...	...
QANTAS	I	31	14 629	23 258	522	23 780	121 315	1 856	123 171	676	123 847	94 964	1 394	96 358
AUSTRALIAN AIRLINES	D	35	8 960	...	...	...	...	...	...	...	...	...	...	...
AIR NSW	D	10	332	...	...	...	...	...	...	...	...	...	...	...
ANSETT NT	D	...	28	...	...	...	...	...	...	...	...	...	...	...
IPEC AVIATION	D	4	92	...	...	...	...	...	...	...	...	...	...	...
AUSTRIA														
AUA	I	19	3 136	29 282	...	29 282	47 863	...	47 863	444	48 307	24 839	...	24 839
BARBADOS														
CARIBBEAN AIR CARGO	I	2	202	...	...	...	...	...	...	...	...	...	...	...
BELGIUM														
SABENA	I	30	9 466	45 914	284	46 198	93 833	905	94 738	483	95 221	57 288	614	57 902
BOLIVIA														
LAB	I	10	1 691	15 331	1 502	16 833	18 913	1 344	20 257	...	20 257	11 321	634	11 955
BOTSWANA														
AIR BOTSWANA	I	3	198	...	...	...	...	...	...	...	...	...	...	...
BRAZIL														
BRASIL-CENTRAL	D	12	222	...	...	...	...	...	...	...	...	...	...	...
TRANSBRASIL	D	21	5 713	47 238	2 110	49 348	52 706	6 515	59 221	...	59 221	35 720	5 126	40 846
VARIG	I	67	23 356	83 407	3 744	87 151	166 940	7 952	174 892	2 422	177 314	102 896	4 864	107 760
CRUZEIRO	I	14	2 535	49 160	18	49 178	70 274	54	70 328	623	70 951	36 526	36	36 562
TAM	D	15	936	28 500	567	29 067	28 889	1 037	29 926	347	30 273	8 221	338	8 559
VASP	D	33	8 051	81 546	2 610	84 156	106 531	5 779	112 310	1 333	113 643	54 434	3 591	58 025
NORDESTE	D	13	484	20 628	70	20 698	20 619	103	20 722	110	20 832	5 803	38	5 841
RIO-SUL	D	12	761	30 202	200	30 402	29 545	402	29 947	1 259	31 206	8 058	129	8 187
TABA	D	16	619	19 891	48	19 939	23 563	77	23 640	528	24 168	7 132	26	7 158
CANADA														
AIR CANADA	I	111	21 370	154 903	2 943	157 846	318 616	12 950	331 566	3 998	335 564	191 332	9 355	200 687
CP AIR	I	84	13 454	95 281	6 102	101 383	194 899	18 018	212 917	1 903	214 820	123 899	11 550	135 449
CHILE														
AEROVIAS DAP	I	4	19	2 325	...	2 325	1 010	...	1 010	...	1 010	238	...	238
LAN CHILE	I	9	1 028	11 118	...	11 118	27 112	...	27 112	...	27 112	18 529	...	18 529
LADECO	I	8	658	10 281	...	10 281	14 759	...	14 759	...	14 759	9 752	...	9 752
COLOMBIA														
ARCA	I	2	22	573	12	585	1 572	21	1 593	...	1 593	1 180	15	1 195
AVIANCA	I	26	5 014	45 894	71	45 965	66 462	123	66 585	115	66 700	35 902	72	35 974
LAC	I	5	286	1 778	...	1 778	4 239	...	4 239	...	4 239	2 657	...	2 657
SAM	I	6	499	13 597	-	13 597	13 910	-	13 910	...	13 910	7 363	-	7 363
TAMPA-COLOMBIA	I	4	366	2 524	758	3 282	7 354	492	7 846	...	7 846	5 650	285	5 935
COSTA RICA														
LACSA	I	5	1 107	6 108	178	6 286	11 335	278	11 613	23	11 636	7 518	176	7 694
CYPRUS														
CYPRUS AIRWAYS	I	22	1 582	6 430	988	7 418	18 178	4 186	22 364	429	22 793	11 554	3 050	14 604
CZECHOSLOVAK														
CSA	I	31	5 567	21 796	4 188	25 984	33 458	6 192	39 650	472	40 122	24 309	4 493	28 802
DENMARK														
MAERSK AIR	I	19	994	29 300	4 800	34 100	21 566	16 526	38 092	...	38 092	8 217	11 085	19 302
GREENLANDAIR	I	9	440	...	...	...	...	...	...	...	...	...	...	...
DOMINICAN R														
CDA (DOMINICANA)	I	6	698	3 885	43	3 928	6 048	155	6 203	...	6 203	2 314	81	2 395
DOMINAIR	I	1	12	1 327	...	1 327	1 459	...	1 459	...	1 459	609	...	609
ETHIOPIA														
ETHIOPIAN	I	25	3 475	11 769M	2 680M	14 449	17 654M	2 867M	20 521	548M	21 069	9 275M	809M	10 084
FINLAND														
FINNAIR	I	37	5 712	65 049	4 942	69 991	75 867	20 295	96 162	759	96 921	40 802	14 089	54 891
KAR AIR	D	32	274	1 570	542	2 112	929	2 280	3 209	3	3 212	300	1 521	1 821
FRANCE														
AIR FRANCE	I	105	35 894	162 729	951	163 680	346 704	2 231	348 935	4 006	352 941	217 994	1 838	219 832
AIR INTER	D	43	8 329	100 225	-	100 225	110 108	-	110 108	1 469	111 577	51 098	-	51 098

SCHEDULED AIRLINE FLEET, PERSONNEL AND UTILIZATION TOTALS FOR 1987 C/

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FRANCE														
UTA	I	11	6 565	8 665	153	8 818	39 730	953	40 683	145	40 828	30 905	759	31 664
GERMANY FED.														
LUFTHANSA	I	127	39 088	255 291	538	255 829	500 569	2 050	502 619	5 677	508 296	283 409	1 082	284 491
GREECE														
OLYMPIC	I	57	12 262	78 631	2 945	81 576	100 730	4 231	104 961	2 148	107 109	51 337	1 840	53 177
GUATEMALA														
AVIATECA	I	2	275	2 065	...	2 065	3 709	...	3 709	...	3 709	2 667	...	2 667
ICELAND														
ICELANDAIR	I	13	1 397	17 539	437	17 976	31 446	1 377	32 823	450	33 273	18 628	1 146	19 774
ARNARFLUG/EAGLE AIR	I	4	92	1 096	252	1 348	2 623	723	3 346	18	3 364	1 623	506	2 129
INDIA														
INDIAN AIRLINES	I	48	20 177	115 595	121	115 716	134 708	195	134 903	1 261	136 164	70 477	110	70 587
INDONESIA														
BOURAQ INDONESIA	D	20	957	28 907	...	28 907	43 850	...	43 850	...	43 850	13 937	...	13 937
IRAN														
IRAN AIR	I	26	9 741	32 164	4 503	36 667	55 189	11 828	67 017	783	67 800	27 355	6 424	33 779
IRAN ASSEMAN	D	20	695	...	...	...	...	...	...	...	...	...	...	...
ITALY														
ALITALIA	I	67	18 141	103 212	213	103 425	193 099	1 081	194 180	1 350	195 530	107 853	831	108 684
ATI	D	37	2 580	65 091	4 506	69 597	74 124	9 629	83 753	1 678	85 431	31 732	5 568	37 300
JAPAN														
JAPAN ASIA AIRWAYS	I	6	512	4 356	214	4 570	10 210	408	10 618	43	10 661	6 819	251	7 070
JAPAN AIR SYSTEM	D	71	4 096	124 975	...	124 975	147 530	...	147 530	...	147 530	68 645	...	68 645
JAL	I	91	20 830	85 542	981	86 523	295 137	3 551	298 688	5 577	304 265	210 888	2 495	213 383
ALL NIPPON AIRWAYS	I	101	12 004	168 415	244	168 659	231 320	1 315	232 635	1 415	234 050	131 468	1 057	132 525
SOUTHWEST AIR LINES	D	19	584	25 834	...	25 834	19 769	...	19 769	944	20 713	7 201	...	7 201
JORDAN														
ROYAL JORDANIAN	I	18	4 869	7 087M	213M	7 300	19 964M	698M	20 662	328M	20 990	12 773M	451M	13 224
MADAGASCAR														
AIR MADAGASCAR	I	10	1 214	15 664	572	16 236	15 556	764	16 320	132	16 452	5 553	286	5 839
MALAYSIA														
MAS	I	37	11 013	101 389	116	101 505	105 704	1 011	106 715	312	107 027	52 557	815	53 372
MEXICO														
AEROMEXICO	I	43	12 524	94 646	184	94 830	136 975	320	137 295	1 491	138 786	83 282	197	83 479
MEXICANA	I	45	14 615	83 309	15	83 324	142 728	28	142 756	...	142 756	92 495	20	92 515
MOZAMBIQUE														
LAM	I	5	1 692	3 277	597	3 874	6 181	1 049	7 230	70	7 300	3 969	628	4 597
NEPAL														
ROYAL NEPAL	I	18	2 437	16 591	...	16 591	26 379	...	26 379	...	26 379	8 508	...	8 508
NETHERLANDS														
TRANSAVIA HOLLAND	I	7	597	2 322	7 774	10 096	1 677	22 023	23 700	135	23 835	997	16 708	17 705
NETHERLINES	I	7	164	12 320	10	12 330	9 898	19	9 917	...	9 917	4 321	3	4 324
NEW ZEALAND														
AIR NEW ZEALAND	I	34	8 229	84 866	198	85 064	109 804	388	110 192	509	110 701	59 015	240	59 255
NIGERIA														
NIGERIA AIRWAYS	I	17	6 632	30 138	...	30 138	45 155	...	45 155	...	45 155	27 366	...	27 366
PAKISTAN														
PIA	I	39	18 991	53 832	217	54 049	103 525	510	104 035	1 102	105 137	53 181	259	53 440
PANAMA														
AIR PANAMA	I	2	393	2 776	-	2 776	5 806	-	5 806	...	5 806	4 535	-	4 535
PAPUA N GUIN														
AIR NIUGINI	I	9	1 572	16 260	124	16 384	16 556	150	16 706	425	17 131	7 961	57	8 018
PERU														
FAUCETT	I	9	1 627	14 694	90	14 784	17 111	121	17 232	...	17 232	11 107	83	11 190
POLAND														
LOT	I	40	6 005	30 220	3 814	34 034	50 398	12 732	63 130	2 105	65 235	27 421	8 840	36 261

SCHEDULED AIRLINE FLEET, PERSONNEL AND UTILIZATION TOTALS FOR 1987 C/

COUNTRY/AIRLINE	TYPE OF AIR-LINE A/	ACFT NUMBER AT THE END OF YEAR	PERS NUMBER AT THE END OF YEAR	NUMBER OF AIRCRAFT DEPARTURES REVENUE SCHED	NUMBER OF AIRCRAFT DEPARTURES REVENUE NON-SCH	NUMBER OF AIRCRAFT DEPARTURES TOTAL	NUMBER OF AIRCRAFT HOURS FLOWN REVENUE SCHED	NUMBER OF AIRCRAFT HOURS FLOWN REVENUE NON-SCH	NUMBER OF AIRCRAFT HOURS FLOWN REVENUE TOTAL	NUMBER OF AIRCRAFT HOURS FLOWN NON-REVENUE TOTAL	NUMBER OF AIRCRAFT HOURS FLOWN TOTAL	KILOMETRES FLOWN (000) REVENUE SCHED	KILOMETRES FLOWN (000) REVENUE NON-SCH	KILOMETRES FLOWN (000) TOTAL
PORTUGAL														
SATA	D	3	548	7 655	21	7 676	4 766	21	4 787	41	4 828	1 207	4	1 211
TAP AIR PORTUGAL	I	25	9 547	26 955	28	26 983	62 112	76	62 188	572	62 760	40 604	52	40 656
REP OF KOREA														
KOREAN AIR	I	52	11 293	59 117	563	59 680	147 609	2 758	150 367	2 075	152 442	89 148	1 575	90 723
RWANDA														
AIR RWANDA	I	5	230	1 866	143	2 009	3 000	200	3 200	...	3 200	553	130	683
SAUDI ARABIA														
SAUDIA	I	106	23 106	91 039	7 481	98 520	167 046	16 805	183 851	2 223	186 074	100 901	10 044	110 945
SCANDINAVIA B/														
SAS	I	105	20 942	199 045	561	199 606	259 401	1 172	260 573	2 770	263 343	138 932	755	139 687
SINGAPORE														
SIA	I	34	10 900	32 902	215	33 117	121 349	678	122 027	7 956	129 983	94 375	566	94 941
SPAIN														
AVIACO	I	30	1 534	34 016	8 498	42 514	30 303	22 669	52 972	86	53 058	14 284	14 559	28 843
IBERIA	I	83	26 417	148 965	264	149 229	239 832	913	240 745	955	241 700	143 783	664	144 447
SRI LANKA														
AIR LANKA	I	5	3 626	5 758	11	5 769	14 116	32	14 148	...	14 148	10 981	19	11 000
SWEDEN														
LINJEFLYG	D	20	2 112	102 094	897	102 991	70 144	1 419	71 563	...	71 563	35 246	816	36 062
SWITZERLAND														
SWISSAIR	I	59	17 908	96 362	568	96 930	175 965	1 049	177 014	719	177 733	110 346	598	110 944
SYRIAN ARAB														
SYRIAN ARAB	I	14	3 588	7 312	303	7 615	16 393	1 112	17 505	184	17 689	9 161	617	9 778
THAILAND														
THAI INTERNATIONAL	I	26	11 433	23 918	95	24 013	86 467	467	86 934	130	87 064	61 786	273	62 059
TAC	I	12	1 527	24 429	159	24 588	18 563	242	18 805	313	19 118	9 460	126	9 586
TUNISIA														
TUNIS AIR	I	13	4 473	12 950	6 649	19 599	24 729	14 684	39 413	24	39 437	14 292	8 650	22 942
USSR														
AEROFLOT	I	98	...	51 769E	9 695	61 464	159 396E	25 712	185 108	...	185 108	125 470E	19 541	145 011
UNTD KINGDOM														
AIR BRIDGE CARRIERS	I	6	133	2 775	1 472	4 247	2 916	2 056	4 972	...	4 972	1 179	945	2 124
AIR EUROPE	I	9	721	1 367	9 886	11 253	3 431	29 563	32 994	...	32 994	2 101	19 249	21 350
BRITISH AIRWAYS	I	165	41 033	204 426	3 821	208 247	420 800	9 501	430 301	...	430 301	262 147	6 498	268 645
BRITISH MIDLAND	I	17	1 581	40 787	1 983	42 770	44 620	4 333	48 953	...	48 953	15 832	2 420	18 252
BRITISH CALEDONIAN	I	27	7 639	34 479	21	34 500	86 403	32	86 435	...	86 435	57 432	19	57 451
BRITISH INTL HELICOP	D	29	424	4 144	44 803	48 947	1 675	18 867	20 542	...	20 542	250	4 278	4 528
BRITANNIA	I	31	2 474	1 191	44 530	45 721	4 437	29 830	34 267	...	34 267	2 941	81 360	84 301
CATHAY PACIFIC	I	25	8 581	26 794	433	27 227	94 050	1 422	95 472	360	95 832	66 961	1 005	67 966
DAN-AIR SERVICES	I	40	3 726	22 413	35 654	58 067	29 083	90 056	119 139	...	119 139	11 983	57 534	69 517
MONARCH AIRLINES	I	8	643	264	14 236	14 500	639	42 111	42 750	...	42 750	413	28 304	28 717
ORION AIRWAYS	I	6	584	677	10 443	11 120	1 774	30 447	32 221	...	32 221	1 086	19 072	20 158
HIGHLAND EXPRESS	I	...	...	...	...	...	...	...	...	...	...	...	...	...
AIR UK	I	22	1 034	45 440	181	45 621	44 756	183	44 939	...	44 939	13 307	54	13 361
BRITISH AIRFERRIES	I	16	188	2 480	12 728	15 208	2 358	14 901	17 259	...	17 259	662	4 531	5 193
VIRGIN ATLANTIC	I	2	577	3 141	12	3 153	11 272	17	11 289	...	11 289	7 662	8	7 670
U R TANZANIA														
AIR TANZANIA	I	8	1 393	12 305	87	12 392	14 305	153	14 458	339	14 797	5 345	78	5 423
UNTD STATES														
AMERICAN	I	410	57 275	637 599	263	637 862	137 587	834	138 421	2 728	141 149	808 869	573	809 442
AIRBORNE EXPRESS	I	34	1 741	28 195	...	28 195	40 805	...	40 805	...	40 805	18 300	...	18 300
USAIR	I	162	15 768	384 977	3 608	388 585	413 323	5 788	419 111	1 346	420 457	259 672	4 078	263 750
ARROW AIRWAYS	I	6	114	1 257	1 587	2 844	3 188	3 829	7 017	429	7 446	2 362	2 805	5 167
AMERICA WEST	I	69	6 132	177 214	-	177 214	199 165	-	199 165	1 406	200 571	126 003	-	126 003
ALASKA	D	52	4 351	80 489	1 132	81 621	102 660	1 891	104 551	704	105 255	67 647	1 313	68 960
MARKAIR	D	9	631	15 079	2 469	17 548	13 895	3 290	17 185	429	17 614	8 106	1 695	9 801
BRANIFF AIRWAYS	I	28	1 837	16 227M	2 879M	19 106	33 974M	3 335M	37 309	220M	37 529	25 090M	2 305M	27 395
CONTINENTAL	I	366	30 763	543 742	1 139	544 881	952 989	2 592	955 581	4 181	959 762	655 086	1 777	656 863
DELTA	I	372	50 039	732 673	663	733 336	63 358	924	64 282	5 049	69 331	743 826	627	744 453
EASTERN	I	290	43 776	528 455	609	529 064	785 953	832	786 785	4 795	791 580	536 670	556	537 226
EVERGREEN INTERNATL	D	37	419	-M	18 885M	18 885	-M	28 561M	28 561	329M	28 890	-M	18 279M	18 279

SCHEDULED AIRLINE FLEET, PERSONNEL AND UTILIZATION TOTALS FOR 1987 C/

COUNTRY/AIRLINE	TYPE OF AIR-LINE A/	ACFT NUMBER AT THE END OF YEAR	PERS NUMBER AT THE END OF YEAR	NUMBER OF AIRCRAFT DEPARTURES REVENUE SCHED	NUMBER OF AIRCRAFT DEPARTURES REVENUE NON-SCH	NUMBER OF AIRCRAFT DEPARTURES TOTAL	NUMBER OF AIRCRAFT HOURS FLOWN REVENUE SCHED	NUMBER OF AIRCRAFT HOURS FLOWN REVENUE NON-SCH	NUMBER OF AIRCRAFT HOURS FLOWN REVENUE TOTAL	NUMBER OF AIRCRAFT HOURS FLOWN NON-REVENUE TOTAL	NUMBER OF AIRCRAFT HOURS FLOWN TOTAL	KILOMETRES FLOWN (000) REVENUE SCHED	KILOMETRES FLOWN (000) REVENUE NON-SCH	KILOMETRES FLOWN (000) TOTAL
UNTD STATES														
FEDERAL EXPRESS	I	188	45 151	149 239	894	150 133	175 665	4 595	180 260	1 281	181 541	91 019	3 679	94 698
TOWER AIR	I	2	421	580	1 054	1 634	4 081	4 903	8 984	1 380	10 364	3 384	4 046	7 430
FLYING TIGER	I	38	6 074	18 838	3 189	22 027	71 911	13 937	85 848	1 409	87 257	57 875	11 475	69 350
HAWAIIAN	D	36	2 344	...	...	...	...	...	...	...	...	...	...	...
MID-WEST EXPRESS	D	6	295	6 883	95	6 978	9 830	132	9 962	52	10 014	6 306	89	6 395
NORTHWEST	I	311	34 172	517 244	413	517 657	833 778	1 860	835 638	3 126	838 764	573 177	1 497	574 674
AIRCAL	I	...	...	26 120	370	26 490	30 861	912	31 773	248	32 021	18 682	624	19 306
PAN AMERICAN	I	119	21 883	141 186	1 608	142 794	305 468	4 433	309 901	2 989	312 890	223 913	2 985	226 898
PRESIDENTIAL AIRWAYS	I	9	658	25 013	525	25 538	33 569	696	34 265	295	34 560	16 058	371	16 429
PIEDMONT AVIATION	I	181	17 818	452 552	410	452 962	437 782	365	438 147	1 913	440 060	259 284	240	259 524
PSA-PACIFIC SOUTHWST	I	58	4 966	178 001	950	178 951	174 181	2 280	176 461	760	177 221	103 323	1 767	105 090
ASPEN	D	15	456	30 095	239	30 334	19 694	433	20 127	497	20 624	7 265	228	7 493
REEVE ALEUTIAN	D	7	213	2 472	167	2 639	4 100	272	4 372	69	4 441	2 347	141	2 488
ALOHA	D	20	1 117	56 025	13	56 038	22 857	16	22 873	289	23 162	11 023	9	11 032
TWA	I	215	30 089	309 646	1 902	311 548	566 395	3 385	569 780	2 188	571 968	405 112	2 422	407 534
AMERICAN TRANS AIR	D	16	1 578	1 646	11 995	13 641	3 422	33 693	37 115	81	37 196	2 555	26 551	29 106
UNITED	I	378	59 669	668 284	1 047	669 331	216 586	1 823	218 409	6 509	224 918	885 240	1 294	886 534
WESTERN	I	...	...	45 439	-	45 439	72 603	-	72 603	216	72 819	51 027	-	51 027
SOUTHWEST	D	60	5 281	246 041	279	246 320	227 822	601	228 423	767	229 190	145 665	406	146 071
WORLD AIRWAYS INC	I	5	472	...	...	...	...	...	...	...	...	...	...	...
AIR WISCONSIN	D	30	1 139	87 294	-	87 294	49 175	-	49 175	1 226	50 401	18 000	-	18 000
MIDWAY AIRLINES	D	38	2 304	65 636	368	66 004	98 874	414	99 288	500	99 788	65 378	309	65 687
NORTHERN AIR CARGO	D	14	163	7 292	547	7 839	9 831	746	10 577	100	10 677	3 575	262	3 837
ZANTOP INTERNATIONAL	D	44	1 391	10 176	15 393	25 569	18 962	24 253	43 215	873	44 088	9 552	11 449	21 001
FLORIDA EXPRESS	D	17	984	25 452M	682M	26 134	30 893M	1 015M	31 908	...M	31 908	16 159M	301M	16 460
HORIZON AIR	D	40	1 341	115 546	148	115 694	63 112	191	63 303	3 498	66 801	28 057	97	28 154
AIR AMERICA	D	1	273	482M	369M	851	2 003M	1 187M	3 190	459M	3 649	1 610M	953M	2 563
URUGUAY														
PLUNA	I	4	911	4 301	...	4 301	8 333	...	8 333	63	8 396	4 758	...	4 758
VENEZUELA														
LAV	I	21	2 356	42 649	1 248	43 897	39 609	1 772	41 381	874	42 255	15 461	776	16 237
VIASA	I	7	3 188	10 903	...	10 903	27 354	...	27 354	...	27 354	20 847	...	20 847
AVENSA	I	19	2 360	...	...	...	...	...	...	...	...	...	...	...
YEMEN														
YEMEN AIRWAYS	I	7	1 875	9 725	-	9 725	16 314	-	16 314	145	16 459	7 827	-	7 827
YUGOSLAVIA														
ADRIA AIRWAYS	I	11	839	9 446	11 597	21 043	10 054	21 723	31 777	207	31 984	4 293	13 654	17 947
JAT	I	33	7 867	51 081	7 237	58 318	72 708	13 443	86 151	...	86 151	39 201	7 794	46 995
ZAIRE														
AIR ZAIRE	I	5	2 710	3 598M	84M	3 682	6 958M	455M	7 413	71M	7 484	4 300M	349M	4 649

Notes: A/ I - International; D - Domestic

B/ Scandinavia - 3 European States: Denmark, Norway and Sweden.

C/ The operational data (departures, hours and kilometres) used in this table and other Part A tables of this Digest are derived from the ICAO Traffic Statistics Programme whereas the corresponding data in Parts B and C are derived from the ICAO Fleet and Personnel Programme. In some instances, therefore, discrepancies may be found between the two sets of data.

NON-SCHEDULED OPERATORS FLEET, PERSONNEL AND UTILIZATION TOTALS FOR 1987

COUNTRY/OPERATOR	TYPE OF OPERATOR a/	FLEET	PERSONNEL	REVENUE	
		Number at the End of the year		Hours Flown (Number)	Kilometres Flown (000)
AUSTRIA					
AUSTRIAN AIR TRANSPORT	I	...	..	13 312	8 049
BELGIUM					
AIR BELGIUM	I	1	27	3 589	2 497
DELTA AIR	I	6	95	5 499	2 200 *
EUROPEAN AIR TRANSPORT	I	11	73	4 687	1 634
SOBELAIR	I	5	88	12 841	8 505
CANADA					
WORLDWAYS CANADA	I	6	626	14 464	11 708
CHILE					
TAXPA	I	5	4	...	...
AEROMET	D	3	12	...	...
AEROREINARZ	D	1	1	...	...
AKROS	D	1	2	...	...
ALFA HELICOPTERS	D	1	10	...	...
HALCON	D	1	1	...	...
S.A. LITORAL	D	5	27	...	...
TA DON CARLOS	D	4	15	...	...
TA 248	D	3	13	...	...
DENMARK					
CIMBER AIR	I	4	104	1 800 *	720 *
CONAIR	I	4	403	11 798	10 028
STERLING	I	19	1 395	49 818	35 236
DOMINICAN REPUBLIC					
TRADO	I	1	19	259	102
EL SALVADOR					
AESA	I	2	34	488	215
MSF	I	11	26	55	39
TAES	I	5	...	370 *	164
FRANCE					
AEROMARITIME	I	..	48	67	55
AIR CHARTER INT'L	I	8	45	...	...
SFAIR	I	3	67	3 591	942
GERMANY, FEDERAL REPUBLIC OF					
AERO-LLOYD	I	9	362	25 843	18 284
CONDOR	I	18	1 317	58 931	39 362
DLT GERMAN COMMUTER	I	18	465	38 770 *	17 975 *
GERMAN CARGO	I	5	237	13 265	107640
HAPAG-LLOYD	I	13	995	76 816	39 428
LTS	I	3	241	9 945	7 526
LTU	I	9	1 127	35 211	27 573
SAT FLUGGESELLSCHAFT	I	3	77	6 542	5 286
WDL FLUGDIENST	I	7	56	7 019	2 912
GHANA					
GEMINI AIRLINES	I	...	...	...	...
INDONESIA					
BALI AIR	I	11	53	...	...

TABLE A-2 (CONT'D)

NON-SCHEDULED OPERATORS FLEET, PERSONNEL AND UTILIZATION TOTALS FOR 1987

COUNTRY/OPERATOR	TYPE OF OPERATOR a/	FLEET	PERSONNEL	REVENUE	
		Number at the End of the year		Hours Flown (Number)	Kilometres Flown (000)
MALAYSIA					
SABAH AIR	I	10	...	...	...
HORNBILL SKYWAYS	D	9	115	...	...
MALAYSIAN HELICOPTER	D	14	298	...	...
WIRA KRIS UDARA	D	1	15	...	...
NETHERLANDS, KINGDOM OF THE					
AIR HOLLAND	I	2	96	...	...
MARTINAIR HOLLAND	I	12	826	27 988	20 991
SCANDINAVIA b/					
SCANAIR	I	8	737	38 227	32 000
SPAIN					
AIR EUROPA	I	8	400	18 646	15 110
AIR TRUCK	I	2	50	1 100	734
AUDELI	I	6	38	...	...
CANAFRICA	I	4	104	6 061	3 800
HISPANIA	I	5	212	15 431	10 675
LTE INTERNATIONAL	I	2	99	771	595
SWEDEN					
TRANSWEDE	I	6	240	16 784	12 033
SWITZERLAND					
BALAIR	I	6	412	15 933	11 475
CTA	I	3	129	7 706	4 510
UNITED KINGDOM					
AIR 200	I	2	144	6 860	4 750
AIRWAYS INT'L CYMRU	I	5	137	10 653	6 488
BRISTOW HELICOPTERS	I	62	1 426	45 040	9 371
BRITISH ISLAND	I	7	298	19 812	11 435
CAL AIR INT'L	I	3	293	9 886	7 144
HEAVYLIFT CARGO	I	4	81	3 038	1 273
UNITED STATES					
BUFFALO AIRWAYS	I	1	86	...	...
FIVE STAR	I	2	114	1 463	931
FLORIDA WEST	I	4	228	5 380	4 002
GULFAIR TRANSPORT	I	10	246	9 498	6 180
INDEPENDENT AIR	I	2	78	1 325	1 051
INTERSTATE AIRLINES	I	18	425	26 175	18 125
JET FLEET	I	-	-	69	27
KEY AIRLINES	I	8	235	11 098	7 150
MILLON AIR	I	2	18	...	...
RICH INT'L	I	3	95	3 682	3 356
ROSENBALM AVIATION	I	21	348	31 807	24 339
SKYWORLD	I	10	300	8 932	6 702
SOUTHERN AIR TRANSPORT	I	17	588	48 295	25 488
SUN COUNTRY	I	5	150	6 398	6 235
TRANS-AIR LINK	I	6	92	3 450	1 397
TRANS INT'L	I	7	83	...	...
EMERALD AIR	D	6	125	...	...
EXPRESS ONE	D	8	118	...	...
YOUGOSLAVIA					
AVIOGENEX	I	8	360	12 231	8 089

NOTES: a/ I = International.
D - Domestic.
b/ Scandinavia = 3 European States: Denmark, Norway and Sweden.

UTILIZATION PER AIRCRAFT - SCHEDULED SERVICES (REVENUE)

COUNTRY	AIRLINE	TYPE OF AIRLINE A/	DISTANCE PER HOUR FLOWN KMH	NUMBER OF SEATS AVAILABLE	NUMBER OF PASSENGERS CARRIED	PASSENGER LOAD FACTOR %	PASSENGER LOAD KGS	CARGO LOAD KGS	MAIL LOAD KGS	TOTAL KGS	LOAD CAPACITY AVAILABLE KGS	WEIGHT LOAD FACTOR %
AUSTRALIA	ANSETT OF AUSTRALIA	D	587	129	95	74	8 556	1 112	158	9 826	16 722	59
	ANSETT WA	D	578	67	46	69	4 160	251	62	4 473	7 387	61
	QANTAS	I	783	342	239	70	22 321	9 041	568	31 930	45 013	71
	AUSTRALIAN AIRLINES	D	615	143	108	76	9 726	907	178	10 811	16 891	64
	AIR NSW	D	453	52	32	62	2 841	52	21	2 915	5 265	55
	IPEC AVIATION	D	386	...	...	...	...	9 922	-	9 922	14 453	69
AUSTRIA	AUA	I	519	125	66	53	6 127	782	161	7 070	14 776	48
BARBADOS	CARIBBEAN AIR CARGO	I	239	...	...	...	...	3 569	-	3 569	7 558	47
BELGIUM	SABENA	I	611	154	104	68	9 384	9 348	394	19 126	26 970	71
BOLIVIA	LAB	I	599	126	81	64	7 110	2 248	125	9 483	13 591	70
BOTSWANA	AIR BOTSWANA	I	306	28	14	50	1 260	77	18	1 355	2 873	47
BRAZIL	TRANSBRASIL	D	678	133	87	65	7 145	2 472	7	9 624	19 245	50
	VARIG	I	616	175	113	65	10 407	7 725	162	18 293	34 586	53
	CRUZEIRO	I	520	126	85	67	6 971	1 510	17	8 498	16 257	52
	TAM	D	285	29	16	55	1 201	152	165	1 518	3 004	51
	VASP	D	511	122	78	64	6 303	1 330	136	7 769	13 998	56
	NORDESTE	D	281	12	6	50	438	-	234	672	1 231	55
	RIO-SUL	D	273	26	14	54	1 145	40	276	1 461	2 577	57
	TABA	D	303	25	16	64	1 309	115	54	1 478	2 216	67
CANADA	AIR CANADA	I	601	157	111	71	10 036	3 347	473	13 856	25 203	55
	CP AIR	I	636	154	108	70	9 830	2 326	195	12 351	22 348	55
CHILE	AEROVIAS DAP	I	236	17	11	65	962	-	-	962	2 723	35
	LAN CHILE	I	683	132	82	62	7 372	6 514	138	14 024	23 920	59
	LADECO	I	661	105	60	57	5 390	1 366	22	6 777	12 991	52
COLOMBIA	ARCA	I	751	...	...	...	...	13 616	-	13 616	17 963	76
	AVIANCA	I	540	145	93	64	8 297	4 292	153	12 742	21 665	59
	LAC	I	627	...	...	...	...	25 023	-	25 023	...	...
	SAM	I	529	119	84	71	8 532	1 084	25	9 641	12 269	79
	TAMPA-COLOMBIA	I	768	...	...	...	...	22 944	-	22 944	35 355	65
COSTA RICA	LACSA	I	663	135	80	59	8 964	3 985	97	13 046	17 853	73
CYPRUS	CYPRUS AIRWAYS	I	636	186	137	74	12 357	2 629	111	15 097	22 855	66
CZECHOSLOVAK	CSA	I	727	120	85	71	7 639	671	184	8 494	12 651	67
DENMARK	MAERSK AIR	I	381	63	40	63	3 567	1	1 156	3 568	6 619	54
GREENLAND DK	GREENLANDAIR	I	280	24	15	63	1 388	183	-	1 571	2 056	76
DOMINICAN R	CDA (DOMINICANA)	I	383	146	89	61	8 021	1 305	-	9 326	15 024	62
	DOMINAIR	I	417	18	10	56	939	-	-	939	1 601	59
ETHIOPIA	ETHIOPIAN	I	519	118	64	54	6 168	4 466	162	10 797	20 120	54
FINLAND	FINNAIR	I	538	134	87	65	7 699	2 208	190	10 097	17 982	56
	KAR AIR	D	323	65	33	51	2 850	93	-	2 943	6 607	45
FRANCE	AIR FRANCE	I	629	208	145	70	13 026	13 441	390	26 857	39 753	68
	AIR INTER	D	464	196	137	70	11 194	455	64	11 712	19 323	61
	UTA	I	778	268	179	67	16 101	13 966	773	30 840	53 415	58
GERMANY FED.	LUFTHANSA	I	566	169	112	66	10 812	11 459	491	22 762	33 790	67
GREECE	OLYMPIC	I	510	212	139	66	12 485	2 031	191	14 708	29 482	50
GUATEMALA	AVIATECA	I	719	103	62	60	5 558	4 270	-	9 828	19 946	49
ICELAND	ICELANDAIR	I	592	179	136	76	12 274	1 229	289	13 793	19 720	70
	ARNARFLUG/EAGLE AIR	I	619	51	32	63	2 875	1 781	103	4 758	7 901	60
INDIA	INDIAN AIRLINES	I	523	160	120	75	9 857	1 544	256	11 657	16 251	72
INDONESIA	BOURAQ INDONESIA	D	318	45	30	67	2 241	271	33	2 545	3 852	66
IRAN	IRAN AIR	I	496	216	174	81	15 618	5 036	500	21 154	31 840	66
	IRAN ASSEMAN	D	818	69	55	80	5 310	-	-	5 310	6 690	79
ITALY	ALITALIA	I	559	220	142	65	12 803	8 355	256	21 414	31 815	67

UTILIZATION PER AIRCRAFT - SCHEDULED SERVICES (REVENUE)

COUNTRY	AIRLINE	TYPE OF AIRLINE A/	DISTANCE PER HOUR FLOWN KMH	NUMBER OF SEATS AVAILABLE	NUMBER OF PASSENGERS CARRIED	PASSENGER LOAD FACTOR %	PASSENGER LOAD KGS	CARGO LOAD KGS	MAIL LOAD KGS	TOTAL KGS	LOAD CAPACITY AVAILABLE KGS	WEIGHT LOAD FACTOR %
ITALY	ATI	D	428	129	87	67	7 799	267	31	8 097	12 957	62
JAPAN	JAPAN ASIA AIRWAYS	I	668	305	249	82	23 119	13 788	257	37 163	45 714	81
	JAPAN AIR SYSTEM	D	465	147	95	65	6 476	752	313	7 542	15 169	50
	JAL	I	715	295	209	71	18 695	15 152	687	34 535	50 484	68
	ALL NIPPON AIRWAYS	I	568	280	178	64	13 792	2 514	363	16 669	33 582	50
	SOUTHWEST AIR LINES	D	364	103	73	71	4 946	546	128	5 620	9 664	58
JORDAN	ROYAL JORDANIAN	I	644	218	127	58	11 402	6 744	115	18 260	35 038	52
MADAGASCAR	AIR MADAGASCAR	I	357	115	76	66	6 641	3 789	242	10 672	20 316	53
MALAYSIA	MAS	I	497	192	145	76	13 603	6 533	216	20 352	26 613	76
MEXICO	AEROMEXICO	I	608	150	94	63	7 743	924	29	8 696	16 599	52
	MEXICANA	I	648	175	105	60	8 740	991	25	9 757	19 032	51
MOZAMBIQUE	LAM	I	642	189	107	57	9 794	2 178	205	12 178	20 644	59
NEPAL	ROYAL NEPAL	I	323	59	40	68	3 351	692	...	4 043	7 037	57
NETHERLANDS	TRANSAVIA HOLLAND	I	595	91	44	48	3 994	210	-	4 204	10 205	41
	NETHERLINES	I	437	20	9	45	828	-	-	828	2 454	34
NEW ZEALAND	AIR NEW ZEALAND	I	537	231	162	70	15 231	5 676	232	21 139	30 159	70
NIGERIA	NIGERIA AIRWAYS	I	606	116	60	52	5 366	1 361	233	6 960	23 004	30
PAKISTAN	PIA	I	514	230	146	63	13 117	6 165	118	19 400	35 056	55
PANAMA	AIR PANAMA	I	781	140	73	52	6 595	1 767	120	8 482	13 476	63
PAPUA N GUIN	AIR NIUGINI	I	481	98	62	63	5 572	1 083	134	6 789	11 566	59
PERU	FAUCETT	I	649	143	110	77	9 892	2 937	6	12 835	18 193	71
POLAND	LOT	I	544	114	84	74	7 173	377	97	7 647	11 999	64
PORTUGAL	SATA	D	253	46	31	67	2 820	283	69	3 171	4 812	66
	TAP AIR PORTUGAL	I	654	173	123	71	11 030	3 061	290	14 381	23 372	62
REP OF KOREA	KOREAN AIR	I	604	222	163	73	14 939	18 185	371	33 495	45 608	73
RWANDA	AIR RWANDA	I	184	48	15	31	1 076	17 293	-	18 369	35 919	51
SAUDI ARABIA	SAUDIA	I	604	266	155	58	13 950	4 492	212	18 654	39 608	47
SCANDINAVIA	SAS B/	I	536	137	95	69	8 409	2 737	353	11 499	17 470	66
SINGAPORE	SIA	I	778	358	264	74	25 236	13 317	443	38 996	53 171	73
SPAIN	AVIACO	I	471	103	70	68	5 888	375	43	6 306	12 401	51
	IBERIA	I	600	191	135	71	12 133	3 624	258	16 014	24 234	66
SRI LANKA	AIR LANKA	I	778	265	177	67	15 901	4 470	135	20 506	33 014	62
SWEDEN	LINJEFLYG	D	502	71	44	62	3 723	102	22	3 846	8 239	47
SWITZERLAND	SWISSAIR	I	627	195	124	64	12 109	6 648	462	19 219	30 094	64
SYRIAN ARAB	SYRIAN ARAB	I	559	172	86	50	7 779	1 475	-	9 254	20 108	46
THAILAND	THAI INTERNATIONAL	I	715	287	203	71	18 351	7 909	515	26 775	39 170	68
	TAC	I	510	149	96	64	8 176	338	16	8 531	18 239	47
TUNISIA	TUNIS AIR	I	578	148	97	66	8 558	1 305	110	9 973	15 219	66
USSR	AEROFLOT	I	787	1 834	1 595	87	43 500	22 533	4 188	70 221	196 545	36
UNTD KINGDOM	AIR BRIDGE CARRIERS	I	404	...	...	...	...	10 273	-	10 273	17 049	60
	AIR EUROPE	I	612	143	107	75	8 556	436	14	9 006	13 949	65
	BRITISH AIRWAYS	I	623	245	176	72	16 353	5 189	622	22 164	32 191	69
	BRITISH MIDLAND	I	355	84	50	60	3 914	51	73	4 038	8 633	47
	BRITISH CALEDONIAN	I	665	227	142	63	12 951	7 249	616	20 815	35 004	59
	BRITISH INTL HELICOP	D	149	26	20	77	1 644	56	-	1 700	2 220	77
	BRITANNIA	I	663	166	135	81	11 440	18	-	11 458	14 156	81
HONG KONG	CATHAY PACIFIC	I	712	346	255	74	24 414	14 565	609	39 588	55 366	72
UK UNTD KINGDOM	DAN-AIR SERVICES	I	412	81	51	63	4 048	157	30	4 236	6 469	65
	MONARCH AIRLINES	I	646	151	101	67	8 492	121	-	8 613	13 792	62
	ORION AIRWAYS	I	612	140	117	84	9 390	6	-	9 397	13 180	71
	HIGHLAND EXPRESS	I	677	450	234	52	18 719	2 116	-	20 836	52 776	39
	AIR UK	I	297	45	26	58	2 192	118	4	2 314	4 719	49

UTILIZATION PER AIRCRAFT - SCHEDULED SERVICES (REVENUE)

COUNTRY	AIRLINE	TYPE OF AIRLINE A/	DISTANCE PER HOUR FLOWN KMH	NUMBER OF SEATS AVAILABLE	NUMBER OF PASSENGERS CARRIED	PASSENGER LOAD FACTOR %	PASSENGER LOAD KGS	CARGO LOAD KGS	MAIL LOAD KGS	TOTAL KGS	LOAD CAPACITY AVAILABLE KGS	WEIGHT LOAD FACTOR %
UNTD KINGDOM	BRITISH AIRFERRIES	I	281	51	25	49	2 069	414	-	2 483	4 606	54
(CONT'D)	VIRGIN ATLANTIC	I	680	376	288	77	26 703	9 651	-	36 354	57 412	63
U R TANZANIA	AIR TANZANIA	I	374	68	47	69	4 201	467	69	4 736	7 878	60
UNTD STATES	AMERICAN	I	711	173	111	64	10 082	775	278	11 135	21 005	53
	USAIR	I	628	120	78	65	7 102	83	260	7 445	13 187	56
	AMERICA WEST	I	633	132	74	56	6 704	97	36	6 837	14 319	48
	ALASKA	D	659	126	70	56	6 343	742	387	7 472	16 167	46
	BRANIFF AIRWAYS	I	746	159	104	65	9 459	465	16	9 940	16 623	60
	CONTINENTAL	I	687	157	97	62	8 812	913	226	9 951	19 541	51
	DELTA	I	700	169	95	56	8 596	727	411	9 733	20 057	49
	EASTERN	I	683	168	108	64	9 822	651	435	10 908	19 316	56
	FEDERAL EXPRESS	I	518	...	...	...	...	16 640	...	16 640	29 265	57
	FLYING TIGER	I	805	-	-	-	-	58 695	2 302	60 997	82 210	74
	NORTHWEST	I	687	172	111	65	10 076	3 106	567	13 749	25 018	55
	AIRCAL	I	605	101	55	54	5 021	144	188	5 353	10 773	50
	PAN AMERICAN	I	733	296	186	63	16 911	3 825	914	21 650	35 665	61
	PIEDMONT AVIATION	I	592	118	71	60	6 458	215	152	6 824	13 456	51
	PSA-PACIFIC SOUTHWST	I	593	124	69	56	6 272	138	85	6 495	13 731	47
	ALOHA	D	482	108	59	55	5 315	717	23	6 055	12 060	50
	TWA	I	715	206	131	64	11 843	1 476	807	14 125	25 028	56
	AMERICAN TRANS AIR	D	747	134	99	74	8 963	-	-	8 963	12 187	74
	UNITED	I	728	183	120	66	10 871	1 510	498	12 879	22 110	58
	WESTERN	I	703	153	82	54	7 439	705	316	8 460	17 594	48
	SOUTHWEST	D	639	127	75	59	6 765	19	-	6 785	15 160	45
	WORLD AIRWAYS INC	I	-	-	-	-	-	-	-	-	-	-
	AIR WISCONSIN	D	366	65	30	46	2 766	13		2 779	6 541	42
	MIDWAY AIRLINES	D	661	110	63	57	5 735	-	-	5 735	12 319	47
	ZANTOP INTERNATIONAL	D	504	...	...	...	...	10 436	160	10 597	21 750	49
	AIR AMERICA	D	804	554	241	44	21 896	391	-	22 287	34 334	65
URUGUAY	PLUNA	I	571	143	96	67	8 653	454	38	9 145	14 903	61
VENEZUELA	LAV	I	390	130	77	59	6 122	134	17	6 273	9 458	66
	VIASA	I	762	243	113	47	10 219	5 155	163	15 537	32 833	47
YEMEN	YEMEN AIRWAYS	I	480	134	67	50	6 117	869	157	7 143	16 365	44
YUGOSLAVIA	ADRIA AIRWAYS	I	427	112	67	60	12 081	89	-	12 171	23 569	52
	JAT	I	539	183	126	69	12 024	2 517	87	14 628	22 179	66
ZAIRE	AIR ZAIRE	I	631	138	75	54	6 750	8 096	74	14 920	33 352	45

Notes: A/ I - International; D - Domestic

B/ Scandinavia - 3 European States: Denmark, Norway and Sweden.

C/ Airlines for which traffic data are not available do not appear in this table.

COUNTRY/OPERATOR	TYPE OF OPERATOR a/	UTILIZATION PER AIRCRAFT - REVENUE						
		Distance per Hour Flown Kmh	Number of Seats Available	Number of Passengers Carried	Passenger Load Factor %	Total Load Carried Kgs	Load Capacity Available Kgs	Weight Load Factor %
AUSTRIA								
AUSTRIAN AIR TRANSPORT	I	605	131	105	80	9 008	15 513	58
BELGIUM								
AIR BELGIUM	I	696	149	120	81	10 538	13 115	80
DELTA AIR	I	400	52	22	42	1 991	4 500	44
EUROPEAN AIR TRANSPORT	I	349	3	2	67	1 083	1 836	59
SOBELAIR	I	662	142	109	77	9 648	14 144	68
CANADA								
WORLDWAYS CANADA	I	798	168	146	87	13 241	29 497	45
CHILE								
TAXPA	I	...	...	...	...	...	...	...
AEROMET	D	...	...	...	...	...	...	...
AEROREINARZ	D	...	...	...	...	...	...	...
AKROS	D	...	...	...	...	...	...	...
ALFA HELICOPTERS	D	...	...	...	...	...	...	...
HALCON	D	...	...	...	...	...	...	...
SA LITORAL	D	...	...	...	...	...	...	...
TA 248	D	...	...	...	...	...	...	...
TA DON CARLOS	D	...	...	...	...	...	...	...
DENMARK								
CIMBER AIR	I	400 *	50	24	48	2 200 *	4 800 *	46
CONAIR	I	850	217	212	98	23 130	24 624	94
STERLING	I	707	160	146	91	12 168	14 189	86
DOMINICAN REPUBLIC								
TRADO	I	394	..	..	..	13 225	27 450 *	48
EL SALVADOR								
AESA	I	441	...	...	...	...	...	...
MSF	i	709	..	..	..	34 769	40 744	85
TAES	I	443	..	..	..	4 900 *	14 000 *	35
FRANCE								
AEROMARITIME	I	821	262	201	77	29 855	36 364	82
AIR CHARTER INT'L	I	...	...	...	...	...	...	...
SFAIR	I	262	..	..	..	21 237	2 3036	92
GERMANY, FEDERAL REPUBLIC OF								
AERO-LLOYD	I	708	124	106	85	9 750 *	10 500 *	93
CONDOR	I	668	233	198	85	18 857	22 152	85
DLT GERMAN COMMUTER	I	465 *	29	22	76	1 950 *	2 710 *	72
GERMAN CARGO	I	811	..	..	..	20 379	29 414	69
HAPAG-LLOYG	I	513	133	117	88	10 575	12 208	87
LTS	I	757	196	168	86	15 078	20 050	75
LTU	I	783	323	276	85	26 422	30 835	86
SAT FLUGGESELSCHAFT	I	808	263	216	82	20 547	22 701	91
WDL FLUGDIENST	I	416	40	18	45	1 388	3 306	42
GHANA								
GEMINI AIRLINES	I	...	...	...	...	...	...	...
INDONESIA								
BALI AIR	I	...	...	...	...	...	...	...
MALAYSIA								
SABAH AIR	I	...	...	...	...	...	...	...
HORNBILL SKYWAYS	D	...	...	...	...	...	...	...
MALAYSIAN HELICOPTER	D	...	...	...	...	...	...	...
WIRA KRIS UDARA	D	...	...	...	...	...	...	...

COUNTRY/OPERATOR	TYPE OF OPERATOR a/	UTILIZATION PER AIRCRAFT - REVENUE						
		Distance per Hour Flown Kmh	Number of Seats Available	Number of Passengers Carried	Passenger Load Factor %	Total Load Carried Kgs	Load Capacity Available Kgs	Weight Load Factor %
NETHERLANDS, KINGDOM OF THE								
AIR HOLLAND	I	...	...	...	...	...	...	...
MARTINAIR HOLLAND	I	750	204	163	80	48 546	60 682	80
SCANDINAVIA								
SCANAIR	I	837	225	209	93	18 793	22 344	84
SPAIN								
AIR EUROPA	I	810	149	132	89	11 848	15 982	74
AIR TRUCK	I	667	..	..	..	921	3 896	24
AUDELI	I	...	...	...	...	...	...	...
CANAFRICA	I	627	184	169	92	15 182	19 513	78
HISPANIA	I	692	133	110	83	10 472	13 323	79
LTE INTERNATIONAL	I	772	201	153	76	14 501	20 072	72
SWEDEN								
TRANSWEDE	I	717	123	111	90	10 010	15 250	66
SWITZERLAND								
BALAIR	I	720	225	186	83	16 706	23 973	70
CTA	I	585	98	78	80	6 821	8 686	79
UNITED KINGDOM								
AIR 2000	I	692	22	205	90	17 473	20 456	85
AIRWAYS INT'L CYMRU	I	609	126	108	86	8 107	11 236	72
BRISTOW HELICOPTERS	I	208	17	11	65	1 061	1 597	66
BRITISH ISLAND	I	577	109	94	86	7 534	9 366	80
CAL AIR INT'L	I	723	378	338	89	27 167	34 885	78
HEAVYLIFT CARGO	I	419	..	..	..	14 195	31 683	45
UNITED STATES								
BUFFALO AIRWAYS	I	...	...	...	...	...	...	...
FIVE STAR	I	636	416	343	82	31 098	41 378	75
FLORIDA WEST	I	744	..	..	..	23 190	34 482	67
GULF AIR TRANSPORT	I	651	137	108	79	9 797	12 998	75
INDEPENDENT AIR	I	793	190	148	78	13 457	22 759	59
INTERSTATE AIRLINES	I	692	..	..	..	21 825	39 056	56
JET FLEET	I	391	25	17	68	1 519	7 444	20
KEY AIRLINES	I	644	126	87	69	7 927	10 781	74
MILLON AIR	I	...	...	...	...	...	...	...
RICH INTERNATIONAL	I	911	192	138	71	12 521	16 908	74
ROSENBALM AVIATION	I	765	..	..	..	31 698	47 412	67
SKYWORLD	I	750	180	154	86	13 983	23 509	59
SOUTHERN AIR TRANSPORT	I	528	..	..	..	14 227	21 699	66
SUN COUNTRY	I	975	242	205	85	18 638	22 002	85
TRANS-AIR LINK	I	405	..	..	..	9 176	12 963	71
TRANS INT'L	I	...	...	...	...	...	...	...
EMERALD AIR	D	...	...	...	...	...	...	...
EXPRESS ONE	D	...	...	...	...	...	...	...
YUGOSLAVIA								
AVIOGENEX	I	661	122	102	84	9 148	11 824	77

Note: a/ I = International
D = Domestic

PART B

STATISTICS BY TYPES OF AIRCRAFT

1987

PARTIE B

STATISTIQUES PAR TYPE D'AÉRONEF

1987

PARTE B

ESTADISTICAS POR TIPO DE AERONAVE

1987

ЧАСТЬ В

СТАТИСТИЧЕСКИЕ ДАННЫЕ ПО ТИПАМ ВОЗДУШНЫХ СУДОВ

1987

PART: B1 FIXED WING TURBO-JET AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
								Number of Departures			Number of Hours Flown			Average Daily Revenue Hours
MANUFACTURER AND MODEL / CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	
BAC ONE ELEVEN ALL SERIES														
CYPRUS AIRWAYS	PAS	3	-	-	3	99	47.0	3 291	3 212	4	6 239	6 080	4	5.6
BRITISH AIRWAYS	PAS	...B	-	Z	...B	79	39.9	...B	...B	...B	...B	...B	...B	...B
BRITISH AIRWAYS	PAS	6C	-	1C	5C	79	39.9	10 830C	10 785C	45C	11 791C	11 690C	101C	6.1C
BRITISH AIRWAYS	PAS	21	-	-	21	99	43.5	27 563	26 808	755	33 827	32 333	1 494	4.4
BRITISH CALEDONIAN	PAS	13	1	-	14	99	45.2	25 760	25 745	15	29 400	29 377	23	6.2
DAN-AIR SERVICES	PAS	2	-	-	2	75 89	36.0	3 235	3 196	39	4 183	4 116	67	5.7
DAN-AIR SERVICES	PAS	...B	Z	Z	...B	89	39.5	...B	...B	...B	...B	...B	...B	...B
DAN-AIR SERVICES	PAS	3C	1C	1C	3C	89	44.2	5 621C	5 494C	127C	7 545C	7 239C	306C	5.7C
DAN-AIR SERVICES	PAS	11	-	1	10	119	47.0	14 322	1 122	13 200	30 771	1 681	29 090	7.8
AIR UK	PAS	1	-	-	1	79	39.9	2 363	2 350	13	2 029	2 013	16	5.6
USAIR	PAS	20	-	-	20	79	36.0	54 523	54 521	2	46 464	...	...	6.4Y
ADRIA AIRWAYS LI	PAS	-	3	3	-	117	47.0	1 070	677	393	1 463	620	843	2.8
TOTAL SCHED. INTERNATIONAL		80 M	5 M	6 M	79 M			148 578 M	133 910 M	14 593 M	173 712 M	95 149 M	31 944 M	5.9
AIR WISCONSIN	PAS	1	-	1	-	76	36.0	-	-	-	-	-	-	-
FLORIDA EXPRESS	PAS	16	1	-	17	79 84	44.7	32 083	31 541	542	40 709	...	...	7.5Y
TOTAL SCHED. DOMESTIC		17	1	1	17			32 083	31 541	542	40 709	...	...	7.5
AIRWAYS INTL. CYMRU	PAS	2	-	-	2	79 89	40.1	2 394	..	2 394	3 381	..	3 381	5.3
BRITISH ISLAND	PAS	1	-	-	1	89	39.5	...B	..	...B	...B	..	...B	...B
BRITISH ISLAND	PAS	1	1	-	2	89	40.5	3 179C	..	3 179C	6 424C	..	6 424C	6.5C
BRITISH ISLAND	PAS	4	-	-	4	119	46.5	5 040	..	5 040	11 382	..	11 382	7.8
JET FLEET	PAS	1	-	1	-	74 79	35.6	40	..	40	69	..	69	.4
TOTAL NON-SCHED. INTERNAT'L.		9	1	1	9			10 653 M	..	10 653 M	21 256 M	..	21 256 M	...
TOTAL ALL OPERATIONS		106 M	7 M	8 M	105 M			191 314 M	165 451 M	25 788 M	235 677 M	95 149 M	53 200	6.1
BAE-146 100 & 200 SERIES														
DAN-AIR SERVICES	PAS	3	1	1	3	88	41.4	6 922	6 229	693	8 769	7 212	1 557	7.4
AIR UK	PAS	-	1	-	1	100	42.0	107	107	-	91	91	-	3.4
AMERICAN	PAS	-	6	-	6	85	34.0- 40.6	12 931	12 930	1	13 611	...	...	8.1Y
AIRCAL	PAS	6	-	6	-	85	34.0	4 265	4 205	60	4 519	...	...	8.4Y
PRESIDENTIAL AIRWAYS	PAS	5	3	-	8	85	40.6	13 974	13 853	121	22 199	...	...	9.5Y
PSA-PACIFIC SOUTHWST	PAS	22	2	1	23	79 83	34.0- 40.6	73 090	73 090	-	68 982	...	...	8.6Y
TOTAL SCHED. INTERNATIONAL		36	13	8	41			111 289	110 414	875	118 171	7 303 M	1 557 M	8.5
ANSETT WA	PAS	2	-	-	2	75	40.6	5 037	4 193	748	7 112	6 115	781	9.5
SATA LI	PAS	-	1	1	-	84	38.0	488	488	-	248	248	-	4.0
ASPEN	PAS	-	4	-	4	86	34.0	9 809	9 668	141	6 147	...	...	5.5Y
AIR WISCONSIN	PAS	10	-	-	10	100	40.6	28 407	28 407	-	15 762	15 378	-	4.8
TOTAL SCHED. DOMESTIC		12	5	1	16			43 741	42 756	889	29 269	21 741 M	781 M	5.6
TOTAL ALL OPERATIONS		48	18	9	57			155 030	153 170	1 764	147 440	29 044 M	2 338 M	7.8
BOEING 707 300 & 400 SERIES														
CARIBBEAN AIR CARGO	FRT	2	-	-	2	FRT	150.0	1 265	1 265	-	3 064	3 064	-	5.0
LAB	PAS	1	-	1	-	178	148.6	645	632	13	1 463	1 401	62	6.1
LAB	FRT	1	1	-	2	FRT	146.7	462	-	462	1 728	-	1 728	5.3
VARIG	PAS	4	-	4	-	140	150.0	502	415	34	2 259	2 022	116	2.9

PART: B1 (CONT'D) FIXED WING TURBO-JET AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL / CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
BOEING 707 300 & 400 SERIES (CONT'D)														
VARIG	FRT	5	-	-	5	FRT	150.0	2 905	1 362	1 442	6 941	3 307	3 491	4.5
CRUZEIRO LI	PAS	...	Z	Z	...	140	150.0	641	641	-	1 245	1 245	-	...
CRUZEIRO LI	FRT	...	Z	Z	...	FRT	150.0	258	258	-	712	712	-	...
LAN CHILE	PAS	2	-	-	2	150	148.0	685	631	43	3 118	2 874	231	5.1
LAN CHILE	CON	-	1	-	1	150	150.0	349	344	-	1 639	1 632	-	6.0
LAN CHILE	FRT	1	-	-	1	FRT	150.0	721	721	-	3 091	3 091	-	8.5
AVIANCA	PAS	4	-	-	4	148	148.0	2 727	2 722	5	8 051	7 889	16	7.7
TAMPA-COLOMBIA	FRT	3	1	-	4	FRT	150.0	3 148	3 148	-	6 658	6 658	-	7.6
LACSA	FRT	-	1	1	-	FRT	141.0	66	66	-	174	174	-	1.1
CDA (DOMINICANA)	PAS	1	-	-	1	179	150.0	...	...	...	...	...	...	...
ETHIOPIAN	CON	2	-	-	2	146	150.0	2 194	1 906	257	4 531	3 974	516	6.2
OLYMPIC	PAS	5	-	-	5	155 183	150.0	6 564	6 424	76	8 108	7 696	179	4.3
OLYMPIC LI	FRT	1	-	-	1	FRT	150.0	24	-	14	81	-	41	.1
IRAN AIR	PAS	3	-	-	3	167	151.0	3 037	2 583	382	5 455	4 134	1 250	4.9
IRAN AIR	FRT	1	-	-	1	FRT	151.0	713	561	136	1 443	1 079	346	3.9
ROYAL JORDANIAN	PAS	2	-	-	2	151	150.0	1 175	1 059	116	2 719	2 017	702	7.5
ROYAL JORDANIAN	FRT	1	-	-	1	FRT	150.0	641	259	382	2 089	1 001	1 088	5.8
NIGERIA AIRWAYS	PAS	2	-	-	2	146	150.0	...	...	-	...	...	-	...
NIGERIA AIRWAYS	CON	1	-	-	1	146 FRT	150.0	...	...	-	...	...	-	...
PIA	PAS	5	-	1	4	147	150.4	3 958	3 887	46	11 190	10 981	165	7.0
PIA	FRT	2	-	-	2	FRT	150.4	713	643	63	3 077	2 856	207	5.6
TAP AIR PORTUGAL	PAS	3	-	1	2	168	148.0	...B	...B	...B	...B	...B	...B	...B
TAP AIR PORTUGAL	CON	2	-	1	1	168	148.0	2 194C	2 137C	4C	7 345C	7 210C	13C	6.4C
TAP AIR PORTUGAL	FRT	1	-	-	1	FRT	150.0	417	408	8	1 071	1 038	20	2.9
KOREAN AIR	PAS	2	-	1	1	171	150.0	1 920	1 912	8	3 224	3 197	27	4.6
KOREAN AIR	FRT	3	-	2	1	FRT	150.0	218	195	23	655	581	74	.7
AIR RWANDA	FRT	1	-	-	1	FRT	150.0	356	340	16	1 652	1 586	66	4.5
SAUDIA	PAS	8	-	5	3	147	150.0	51	18	33	212	44	168	.2
AIR TANZANIA LI	PAS	-	1	1	-	148	150.0	29	29	-	62	62	-	...
PLUNA	PAS	1	-	-	1	166	148.0	219	218	1	2 859	2 855	4	7.8
JAT	PAS	2	-	1	1	174	150.0	677	645	32	1 773	1 695	78	5.9
TOTAL SCHED. INTERNATIONAL		72 M	5 M	19 M	58 M			39 474 M	35 429 M	3 596 M	97 689 M	86 075 M	10 588 M	4.9
TRANSBRASIL	P/C	9	-	5	4	180 FRT	150.0	9 987	5 391	4 596	5 824	4 380	1 444	4.4
TOTAL SCHED. DOMESTIC		9	-	5	4			9 987	5 391	4 596	5 824	4 380	1 444	4.4
SOBELAIR	PAS	1	-	-	1	198	150.0	923	..	923	1 858	..	1 858	6.1
M.S.F.	FRT	5	-	-	5	FRT	150.0	...	..	...	...	..	...	...
TAES LI	FRT	3	-	-	3	FRT	150.0	...	..	...	...	..	...	...
GEMINI AIRLINES LI	FRT	...	Z	Z	...	FRT	150.0	...	..	...	...	..	...	...
BUFFALO AIRWAYS	FRT	1	-	-	1	FRT	150.0	4 347	..	4 347	5 732	..	5 732	...
FLORIDA WEST	FRT	3	1	-	4	FRT	150.0	2 015	..	2 015	5 813	..	5 813	4.0
INDEPENDENT AIR	PAS	1	-	-	1	186	148.0	...	..	...	...	..	...	...
MILLON AIR	FRT	-	2	-	2	FRT	150.0	123	..	123	324	..	324	2.7
SOUTHERN AIR TRANSP.	FRT	3	-	-	3	FRT	150.0	6 446	..	6 446	12 259	..	12 216	11.2
SKYWORLD	PAS	8	-	-	8	185	141.0	2 736	..	2 736	8 722	..	7 750	2.7
TOTAL NON-SCHED. INTERNAT'L.		25 M	3 M	...	28 M			16 590 M	..	16 590 M	34 708 M	..	33 693 M	...
BOEING 707 100 & 200 SERIES														
CYPRUS AIRWAYS	PAS	3	-	-	3	181	117.0	1 567	876	553	5 465	2 922	2 382	4.8
TOTAL SCHED. INTERNATIONAL		3	-	-	3			1 567	876	553	5 465	2 922	2 382	4.8
SKYWORLD	PAS	1	-	-	1	168	117.0	138	..	138	461	..	404	1.1
TOTAL NON-SCHED. INTERNAT'L.		1	-	-	1			138	..	138	461	..	404	...

PART: B1 (CONT'D) FIXED WING TURBO-JET AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
									Number of Departures			Number of Hours Flown			
MANUFACTURER AND MODEL / CARRIER		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	Average Daily Revenue Hours
BOEING 707 SERIES UNKNOWN															
CYPRUS AIRWAYS	LI	PAS	2	-	-	2	...	...	37	27	6	136	101	30	8.7
CYPRUS AIRWAYS	LI	FRT	6	-	-	6	FRT	...	78	78	-	365	365	-	5.1
LUFTHANSA	LI	UNK	...	Z	Z	...	...	...	26	26	-	26	26	-	...
TOTAL SCHED. INTERNATIONAL			8 M	...	...	8 M			141	131	6	527	492	30	5.7
TOTAL ALL OPERATIONS			118 M	8	24	102 M			67 897 M	41 827 M	25 479 M	144 674 M	93 869 M	48 541 M	4.9
BOEING 720 BOEING 720B															
ETHIOPIAN		PAS	3	-	-	3	123	106.0	2 561	2 452	59	3 290	2 943	238	3.2
PIA		PAS	1	-	1	-	133	106.0	21	21	-	33	33	-	4.7
TOTAL SCHED. INTERNATIONAL			4	-	1	3			2 582	2 473	59	3 323	2 976	238	3.2
CONAIR		PAS	5	-	5	-	170	107.0	2 137	..	2 058	6 310	..	6 266	6.6
TOTAL NON-SCHED. INTERNAT'L.			5	-	5	-			2 137	..	2 058	6 310	..	6 266	...
TOTAL ALL OPERATIONS			9	-	6	3			4 719	2 473	2 117	9 633	2 976	6 504	3.2
BOEING 727 100 & 200 SERIES															
LAB		PAS	3	-	-	3	122	73.0	6 597	6 520	77	5 719	5 646	73	5.2
LAB		PAS	3	-	-	3	164	87.9	5 707	5 599	108	8 294	8 134	160	8.3
VARIG		PAS	7	1	-	8	117	77.0	9 708	9 242	156	13 766	13 091	372	4.6
VARIG		FRT	3	-	1	2	FRT	77.0	1 226	64	1 069	2 337	169	2 055	3.0
VARIG	LI	PAS	...	Z	Z	...	117	77.0	7 581	7 558	12	9 571	9 521	24	...
CRUZEIRO		PAS	6	-	-	6	117	77.0	8 918	8 642	-	12 094	11 845	-	5.4
CRUZEIRO	LI	PAS	...	Z	Z	...	117	77.0	8 556	8 536	18	11 377	11 318	54	...
CRUZEIRO	LI	FRT	...	Z	Z	...	FRT	77.0	255	252	-	687	680	-	...
AIR CANADA		PAS	34	-	1	33	136 156	89.4	50 227	49 027	649	103 347	100 300	2 219	9.0
LADECO		P/C	5	1	-	6	78 120	70.0- 71.0	10 147	10 088	59	14 567	14 448	119	8.9
AVIANCA		PAS	13	-	1	12	131	72.0	31 154	31 091	63	28 965	28 560	106	7.4
AVIANCA		PAS	7	1	-	8	137	87.0	10 272	10 259	13	19 991	19 871	14	8.3
SAM		PAS	5	1	-	6	131	76.0	13 576	13 544	32	13 801	13 710	91	6.3
LACSA		PAS	-	1	-	1	128	78.0	747	734	13	974	959	15	7.1
LACSA		PAS	3	-	-	3	155	72.2	4 658	4 486	172	8 577	8 378	199	9.0
CDA (DOMINICANA)		PAS	2	-	1	1	160	86.0	...	...	...	...	...	...	...
CDA (DOMINICANA)		P/C	2	-	-	2	124	78.0	...	...	...	...	...	...	...
ETHIOPIAN		PAS	3	-	-	3	140	90.0	4 611	4 525	10	8 711	8 574	34	7.9
AIR FRANCE		PAS	29	-	1	28	156	82.3	40 652	40 574	78	60 097	59 990	107	...
LUFTHANSA		PAS	26	-	2	24	139	77.0- 86.0	49 299	49 262	37	67 061	66 993	68	7.6
OLYMPIC		PAS	6	-	-	6	146	78.2	10 000	9 873	49	15 724	15 408	105	7.1
AVIATECA		PAS	2	-	-	2	130	78.0	1 520	1 504	16	3 245	3 209	36	4.5
ICELANDAIR		PAS	1	1	-	2	164	86.7	2 207	1 849	287	4 954	4 122	770	8.6
ICELANDAIR		CON	1	-	-	1	131	76.9	1 267	1 159	63	3 058	2 877	158	8.3
IRAN AIR		PAS	2	-	-	2	116	72.8	3 855	2 829	963	5 483	4 246	1 154	7.4
IRAN AIR		PAS	4	-	-	4	157	86.4	8 967	8 441	414	12 775	11 817	813	8.8
JAL		PAS	2	-	2	-	110 119	72.6	1 240	1 088	17	1 696	1 464	46	2.8
ALL NIPPON AIRWAYS		PAS	11	-	5	6	169 178	78.0	16 805	16 731	52	...	...	...	...
ROYAL JORDANIAN		PAS	4	-	-	4	139	86.0	4 671	4 645	26	8 471	8 436	35	7.7
MEXICANA		PAS	40	-	-	40	155 168	84.3	76 576	76 391	185	129 079	128 810	269	9.6
ROYAL NEPAL		PAS	3	-	-	3	123	76.8	4 132	...	...	7 281	...	...	...
AIR PANAMA		PAS	1	-	-	1	123	69.8	860	856	4	...	...	...	...

PART: B1 (CONT'D) FIXED WING TURBO-JET AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL								Number of Departures			Number of Hours Flown			
CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	Average Daily Revenue Hours
BOEING 727 100 & 200 SERIES (CONT'D)														
AIR PANAMA LI	PAS	-	2	2	-	115 126	72.6	427	427	-	...	...	...	...
AIR PANAMA LI	PAS	1	1	1	1	164	86.6	1 481	1 473	8	...	...	...	...
FAUCETT	PAS	1	-	1	-	125	72.6	765	765	-	779	779	-	5.9
FAUCETT	PAS	-	2	-	2	171	82.3	3 050	3 050	-	4 102	4 102	-	9.1
TAP AIR PORTUGAL	PAS	3	-	-	3	126	70.0	...B	...B	-	...B	...B	-	...B
TAP AIR PORTUGAL	PAS	4	-	-	4	161	90.0	5 978	5 425	-	9 644	9 549	-	6.5
TAP AIR PORTUGAL	CON	1	-	-	1	126 FRT	78.0	3 055C	3 006C	-	5 236C	5 138C	-	7.0C
KOREAN AIR	PAS	6	-	-	6	166	78.2	14 091	13 710	381	13 390	12 717	673	6.1
IBERIA	PAS	35	-	-	35	155 161	84.0	64 745	64 685	60	91 336	91 166	170	7.2
SYRIAN ARAB	PAS	3	-	-	3	151	86.0	2 310	2 082	228	5 424	4 762	662	6.5
TUNIS AIR	PAS	8	-	-	8	155	79.6	11 748	8 650	3 098	21 871	15 338	6 533	7.5
DAN-AIR SERVICES	PAS	4	-	2	2	131 151	75.4	3 808	42	3 766	9 782	48	9 734	7.4
DAN-AIR SERVICES	PAS	6	2	3	5	159 189	95.0	7 378	1	7 377	21 899	2	21 897	9.5
AMERICAN	PAS	...B	-	-	...B	115 118	72.6- 76.6	...B	...B	-	...B	...	-	...B
AMERICAN	PAS	39C	-	-	39C	115 118	72.6- 76.6	77 269C	77 269C	-	100 736C	...	-	7.2Y
AMERICAN	PAS	125	-	-	125	150	86.6	234 223	234 168	55	353 424	...	...	8.0Y
USAIR	PAS	13	-	3	10	158	86.4	21 069	21 069	-	38 054	...	...	9.7Y
BRANIFF AIRWAYS	P/C	26	-	1	25	160	95.0	41 572	33 972	7 600	79 333	70 629	8 291	8.8
CONTINENTAL	PAS	...B	Z	Z	...B	94 119	76.6	...B	...B	...B	...B	...	...	...B
CONTINENTAL	PAS	13C	7C	6C	14C	94 119	76.6	23 244C	23 197C	47C	38 145C	...	...	7.5Y
CONTINENTAL	PAS	56	48	4	100	151	95.0	157 262	157 007	255	272 665	...	...	8.5Y
DELTA	PAS	84	49	-	133	148	86.4	278 674	278 546	128	404 158	...	...	8.9Y
EASTERN	PAS	...B	-	Z	...B	119	72.6	...B	...B	...B	...B	...	...	...B
EASTERN	PAS	32C	-	5C	27C	119	76.6	49 906C	49 876C	30C	70 728C	...	...	7.2Y
EASTERN	PAS	95	-	-	95	149	86.6- 95.0	177 153	176 799	354	257 006	...	...	7.4Y
FEDERAL EXPRESS	FRT	35	9	-	44	FRT	77.1	31 769	31 764	5	43 285	...	...	4.0Y
FEDERAL EXPRESS	FRT	20	3	2	21	FRT	92.1	19 144	19 144	-	26 270	...	...	4.3Y
FLYING TIGER	FRT	13	-	2	11	FRT	72.6- 76.6	8 272	8 263	9	10 802	...	...	2.6Y
NORTHWEST	PAS	9	-	4	5	118	72.6	...B	...B	...B	...B	...	...	...B
NORTHWEST	PAS	71	-	-	71	146	95.0	126 564C	126 522C	42C	211 723C	...	...	7.3Y
PAN AMERICAN	PAS	48	8	6	50	145 163	95.0	82 168	81 165	1 003	98 081	...	...	5.3Y
PIEDMONT AVIATION	PAS	34	-	-	34	149	86.4- 95.0	80 004	79 971	33	92 607	...	...	7.5Y
TWA	PAS	...B	-	-	...B	115	72.6	...B	...B	...B	...B	...	...	...B
TWA	PAS	...B	-	-	...B	115	72.6	...B	...B	...B	...B	...	...	...B
TWA	PAS	78C	-	-	78C	146	86.4	120 386C	119 647C	739C	178 720C	...	...	6.3Y
UNITED	PAS	...B	-	Z	...B	108	72.6	...B	...B	...B	...B	...	...	...B
UNITED	PAS	50C	-	1C	49C	108	72.6	104 750C	104 529C	221C	157 179C	...	...	8.6Y
UNITED	PAS	107	-	3	104	147	86.4	215 707	215 157	550	342 472	...	...	8.6Y
WESTERN	PAS	39	-	39	-	145	86.4	18 205	18 205	-	31 773	...	...	9.3Y
WORLD AIRWAYS INC	PAS	3	-	3	-	96	72.6- 76.6	1	...	...	4	...	...	4.0Y
WORLD AIRWAYS INC	PAS	1	-	1	-	145	86.4	-	-	-	-	-	-	-
AVENSA	PAS	9	-	-	9	110 128	73.3	...	...	...	...	...	...	...
AVENSA	PAS	4	4	-	8	129 175	83.0	...	...	...	...	...	...	...
YEMEN AIRWAYS	PAS	4	-	-	4	149	89.4	6 073	6 041	32	12 214	12 124	90	8.4*
JAT	PAS	9	-	-	9	164	84.0	14 987	12 997	1 990	21 400	17 615	3 785	6.5
TOTAL SCHED. INTERNATIONAL		1317 M	141 M	103 M	1355 M			2403 229 M	2363 993 M	32 653 M	3605 944 M	806 545 M	60 931 M	7.6
ANSETT OF AUSTRALIA	PAS	12	-	-	12	144	86.4	21 330	21 323	7	35 064	35 053	11	8.0
ANSETT OF AUSTRALIA	CON	1	-	-	1	144 FRT	86.4	757	610	147	1 838	1 397	441	5.0
AUSTRALIAN AIRLINES	PAS	12	-	2	10	145	86.4	21 088	20 934	154	29 944	29 426	518	8.0
AUSTRALIAN AIRLINES LI	FRT	1	-	-	1	FRT	76.8	287	282	5	923	913	10	2.5
TRANSBRASIL	PAS	10	-	2	8	120	73.0	...B	...B	...B	...B	...B	...B	...B
TRANSBRASIL	CON	2	-	1	1	117	77.0	25 130C	25 019C	111C	25 823C	25 730C	93C	8.3C
VASP	PAS	2	-	-	2	158	85.0	6 361	6 361	-	6 833	6 833	-	9.4
ALASKA	PAS	1	1	1	1	104	76.5	538	536	2	761	...	...	7.0Y
ALASKA	PAS	11	10	-	21	136	95.0	41 809	41 106	703	58 020	...	...	7.9Y
ALASKA	OTH	3	-	-	3	119	76.6	-	-	-	-	-	-	-
EVERGREEN INTERNATL	FRT	...B	Z	Z	...B	FRT	72.6	...B	...	...	...B	...	...	...B
EVERGREEN INTERNATL	FRT	21C	2C	4C	19C	FRT	86.2	9 394C	...	...	15 476C	...	...	2.7Y
REEVE ALEUTIAN	PAS	2	-	-	2	110	76.6	1 103	988	115	2 140	...	...	5.0Y

PART: B1 (CONT'D) FIXED WING TURBO-JET AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
								Number of Departures			Number of Hours Flown			
MANUFACTURER AND MODEL / CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	Average Daily Revenue Hours
BOEING 727 100 & 200 SERIES (CONT'D)														
AMERICAN TRANS AIR	PAS	8	-	-	8	129	76.4	8 246	1 753	6 493	16 833	...	...	6.5Y
TOTAL SCHED. DOMESTIC		86 M	13 M	10 M	89 M			136 043 M	118 912 M	7 737 M	193 655 M	99 352 M	1 073 M	6.7
STERLING	PAS	8	2	-	10	185	95.0	...	..	...	...	..	...	...
AIR CHARTER INT.	PAS	4	3	-	7	184	88.4	3 628	..	3 628	11 855	..	8 458	...
CONDOR	PAS	6	-	-	6	176	86.4	7 998	..	6 559	18 613	..	17 980	8.2
HAPAG-LLOYD	PAS	1	-	-	1	131	74.0	1 331	..	1 279	3 429	..	3 376	9.2
HAPAG-LLOYD	PAS	2	-	-	2	179	89.0	2 163	..	2 133	6 616	..	6 586	9.0
SAT FLUGGESELLSCHAFT	PAS	2	-	1	1	131	74.0	2 243	..	-	6 580	..	-	9.0Y
AIR HOLLAND	PAS	2	-	-	2	189	86.6	1 838	..	1 838	5 393	..	5 393	9.3
GULF AIR TRANSFORT	PAS	1	4	-	5	128	76.6	...B	..	...B	6 845	..	6 366	4.4
GULF AIR TRANSFORT	PAS	1	3	-	4	121	86.6	5 035C	..	5 035C	2 154	..	2 011	1.8
INTERSTATE AIRLINES	FRT	4	-	-	4	FRT	72.6	2 853	..	2 853	2 284	..	2 266	1.6
KEY AIRLINES	PAS	6	4	2	8	120	73.7	8 003	..	8 003	11 037	..	11 037	4.0*
INDEPENDENT AIR	PAS	1	-	-	1	129	73.0	...	..	...	...	..	...	...
SKYWORLD	PAS	1	-	-	1	125	72.6	416	..	416	819	..	778	2.1
SUN COUNTRY	PAS	2	2	-	4	173	86.4	2 334	..	2 334	3 224	..	3 224	8.6
AVIOGENEX	PAS	3	-	-	3	181	86.0	2 474	..	2 451	4 747	..	4 726	6.5
TOTAL NON-SCHED. INTERNAT'L.		44	18	3	59			40 316 M	..	36 529 M	83 596 M	..	72 201 M	...
EXPRESS ONE	FRT	7	-	-	7	FRT	77.1	6 108	..	6 108	7 420	..	7 245	4.1
TOTAL NON-SCHED. DOMESTIC		7	-	-	7			6 108	..	6 108	7 420	..	7 245	...
BOEING 727 SERIES UNKNOWN														
LUFTHANSA LI	UNK	...	Z	Z	...	...	...	195	195	-	217	217	-	...
SAS LI	PAS	...	Z	Z	...	...	...	372	372	-	848	848	-	...
TOTAL SCHED. INTERNATIONAL		...	...	...	...			567	567	-	1 065	1 065	-	...
TOTAL ALL OPERATIONS		1454	172	116	1510			2586 263 M	2483 472 M	83 027 M	3891 680 M	906 962 M	141 450 M	7.6
BOEING 737 ALL SERIES														
SABENA	PAS	11	-	-	11	109	52.8	19 732	19 041	4	30 535	30 346	6	7.6
SABENA	PAS	-	4	-	4	126	58.0	1 251	1 238	-	2 023	1 971	-	5.8
SABENA	CON	4	-	-	4	54 66	52.8	8 440	8 222	79	11 706	11 479	192	8.0
VARIG	PAS	12	-	-	12	109	52.0	20 008	18 806	605	23 409	22 169	671	5.2
VARIG LI	PAS	...	Z	Z	...	109	52.0	8 602	8 382	207	10 045	9 795	219	...
VARIG LI	PAS	...	Z	Z	...	132	58.0	1 460	1 359	60	2 684	2 405	160	...
CRUZEIRO	PAS	6	-	-	6	109	52.0	6 841	6 543	-	9 934	9 635	-	4.4
CRUZEIRO LI	PAS	...	Z	Z	...	109	52.0	13 076	13 073	-	19 475	19 466	-	...
CRUZEIRO LI	PAS	...	Z	Z	...	132	58.0	410	410	-	570	570	-	...
CP AIR	PAS	28	33	1	60	90 122	54.8	143 093	130 862	10 555	213 247	180 918	31 038	10.0
CP AIR LI	PAS	5	6	2	9	90 122	54.8	16 818	14 694	1 927	24 149	20 208	3 621	9.4
CP AIR LI	PAS	-	3	-	3	148	58.0	240	-	236	884	-	849	6.2
LAN CHILE	PAS	2	2	2	2	113	53.1- 54.3	4 285	4 260	13	5 899	5 850	41	8.4
LAN CHILE	CON	1	-	-	1	113	53.0	2 147	2 131	10	2 990	2 952	33	8.2
MAERSK AIR	PAS	4	-	1	3	128	57.0	4 666	...	...	5 636	...	...	...
MAERSK AIR	PAS	2	2	-	4	146	58.0	3 700	...	...	10 631	...	...	...
AIR FRANCE	PAS	15	1	-	16	108	52.4	27 307	27 163	144	41 754	41 555	199	...
LUFTHANSA	PAS	38	-	-	38	98	48.0- 51.0	86 345	86 261	84	110 245	110 123	122	7.9
LUFTHANSA	PAS	10	2	-	12	110	57.0	20 829	20 793	36	31 713	31 636	77	8.3
LUFTHANSA	CON	2	-	-	2	98	50.0	4 420	4 413	7	6 938	6 928	10	9.5

PART: B1 (CONT'D) FIXED WING TURBO-JET AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL								Number of Departures			Number of Hours Flown			Average Daily Revenue Hours
CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	
BOEING 737 ALL SERIES (CONT'D)														
OLYMPIC	PAS	11	-	-	11	101 123	53.1	25 284	24 408	531	29 504	27 660	1 228	7.2
ARNARFLUG/EAGLE AIR	CON	1	-	-	1	130	53.0	975	741	220	2 949	2 227	698	8.0
INDIAN AIRLINES	PAS	27	-	-	27	126	51.1	80 991	79 326	597	84 594	82 408	814	8.5
IRAN AIR	PAS	3	-	-	3	115	50.8	7 598	6 944	540	8 907	8 169	628	8.1
ALL NIPPON AIRWAYS	PAS	14	-	-	14	126	49.0	26 147	26 056	69	...	...	...	...
AIR MADAGASCAR	CON	2	-	-	2	122 125	49.7	2 592	2 526	54	2 756	2 606	141	3.9
MAS	P/C	11	1	-	12	106	53.1	37 238	36 068	1 170	34 432	27 983	6 449	7.8
LAM	P/C	3	-	-	3	112	49.0	3 337	2 766	571	4 340	3 449	891	5.2
TRANSAVIA HOLLAND	PAS	2	-	-	2	130	49.4- 56.5	4 413	...	...	8 496	...	...	11.6Y
TRANSAVIA HOLLAND	PAS	2	2	-	4	148	58.0	5 045	...	...	15 165	...	...	12.3Y
TRANSAVIA HOLLAND	CON	1	-	-	1	130	53.0	947	...	...	2 316	...	...	6.3Y
AIR NEW ZEALAND	PAS	10	-	-	10	113 121	53.0	29 984	29 983	1	27 938	27 937	1	7.6
AIR NEW ZEALAND	CON	1	-	-	1	119	53.0	480	480	-	577	577	-	1.6
AIR NEW ZEALAND LI	PAS	...	Z	Z	...	113	53.0	188	188	-	419	419	-	...
NIGERIA AIRWAYS	PAS	8	-	-	8	126	52.3	...	...	-	...	...	-	...
PIA	PAS	6	-	-	6	122	58.0	11 003	10 931	13	14 099	13 994	22	7.7
FAUCETT	PAS	1	-	-	1	115	46.7	2 317	2 317	-	2 654	2 654	-	7.3
FAUCETT	PAS	-	1	-	1	119	49.4	27	27	-	39	39	-	4.3
TAP AIR PORTUGAL	PAS	6	1	-	7	122	58.0	...B	...B	...B	...B	...B	...B	...B
TAP AIR PORTUGAL	CON	1	-	-	1	122	53.0	10 905C	10 285C	7C	20 855C	20 673C	13C	8.1C
SAUDIA	PAS	20	-	-	20	102	52.2	44 521	43 190	1 331	56 096	53 197	2 899	8.0
AIR LANKA	PAS	1	-	-	1	120	48.7	1 854	1 756	98	1 833	1 817	16	5.3
TAC	PAS	4	-	1	3	115	52.6	...	...	...	...	...	...	...
TUNIS AIR	P/C	4	-	-	4	121	53.0- 58.0	6 592	3 121	3 471	12 875	5 555	7 320	8.8
AIR EUROPE	PAS	1	1	1	1	130	54.2	2 119	608	1 511	6 441	1 616	4 825	11.9
AIR EUROPE	PAS	1	8	3	6	144	58.0	4 866	691	4 175	13 201	1 634	11 567	10.0
BRITISH AIRWAYS	PAS	45	1	2	44	114 128	52.8	72 077	64 350	7 727	118 066	97 935	20 131	7.3
BRITISH MIDLAND	PAS	-	2	-	2	136	58.0	330	315	15	422	384	38	7.0
BRITANNIA	CON	25	6	5	26	130	55.0	35 777	893	34 884	103 734	3 302	100 432	10.5
DAN-AIR SERVICES	PAS	5	-	1	4	127 130	55.0	6 013	20	5 993	17 875	22	17 853	10.9
DAN-AIR SERVICES	PAS	1	-	-	1	148	58.0	1 384	-	1 384	3 916	-	3 916	10.7
MONARCH AIRLINES	PAS	-	2	2	-	130	57.0	2 072	122	1 950	5 295	291	5 004	11.9
MONARCH AIRLINES	PAS	1	4	3	2	148	58.0	4 228	106	4 122	13 556	257	13 299	13.0
ORION AIRWAYS	PAS	3	-	3	-	130	54.2	3 502	323	3 179	9 957	839	9 118	11.4
ORION AIRWAYS	PAS	3	1	-	4	144	58.0	5 563	337	5 226	16 185	894	15 291	11.6
AIR TANZANIA	PAS	2	-	-	2	106	52.6	3 849	3 803	46	4 375	4 274	101	...
AMERICAN	PAS	-	2	-	2	100	46.9	...B	...B	...B	...B	...	...	...B
AMERICAN	PAS	-	21	-	21	100	54.4	49 007C	49 001C	6C	54 991C	...	...	8.7Y
AMERICAN	PAS	-	8	-	8	130	58.0	13 578	13 427	151	19 627	...	...	9.0Y
USAIR	PAS	23	-	-	23	120	49.4- 54.2	55 130	54 526	604	69 320	...	...	8.3Y
USAIR	PAS	23	16	-	39	138	56.7	64 597	64 116	481	92 438	...	...	9.0Y
AMERICA WEST	PAS	3	1	3	1	107	49.9	...B	...B	-	...B	...B	-	...B
AMERICA WEST	PAS	31	18	10	39	122	52.6	119 811C	119 811C	-	129 627C	128 782C	-	9.5C
AMERICA WEST	PAS	2	18	1	19	142	54.4	43 686	43 686	-	50 194	50 047	-	9.6
BRANIFF AIRWAYS	PAS	-	3	-	3	113	53.0	-	-	-	-	-	-	-
CONTINENTAL	PAS	-	17	-	17	94	46.9	...B	...B	...B	...B	...	...	...B
CONTINENTAL	PAS	4	23	-	27	108	54.4	88 184C	88 153C	31C	108 677C	...	...	6.8Y
CONTINENTAL	PAS	11	44	-	55	130	56.7	73 346	73 201	145	154 825	...	...	9.2Y
DELTA	PAS	33	35	-	68	107 115	49.9	159 560	159 264	296	179 014	...	...	7.9Y
DELTA	PAS	-	13	-	13	128	56.7	18 985	18 982	3	32 110	...	...	9.0Y
AIRCAL	PAS	3	-	3	-	100	46.9	...B	...B	...B	...B	...	...	...B
AIRCAL	PAS	22	-	22	-	100	54.4	17 357C	17 349C	8C	19 850C	...	...	9.1Y
AIRCAL	PAS	8	-	8	-	130 140	58.0	4 283	3 981	302	6 821	...	...	9.5Y
PAN AMERICAN	PAS	12	4	4	12	105 126	52.4- 54.2	12 475	12 475	-	14 642	...	...	4.5Y
PRESIDENTIAL AIRWAYS	PAS	12	-	11	1	119	53.0	8 424	8 156	268	10 008	...	...	6.1Y
PIEDMONT AVIATION	PAS	64	-	2	62	110	49.4- 54.2	166 700	166 347	353	160 698	...	...	7.1Y
PIEDMONT AVIATION	PAS	17	19	-	36	128	56.7	68 374	68 374	-	76 714	...	...	7.7Y
UNITED	PAS	74	15	-	89	109	49.4- 54.2	196 530	196 487	43	237 465	...	...	7.8Y
WESTERN	PAS	32	-	32	-	121	49.4- 54.2	18 791	18 791	-	22 125	...	...	8.0Y
WESTERN	PAS	13	-	13	-	128	56.7	6 361	6 361	-	10 982	...	...	9.4Y

PART: B1 (CONT'D) FIXED WING TURBO-JET AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL / CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
BOEING 737 ALL SERIES (CONT'D)														
PLUNA	PAS	3	-	-	3	122	52.0	4 086	4 083	3	5 483	5 478	5	5.0
YEMEN AIRWAYS	PAS	1	-	-	1	106	50.8	1 532	1 508	24	2 527	2 470	57	6.9*
JAT	PAS	7	-	-	7	138	58.0	14 774	14 370	404	18 315	17 450	865	7.2
AIR ZAIRE	CON	2	-	-	2	74 102	52.0	2 235	2 221	14	3 100	3 058	42	4.2
TOTAL SCHED. INTERNATIONAL		766 M	340 M	136 M	970 M			2045 694 M	1925 002 M	95 988 M	2687 887 M	1108 103 M	260 902 M	8.2
ANSETT OF AUSTRALIA	PAS	12	-	12	-	102	52.4	574	568	6	719	704	15	5.1
ANSETT OF AUSTRALIA	PAS	10	2	-	12	106	58.0	29 914	29 896	18	36 807	36 771	36	8.5
ANSETT WA LI	PAS	...	Z	Z	...	102	52.4	2	2	-	2	2	-	-
AUSTRALIAN AIRLINES	PAS	8	4	-	12	112	58.0	20 888	20 871	17	28 921	28 874	47	7.6
TRANSBRASIL	PAS	2	3	-	5	135	58.0	11 131	11 114	17	9 405	9 377	28	8.6
TRANSBRASIL LI	PAS	...	Z	Z	...	135	58.0	117	117	-	158	158	-	...
VASP	PAS	20	-	-	20	112 118	50.3	51 248	50 423	825	66 092	65 040	1 052	9.1
VASP	PAS	3	3	-	6	132	58.0	12 687	12 011	676	18 955	17 029	1 926	9.1
VASP	FRT	2	-	-	2	FRT	50.5	3 705	3 191	514	5 905	4 840	1 065	8.1
SOUTHWEST AIR LINES	PAS	6	1	-	7	130	49.4	12 021	11 906	-	10 536	10 181	-	4.2
ALASKA	P/C	1	5	-	6	111	54.4	14 141	14 035	106	15 383	...	...	7.3Y
MARKAIR	PAS	4	1	-	5	109	52.4	13 725	12 793	932	12 336	...	...	7.6Y
ALOHA	P/C	19	1	-	20	108 121	53.0	56 031	56 019	12	23 161	22 857	15	5.5
SOUTHWEST	PAS	46	-	-	46	122	52.4	160 323	160 204	119	154 561	...	...	9.2Y
SOUTHWEST	PAS	13	1	-	14	137	56.5	85 998	85 841	157	75 050	...	...	...
MIDWAY AIRLINES	PAS	9	4	1	12	122	54.4	18 677	18 653	24	37 550	...	...	10.9Y
TOTAL SCHED. DOMESTIC		155 M	25 M	13 M	167 M			491 182	487 644	3 423	495 541	195 833 M	4 184 M	8.4
SOBELAIR	PAS	3	-	-	3	135	53.0	2 864	..	2 853	6 778	..	6 773	6.8
SOBELAIR	PAS	-	1	-	1	148	58.0	565	..	562	1 395	..	1 378	8.6
AIR BELGIUM	PAS	1	-	-	1	148	58.0	1 402	..	1 372	3 327	..	3 318	9.1
AIR CHARTER INT.	PAS	1	-	-	1	117	52.4	292	..	292	2 793	..	582	...
CONDOR	PAS	4	-	3	1	125	56.9	4 546	..	4 222	12 183	..	11 866	8.8
CONDOR	PAS	-	3	-	3	144	58.0	629	..	572	1 959	..	1 869	9.2
HAPAG-LLOYD	PAS	4	-	-	4	130	58.0	5 366	..	5 068	14 923	..	14 596	10.0
SAT FLUGGESELLSCHAFT	PAS	-	2	-	2	148	58.0	-	..	-	-	..	-	-
AIR EUROPA	PAS	3	6	2	7	148	58.0	6 316	..	5 937	15 688	..	15 533	8.7
HISPANIA	PAS	3	-	-	3	130	54.5	...B	..	...B	...B	..	...B	...B
HISPANIA	PAS	-	2	-	2	148	58.0	7 212C	..	7 212C	15 432C	..	15 432C	9.6C
AIRWAYS INTL. CYMRU	PAS	1	-	-	1	130	53.0	1 096	..	1 096	2 830	..	2 830	7.8
AIRWAYS INTL. CYMRU	PAS	-	2	-	2	148	58.0	1 593	..	1 593	4 273	..	4 273	9.6
AVIOGENEX	PAS	-	1	-	1	125	53.0	550	..	543	1 127	..	1 121	6.2
TOTAL NON-SCHED. INTERNAT'L.		20	17	5	32			32 431 M	..	31 322 M	82 708 M	..	79 571 M	...
EXPRESS ONE	FRT	-	1	-	1	FRT	52.4	17	..	17	53	..	18	1.8
TOTAL NON-SCHED. DOMESTIC		-	1	-	1			17	..	17	53	..	18	...
BOEING 737 SERIES UNKNOWN														
LUFTHANSA LI	UNK	...	Z	Z	...	...	...	345	345	-	487	487	-	...
SAS LI	PAS	...	Z	Z	...	...	...	437	437	-	350	350	-	...
TOTAL SCHED. INTERNATIONAL		...	...	...	...			782	782	-	837	837	-	...
TOTAL ALL OPERATIONS		941	383	154	1170			2570 106 M	2413 428 M	130 750 M	3267 026 M	1304 773 M	344 675 M	8.2

PART: B1 (CONT'D) FIXED WING TURBO-JET AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL								Number of Departures			Number of Hours Flown			Average Daily Revenue Hours
CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	
BOEING 747 100 & 200 SERIES														
QANTAS	PAS	17	1	2	16	274 439	365.1-372.0	...	11 431	524	61 954	59 701	1 865	10.0
QANTAS	PAS	5	1	-	6	398	377.8	...	4 720	3	27 322	27 264	7	13.0
SABENA	PAS	2	-	-	2	246 337	322.0	1 854	1 841	-	10 531	10 515	-	14.4
SABENA	PAS	1	-	-	1	263	377.9	1 061	1 003	-	4 975	4 954	-	13.8
VARIG	PAS	3	-	-	3	236	374.0	1 926	1 901	-	13 388	13 361	-	12.2
VARIG	PAS	2	-	-	2	259	374.0	1 409	1 392	2	8 370	8 346	5	11.4
VARIG LI	PAS	-	1	-	1	402	374.0	655	646	-	2 966	2 951	-	11.4
CRUZEIRO LI	PAS	...	Z	Z	...	256	374.0	1	1	-	2	2	-	...
CRUZEIRO LI	PAS	...	Z	Z	...	259	374.0	8	8	-	17	17	-	...
AIR CANADA	PAS	5	-	-	5	264 452	333.9	3 819	2 932	808	16 053	11 906	3 978	9.2
AVIANCA	PAS	1	-	1	-	337	322.0	53	53	-	149	149	-	7.5
AVIANCA	PAS	1	-	-	1	284	352.0	1 045	1 045	-	3 974	3 960	-	11.9
AVIANCA	FRT	1	-	-	1	FRT	334.0	625	625	-	1 595	1 554	-	6.7
CDA (DOMINICANA)	PAS	1	-	1	-	337	322.0	...	...	...	...	...	...	...
AIR FRANCE	PAS	17	-	-	17	337	322.0	11 049	10 982	67	60 187	59 807	380	...
AIR FRANCE	PAS	9	-	-	9	287	362.8	8 633	8 633	-	46 226	46 226	-	...
AIR FRANCE	FRT	7	-	-	7	FRT	371.9	6 839	6 770	69	33 844	33 496	348	...
UTA	PAS	4	-	-	4	262 449	362.9	3 577	3 531	34	15 615	15 387	203	10.7
UTA	FRT	1	-	-	1	FRT	364.0	919	305	614	4 128	1 350	2 778	11.3
LUFTHANSA	PAS	4	1	-	5	345	363.0	4 186	4 182	4	26 182	26 145	37	14.8
LUFTHANSA	CON	13	1	-	14	236	363.0	11 272	11 270	2	71 379	71 357	22	14.1
LUFTHANSA	FRT	4	-	-	4	FRT	363.0	3 186	2 986	200	20 702	19 554	1 148	14.2
OLYMPIC	PAS	4	-	-	4	432 443	351.5	2 215	2 032	147	13 273	12 737	420	9.0
IRAN AIR	PAS	3	-	-	3	385	351.5	2 362	1 047	1 281	8 261	3 573	4 627	7.5
IRAN AIR	FRT	2	-	1	1	FRT	362.8	657	385	255	3 492	2 173	1 276	6.5
ALITALIA	PAS	11	-	-	11	291 425	362.9	8 364	8 284	80	48 424	47 815	609	12.2
ALITALIA	FRT	1	-	-	1	FRT	377.8	658	658	-	4 093	4 093	-	11.2
JAPAN ASIA AIRWAYS	PAS	3	-	-	3	403	334.0	1 461	1 459	2	4 140	4 137	3	5.7
JAPAN ASIA AIRWAYS LI	FRT	...	Z	Z	...	FRT	378.0	206	206	-	650	650	-	...
JAL	PAS	5	-	1	4	337	322.0	...B	...B	...B	...B	...B	...B	...B
JAL	PAS	23	-	-	23	434	357.9	...B	...B	...B	...B	...B	...B	...B
JAL	PAS	6	1	-	7	248 286	371.9	...B	...B	...B	...B	...B	...B	...B
JAL	FRT	1	-	-	1	FRT	322.0	...B	...B	...B	...B	...B	...B	...B
JAL	FRT	7	-	-	7	FRT	367.3	...B	...B	...B	...B	...B	...B	...B
JAL LI	PAS	-	1	-	1	337	322.0	...B	...B	...B	...B	...B	...B	...B
JAL LI	PAS	2	-	-	2	248 286	371.9	33 164C	31 920C	181C	199 836C	196 386C	916C	11.8C
JAL LI	FRT	1	1	-	2	FRT	374.9	...B	...B	...B	...B	...B	...B	...B
ALL NIPPON AIRWAYS	PAS	3	1	-	4	315 327	378.0	1 060	1 060	-	...	...	...	...
ALL NIPPON AIRWAYS	FRT	1	-	-	1	FRT	378.0	-	-	-	-	-	-	-
ROYAL JORDANIAN	PAS	1	-	1	-	405	363.0	282	281	1	3 433	3 432	1	18.0
ROYAL JORDANIAN	CON	1	-	-	1	259	363.0	632	632	-	1 464	1 464	-	4.8
AIR MADAGASCAR	CON	1	-	-	1	287	362.8	447	443	-	1 797	1 794	-	4.9
MAS	PAS	2	-	-	2	390	372.0	2 134	2 114	20	9 202	8 710	492	12.6
MAS	P/C	1	-	-	1	293	377.8	720	714	6	4 525	4 515	10	12.4
AIR NEW ZEALAND	PAS	5	-	-	5	420	378.0	4 375	4 375	-	28 576	28 576	-	15.6
AIR NEW ZEALAND LI	PAS	...	Z	Z	...	433	378.0	16	16	-	45	45	-	...
NIGERIA AIRWAYS	PAS	-	1	-	1	273	371.9	...	...	-	...	...	-	...
PIA	PAS	4	1	-	5	404	351.5	3 694	3 653	-	14 252	14 133	-	9.6
PIA	PAS	2	1	-	3	274 313	351.5-362.9	2 982	2 958	-	11 398	11 336	-	10.4
KOREAN AIR	PAS	7	-	-	7	404	372.0	5 621	5 431	190	32 816	31 423	1 393	12.8
KOREAN AIR	PAS	2	-	-	2	423	377.8	1 197	1 190	7	9 143	9 133	10	12.5
KOREAN AIR	FRT	5	1	-	6	FRT	372.0	3 985	3 926	59	24 565	24 223	342	11.2
SAUDIA	PAS	8	-	-	8	337	322.0	7 542	7 302	240	22 079	21 482	597	7.6
SAUDIA	PAS	11	-	-	11	424	377.8	8 502	8 104	398	33 143	31 403	1 740	9.1
SAUDIA LI	CON	1	-	-	1	450	378.0	902	797	105	3 658	3 104	554	10.0
SAS	PAS	2	-	1	1	342 360	351.5	88	82	-	599	590	-	1.0
SAS	CON	2	-	1	1	249 360	372.0	198	192	2	1 496	1 475	7	2.8
SIA	PAS	9	-	1	8	385	372.0	8 494	6 925	79	35 681	30 046	300	10.7
SIA	PAS	11	-	-	11	414	377.8	...B	...B	...B	...B	...B	...B	...B
SIA	CON	2	1	-	3	304	377.8	10 800C	10 663C	30C	67 520C	67 197C	118C	14.3C

PART: B1 (CONT'D) FIXED WING TURBO-JET AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL / CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
BOEING 747 100 & 200 SERIES (CONT'D)														
IBERIA	P/C	6	-	-	6	294 430	372.0	3 588	3 578	10	21 228	21 192	36	10.1
AIR LANKA	PAS	1	-	1	-	426	350.4	240	239	1	874	870	4	8.4
SWISSAIR	PAS	4	1	2	3	261	372.0	2 015	2 006	-	11 785	11 751	-	15.7
SWISSAIR LI	PAS	-	2	-	2	384	372.0	1 880	1 879	-	10 874	10 870	-	14.9
THAI INTERNATIONAL	PAS	6	-	-	6	378	371.9	4 950	4 948	-	29 666	29 557	-	13.5
BRITISH AIRWAYS	PAS	16	-	-	16	337	322.0	13 094	13 089	5	71 228	71 196	32	12.4
BRITISH AIRWAYS	PAS	13	4	-	17	364	371.9	10 821	10 289	532	70 686	67 572	3 114	13.0
BRITISH AIRWAYS	PAS	2	-	1	1	189 372	356.0	1 252	1 252	-	8 430	8 430	-	12.9
BRITISH CALEDONIAN	PAS	2	2	-	4	327 331	335.6	1 636	1 635	1	11 788	11 786	2	11.6
BRITISH CALEDONIAN	CON	1	-	-	1	246	362.8	590	590	-	4 180	4 180	-	11.5
CATHAY PACIFIC	PAS	4	-	-	4	412	370.0	...B	...B	...B	...B	...B	...B	...B
CATHAY PACIFIC	PAS	3	2	-	5	420	366.0	4 274	4 219	55	21 038	20 790	248	14.5
CATHAY PACIFIC	FRT	1	1	-	2	FRT	372.0	1 622	1 576	46	6 396	6 268	128	13.9
CATHAY PACIFIC LI	PAS	4	-	-	4	412	370.0	8 066C	8 007C	59C	40 853C	40 553C	300C	14.0C
HIGHLAND EXPRESS	PAS	-	1	1	-	337	322.0	352	344	8	1 450	1 413	37	9.5
VIRGIN ATLANTIC	PAS	2	-	-	2	385	351.5	1 119	1 107	12	8 512	8 495	17	11.7
CONTINENTAL	PAS	-	2	-	2	337	322.0	1 007	881	126	5 322	...	...	7.6Y
CONTINENTAL	PAS	-	6	-	6	385	351.5	3 375	3 367	8	19 877	...	...	9.4Y
TOWER AIR	PAS	2	2	2	2	337	322.0	1 573	589	984	10 476	...	...	7.2Y
FLYING TIGER	PAS	2	-	-	2	452	351.5	...B	...B	...B	...B	...	...	...B
FLYING TIGER	FRT	7	-	-	7	FRT	322.0	6 119	5 859	260	24 553	...	...	10.1Y
FLYING TIGER	FRT	12	1	-	13	FRT	351.5	11 068C	10 125C	943C	50 469C	...	...	10.5Y
NORTHWEST	PAS	32	2	-	34	382 400	351.5	...B	...B	...B	...B	...	...	...B
NORTHWEST	FRT	6	-	-	6	FRT	351.5	25 589C	25 260C	329C	134 725C	...	...	9.5Y
PAN AMERICAN	PAS	29	3	-	32	410	322.0	19 246	19 117	129	112 830	...	...	10.4Y
PAN AMERICAN	PAS	6	-	-	6	385	351.5	4 377	4 342	35	27 830	...	...	12.7Y
TWA	PAS	17	1	-	18	408	322.0-340.0	10 665	10 594	71	66 780	...	...	10.5Y
UNITED	PAS	24	2	-	26	225 400	322.0-340.1	15 854	15 837	17	106 273	...	...	11.7Y
WORLD AIRWAYS INC	OTH	1	-	1	-	385	322.0	-	-	-	-	-	-	-
TOTAL SCHED. INTERNATIONAL		451 M	46 M	18 M	479 M			329 247 M	333 835 M	9 041 M	1895 243 M	1298 57C M	28 104 M	11.2
EVERGREEN INTERNATL	FRT	1	1	-	2	FRT	351.5	781	...	...	3 479	...	...	10.4Y
TOTAL SCHED. DOMESTIC		1	1	-	2			781	...	...	3 479	...	...	10.4
MARTINAIR HOLLAND	CON	-	1	-	1	385	378.0	762	..	760	3 722	..	3 711	12.1
TOTAL NON-SCHED. INTERNAT'L.		-	1	-	1			762	..	760	3 722	..	3 711	...
BOEING 747														
JAL	PAS	11	4	1	14	528	264.7	19 936	19 844	4	32 502	32 342	15	7.6
ALL NIPPON AIRWAYS	PAS	17	-	-	17	528	259.0	26 989	26 823	123	...	...	...	...
TOTAL SCHED. INTERNATIONAL		28	4	1	31			46 925	46 667	127	32 502 M	32 342 M	15 M	7.6
BOEING 747														
QANTAS	PAS	2	-	-	2	222	318.0	...	657	-	7 350	7 342	-	10.1
IRAN AIR	PAS	4	-	-	4	338	303.9	2 354	2 098	174	9 069	8 303	572	6.1
KOREAN AIR	PAS	2	-	-	2	283	317.7	764	764	-	9 887	9 887	-	13.5
SAUDIA	PAS	3	-	-	3	264	318.0	1 203	1 189	14	5 298	4 922	376	6.8
SYRIAN ARAB	PAS	2	-	-	2	316	248.0	1 124	1 088	36	3 165	3 040	125	10.6
AMERICAN	PAS	-	2	-	2	181	285.7	392	392	-	4 711	...	-	10.5Y
TOTAL SCHED. INTERNATIONAL		13	2	-	15			5 837 M	6 188	224	39 480	33 494 M	1 073	8.8

PART: B1 (CONT'D) FIXED WING TURBO-JET AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL / CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
BOEING 747 SERIES UNKNOWN														
CYPRUS AIRWAYS LI	PAS	1	-	-	1	...	...	2	2	-	5	5	-	5.0
LUFTHANSA LI	UNK	...	Z	Z	...	...	...	947	947	-	1 252	1 252	-	...
LOT LI	PAS	...	Z	Z	...	...	...	85	-	85	334	-	334	...
TOTAL SCHED. INTERNATIONAL		1 M	...	...	1 M			1 034	949	85	1 591	1 257	334	5.0
TOTAL ALL OPERATIONS		494 M	54	19	529 M			384 586 M	387 639 M	10 237	1976 017 M	1365 663 M	33 237	11.1
BOEING 757 ALL SERIES														
LUFTHANSA LI	UNK	...	Z	Z	...	...	...	2	2	-	3	3	-	...
SIA	PAS	4	-	-	4	182	99.8	7 914	7 591	54	9 175	8 271	84	5.7
AIR EUROPE	PAS	2	1	1	2	224	99.7	3 396	58	3 338	10 763	157	10 606	11.6
BRITISH AIRWAYS	PAS	25	2	1	26	189 207	99.7	45 228	43 776	1 452	64 476	60 254	4 222	7.0
MONARCH AIRLINES	PAS	4	2	-	6	224	100.0	8 061	36	8 025	23 486	91	23 395	11.9
AMERICA WEST	PAS	-	7	-	7	190	99.8	5 897	5 897	-	15 529	15 320	-	12.1
DELTA	PAS	15	17	-	32	187	99.8	52 818	52 783	35	84 945	...	...	8.7Y
EASTERN	PAS	25	-	-	25	185	99.8	43 517	43 500	17	92 516	...	...	10.1Y
NORTHWEST	PAS	26	2	-	28	184	99.8	38 313	38 303	10	79 911	...	...	8.0Y
TOTAL SCHED. INTERNATIONAL		101 M	31 M	2 M	130 M			205 146	191 946	12 931	380 804	84 096 M	38 307 M	8.7
LTS	PAS	3	-	-	3	199	108.9	3 711	..	40	9 945	..	82	.1
AIR EUROPA	PAS	-	1	-	1	224	105.0	290	..	261	1 151	..	1 070	10.6
LTE INTERNATIONAL	PAS	-	2	-	2	200	109.0	182	..	182	771	..	771	9.4
AIR 2000	PAS	-	2	-	2	224	100.0	2 073	..	2 073	6 761	..	6 761	10.3*
TOTAL NON-SCHED. INTERNAT'L.		3	5	-	8			6 256	..	2 556	18 628	..	8 684	...
TOTAL ALL OPERATIONS		104 M	36 M	2 M	138 M			211 402	191 946	15 487	399 432	84 096 M	46 991 M	8.7
BOEING 767 ALL SERIES														
QANTAS	PAS	6	1	-	7	214	136.0	...	6 453	3	27 245	27 006	9	11.6
VARIG	PAS	2	6	2	6	197	136.0	4 489	4 416	4	10 975	10 772	16	8.2
CRUZEIRO LI	PAS	...	Z	Z	...	197	136.0	222	222	-	385	385	-	...
AIR CANADA	PAS	14	2	2	14	169 179	136.0	16 448	16 067	150	51 991	51 121	515	10.7
LAN CHILE	PAS	2	-	-	2	189	136.0	2 726	2 726	-	9 490	9 472	-	13.0
ETHIOPIAN	PAS	2	-	-	2	201	136.0	2 542	2 505	19	7 024	6 887	96	9.6
JAL	PAS	4	5	-	9	219 270	136.0	...B	...B	...B	...B	...B	...B	...B
JAL LI	PAS	2	-	-	2	270	136.0	10 803C	10 262C	35C	19 853C	18 878C	92C	6.4C
ALL NIPPON AIRWAYS	PAS	23	6	-	29	234 288	127.0-131.0	52 256	52 256	-	...	...	...	...
AIR NEW ZEALAND	PAS	3	-	-	3	220	136.0	4 263	4 263	-	13 808	13 808	-	12.6
AIR NEW ZEALAND LI	PAS	...	Z	Z	...	207 210	136.0	469	469	-	1 484	1 484	-	...
BRITANNIA	PAS	4	1	-	5	273	136.0	6 683	298	6 385	20 820	1 135	19 685	12.4
AMERICAN	PAS	22	7	-	29	177 204	136.0	24 825	24 825	-	101 241	...	-	11.0Y
DELTA	PAS	15	9	-	24	204 254	136.0	36 639	36 601	38	73 619	...	...	9.2Y
PIEDMONT AVIATION	PAS	-	4	-	4	210	136.0	1 570	1 570	-	5 702	...	...	10.4Y
TWA	PAS	10	1	-	11	184	136.0	9 560	9 560	-	37 902	...	...	10.8Y
UNITED	PAS	19	-	-	19	197	136.0	26 611	26 588	23	76 102	...	...	11.0Y
TOTAL SCHED. INTERNATIONAL		128 M	42 M	4 M	166 M			200 106 M	199 081 M	6 657 M	457 641 M	140 948 M	20 413 M	10.3
ANSETT OF AUSTRALIA	P/C	5	-	-	5	211	136.0	9 197	9 193	4	14 353	14 343	10	7.9
TRANSBRASIL	PAS	3	-	-	3	210	136.0	11 173	9 583	1 590	6 771	6 271	500	6.6
TOTAL SCHED. DOMESTIC		8	-	-	8			20 370	18 776	1 594	21 124	20 614	510	7.4

PART: B1 (CONT'D) FIXED WING TURBO-JET AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL								Number of Departures			Number of Hours Flown			
CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	Average Daily Revenue Hours
TOTAL ALL OPERATIONS		136 M	42 M	4 M	174 M			220 476 M	217 857 M	8 251 M	478 765 M	161 562 M	20 923 M	10.2
BAC-SUD CONCORDE														
AIR FRANCE	PAS	5	-	-	5	100	181.0	1 118	732	386	3 687	2 740	947	...
BRITISH AIRWAYS	PAS	7	-	-	7	100	181.0	2 338	1 977	361	7 812	6 791	1 021	3.1
TOTAL SCHED. INTERNATIONAL		12	-	-	12			3 456	2 709	747	11 499	9 531	1 968	3.1
TOTAL ALL OPERATIONS		12	-	-	12			3 456	2 709	747	11 499	9 531	1 968	3.1
DASSAULT MERCURE														
AIR INTER	PAS	11	-	-	11	150	54.0	24 331	24 239	92	24 879	24 750	129	6.2
TOTAL SCHED. DOMESTIC		11	-	-	11			24 331	24 239	92	24 879	24 750	129	6.2
TOTAL ALL OPERATIONS		11	-	-	11			24 331	24 239	92	24 879	24 750	129	6.2
DASSAULT 20 MYST FALCON														
IRAN ASSEMAN	PAS	5	-	-	5	9	13.0	1 164	...	...	2 296	...	...	...
TOTAL SCHED. DOMESTIC		5	-	-	5			1 164	...	...	2 296	...	...	...
AUDELI	PAS	3	-	-	3	10	12.0	320	..	320	720	..	720	...
AIR TRUCK	FRT	3	-	1	2	FRT	14.0	...	..	405	1 100	..	976	3.1
TOTAL NON-SCHED. INTERNAT'L.		6	-	1	5			320 M	..	725	1 820	..	1 696	...
TOTAL ALL OPERATIONS		11	-	1	10			1 484 M	.. M	725	4 116	.. M	1 696	...
DOUGLAS DC-8 60 & F SERIES														
AIR CANADA	FRT	8	-	-	8	FRT	153.0	6 490	6 138	80	21 871	19 100	1 022	7.6
FINNAIR	PAS	1	-	1	-	67 191	152.0	8	-	4	28	-	19	.6
ICELANDAIR	PAS	3	1	-	4	248	161.0	3 173	3 069	8	13 434	13 290	30	11.2
ICELANDAIR LI	FRT	-	1	1	-	FRT	153.0	311	311	-	...	...	-	...
JAPAN ASIA AIRWAYS	PAS	1	-	1	-	213	160.0	455	301	154	780	486	294	2.1
JAPAN ASIA AIRWAYS LI	PAS	...	Z	Z	...	213	160.0	26	18	8	41	26	15	...
JAPAN ASIA AIRWAYS LI	FRT	...	Z	Z	...	FRT	152.0	4	4	-	12	12	-	...
JAL	FRT	1	-	1	-	FRT	152.0	47	24	14	84	43	29	.3
JAL LI	PAS	5	-	5	-	164 201	147.4-154.2	1 730	1 161	526	3 241	1 570	1 611	2.4
AEROMEXICO	PAS	3	-	-	3	187	155.0	2 593	2 553	-	7 204	7 112	-	6.5
SAUDIA LI	CON	1	-	-	1	240	161.0	388	203	185	1 480	669	811	6.9
SAS	PAS	9	-	1	8	140 252	152.0-161.0	2 368	1 808	119	5 672	5 026	462	1.7
AIRBORNE EXPRESS	CON	4	2	-	6	252	151.9	2 995	2 995	-	7 052	7 052	-	4.2
ARROW AIRWAYS	P/C	2	3	1	4	204 FRT	158.7	...B	...B	...B	...B	...	...	...B
ARROW AIRWAYS	FRT	2	2	2	2	FRT	153.0	2 699C	1 007C	1 692C	7 049C	...	...	2.9Y
DELTA	PAS	13	-	3	10	212	158.7	20 593	20 593	-	32 284	...	...	7.5Y
FLYING TIGER	FRT	-	5	-	5	FRT	147.4	929	929	-	2 381	...	...	7.0Y
UNITED	PAS	29	-	-	29	200	158.7	42 735	42 660	75	96 664	...	...	9.1Y
AIR ZAIRE	CON	2	-	-	2	162	153.0	923	838	85	2 641	2 167	474	4.3
TOTAL SCHED. INTERNATIONAL		84 M	14 M	16 M	82 M			88 467 M	84 612 M	2 950 M	201 918 M	56 553 M	4 767 M	6.6

PART: B1 (CONT'D) FIXED WING TURBO-JET AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL / CARRIER		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
DOUGLAS DC-8 60 & F SERIES (CONT'D)															
KAR AIR	LI	PAS	1	-	1	-	67 191	152.0	9	-	9	39	-	39	.9
EVERGREEN INTERNATL		FRT	12	-	-	12	FRT	147.4	6 885C	...	...	20 049C	...	...	...
HAWAIIAN		PAS	2	4	-	6	204 250	158.7	3 000	1 780	1 220	15 128	...	...	9.3Y
ZANTOP INTERNATIONAL		FRT	7	-	-	7	FRT	158.7	2 766	2 721	45	7 934	...	...	3.1Y
TOTAL SCHED. DOMESTIC			22	4	1	25			12 660	4 501 M	1 274 M	43 150	...	39 M	5.5
WORLDWAYS CANADA		PAS	4	-	-	4	249	161.0	2 428	..	2 416	10 302	..	10 251	7.0
GERMAN CARGO		FRT	5	-	-	5	FRT	161.0	2 871	..	2 871	13 265	..	13 265	8.2
SCANAIR		PAS	4	2	-	6	254	161.0	...B	..	...	...B	..	...	...
SCANAIR	LI	PAS	1	1	-	2	189	152.0	5 100C	..	...	21 330C	..	...	...
CANAFRICA		PAS	2	-	-	2	254	162.0	...	..	...	...	..	...	...
INTERSTATE AIRLINES		FRT	15	2	3	14	FRT	153.0	10 562	..	10 562	22 067	..	21 494	4.5
MILLON AIR	LO	FRT	2	-	2	-	FRT	153.0	-	..	-	-	..	-	-
RICH INTERNATIONAL		PAS	2	-	-	2	189	158.7	...B	..	...B	...B	..	...B	...B
RICH INTERNATIONAL	LI	PAS	1	-	-	1	189	158.7	858C	..	858C	4 380C	..	4 063C	3.7C
ROSENBALM AVIATION		FRT	20	1	-	21	FRT	153.0	15 762	..	15 762	37 646	..	37 646	6.7
TRANS INTERNATIONAL		P/F	-	7	4	3	251 FRT	162.0	644	..	559	2 703	..	2 576	9.1
TOTAL NON-SCHED. INTERNAT'L.			56	13	9	60			38 225 M	..	33 028 M	111 693 M	..	89 295 M	...
DOUGLAS DC-8 10 20 30 40 50 & F															
ARCA		FRT	-	2	-	2	FRT	149.0	585	573	12	1 589	1 569	20	...
LAC		FRT	1	-	-	1	FRT	140.0	445	443	2	1 151	1 148	3	4.6
LAC		FRT	2	-	-	2	FRT	149.0	650	646	4	2 250	2 243	7	7.1
LACSA	LI	FRT	1	-	-	1	FRT	148.0	434	426	8	1 040	1 026	14	3.1
ICELANDAIR		PAS	1	-	-	1	169	147.2	786	607	51	1 662	1 373	240	4.4
AEROMEXICO		PAS	5	-	2	3	152	129.7	2 292	2 186	-	5 486	5 212	-	4.8
AIR NEW ZEALAND		FRT	1	-	1	-	FRT	143.0	100	100	-	326	326	-	1.8
FAUCETT		PAS	1	-	-	1	169	136.4	1 657	1 657	-	1 651	1 651	-	5.5
FAUCETT		PAS	4	-	-	4	169	148.0	6 265	6 265	-	6 516	6 516	-	6.6
SAUDIA	LI	CON	1	-	-	1	160	148.0	294	153	141	983	511	472	2.7
TOTAL SCHED. INTERNATIONAL			17	2	3	16			13 508	13 056	218	22 654	21 575	756	4.9
EVERGREEN INTERNATL	LI	FRT	...	Z	Z	...	FRT	148.0	...B	...	...	...B	...	...	...
TOTAL SCHED. DOMESTIC			...	...	...	...			...	...	...	...	...	...	...
SFAIR		FRT	1	-	-	1	FRT	147.0	...	..	...	674	..	663	5.1
TRANS INTERNATIONAL		FRT	-	3	-	3	FRT	140.4	412	..	401	500	..	481	2.6
TOTAL NON-SCHED. INTERNAT'L.			1	3	-	4			412 M	..	401 M	1 174	..	1 144	...
DOUGLAS DC 8 SERIES UNKNOWN															
LUFTHANSA	LI	UNK	...	Z	Z	...	...	...	1 174	1 171	3	6 197	6 178	19	...
LOT	LI	PAS	...	Z	Z	...	...	...	139	68	71	1 257	610	637	...
TOTAL SCHED. INTERNATIONAL			...	...	...	...			1 313	1 239	74	7 454	6 788	656	...
TRANSBRASIL	LI	CON	...	Z	Z	...	...	...	239	-	239	52	-	52	...
TOTAL SCHED. DOMESTIC			...	...	...	...			239	-	239	52	-	52	...

PART: B1 (CONT'D) FIXED WING TURBO-JET AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL / CARRIER		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
TOTAL ALL OPERATIONS			180	36	29	187			154 824	103 408 M	38 184	388 095	84 916 M	96 709	6.3
DOUGLAS DC-9 10 20 30 40 SERIES															
AUA		PAS	4	-	1	3	97	44.0	7 285	7 285	-	10 755	10 755	-	7.4
AUA	LI	FRT	1	-	-	1	FRT	41.0	74	74	-	152	152	-	...
AIR CANADA		PAS	35	-	-	35	100	44.0	72 095	70 553	652	95 330	92 368	1 667	7.8
FINNAIR		PAS	5	-	-	5	114	51.0	13 791	13 448	113	10 581	10 237	229	5.8
FINNAIR		FRT	1	-	-	1	FRT	41.0	1 947	1 786	-	3 191	3 158	-	8.7
ALITALIA		PAS	21	4	-	25	100 120	49.0	38 382	38 380	2	54 451	54 449	2	6.1
AEROMEXICO		PAS	8	-	-	8	85	41.0	22 846	22 527	33	25 917	25 352	50	8.7
AEROMEXICO		PAS	16	-	-	16	115	44.0	46 153	45 892	58	57 505	57 079	112	9.8
SAS		PAS	9	-	-	9	75	44.0	16 416	16 216	20	21 997	21 794	31	6.6
SAS		PAS	49	-	1	48	110 120	51.0	103 639	102 675	271	120 676	119 594	400	7.0
SAS		FRT	2	-	-	2	FRT	44.0	868	-	-	174	-	-	-
AVIACO		PAS	21	-	-	21	110	44.0	43 953	30 359	13 594	43 375	19 829	23 546	5.7
AVIACO	LI	PAS	-	1	-	1	110	44.0	478	475	3	318	315	3	5.2
IBERIA		PAS	28	-	-	28	110	44.0	55 196	55 185	11	70 356	70 339	17	7.1
SWISSAIR		PAS	5	1	1	5	91	44.0	10 077	10 008	32	11 735	11 606	51	6.1
BRITISH MIDLAND		PAS	6	-	-	6	85	41.0	16 858	16 420	438	18 583	17 475	1 108	8.5
BRITISH MIDLAND		PAS	3	1	-	4	110	44.0	9 529	8 738	791	12 505	10 343	2 162	8.7
AIRBORNE EXPRESS		CON	3	-	1	2	85	41.0	1 878	1 878	-	1 739	1 739	-	2.4
AIRBORNE EXPRESS		CON	15	-	2	13	110 FRT	44.0	14 402	14 402	-	17 670	17 670	-	3.2
USAIR		PAS	70	-	-	70	110	44.0	199 716	197 195	2 521	186 052	...	...	7.3Y
CONTINENTAL		PAS	11	7	8	10	83	39.0	27 889	27 847	42	26 512	...	...	6.1Y
CONTINENTAL		PAS	22	18	4	36	108	44.0	72 257	72 127	130	90 691	...	...	6.9Y
DELTA		PAS	31	5	-	36	98	44.0	102 422	102 292	130	97 346	...	...	7.4Y
EASTERN		PAS	58	-	-	58	99	44.0	137 560	137 423	137	152 807	...	...	7.2Y
NORTHWEST		PAS	32	-	-	32	80	39.0	...B	...B	...B	...B	...	...	...B
NORTHWEST		PAS	58	-	-	58	107	44.0	...B	...B	...B	...B	...	...	...B
PSA-PACIFIC SOLTHWST		PAS	4	-	-	4	107	44.0	11 245	11 245	-	11 790	...	...	8.1Y
TWA		PAS	...B	Z	-	...B	80	39.0	...B	...B	...B	...B	...	...	...B
TWA		PAS	...B	Z	-	...B	110	44.0	...B	...B	...B	...B	...	...	...B
LAV		PAS	1	-	-	1	80	41.0	...B	...B	...B	...B	...B	...B	...
LAV		PAS	4	-	-	4	112 115	44.0	...B	...B	...B	...B	...B	...B	...
ADRIA AIRWAYS		PAS	2	-	1	1	115	44.0	...B	...B	...B	...B	...B	...B	...B
ADRIA AIRWAYS		CON	1	-	-	1	115	44.0	2 969C	924C	2 018C	5 310C	863C	4 415C	7.2C
JAT		PAS	11	-	1	10	107	44.0	23 615	19 022	4 593	26 955	19 077	7 878	6.9
TOTAL SCHED. INTERNATIONAL			537 M	37 M	20	554 M			1053 540 M	1024 376 M	25 589 M	1174 473 M	564 194 M	41 671 M	7.0
AUSTRALIAN AIRLINES		PAS	6	-	1	5	95	44.0	12 981	12 981	-	13 082	13 082	-	7.1
IPEC AVIATION		FRT	1	-	-	1	FRT	44.0	1 818	...	...	1 448	...	...	...
KAR AIR	LI	PAS	5	-	-	5	114	51.0	215	159	55	226	80	142	.2
ATI		PAS	22	1	3	20	120	44.0	41 570	38 968	2 602	45 731	40 976	4 755	6.1
JAPAN AIR SYSTEM		PAS	14	-	-	14	120	51.0	29 128	29 118	10	29 087	29 077	10	5.7
EVERGREEN INTERNATL		FRT	2	2	-	4	FRT	44.0	7 057C	...	...	7 938C	...	...	...
EVERGREEN INTERNATL	LI	FRT	...	Z	Z	...	FRT	41.0	...B	...	...	...B	...	...	...
HAWAIIAN		PAS	2	1	-	3	80	41.0	12 500	12 466	34	4 805	...	...	4.4Y
MID-WEST EXPRESS		PAS	5	1	-	6	60	41.0	8 425	8 292	133	11 876	11 661	159	8.3
MIDWAY AIRLINES		PAS	9	-	-	9	83	41.0	17 728	17 657	71	24 966	...	...	7.8Y
MIDWAY AIRLINES		PAS	11	6	-	17	115	44.0	29 599	29 326	273	37 533	...	...	8.0Y
TOTAL SCHED. DOMESTIC			77 M	11 M	4 M	84 M			161 021 M	148 967 M	3 178 M	176 692 M	94 876 M	5 066 M	6.4
AUSTRIAN AIRTRANSP.	LI	PAS	...	Z	Z	...	97	44.0	...	..	628	...	..	1 355	...
AERO-LLOYD		PAS	3	-	-	3	119	44.0	...	..	...	...	..	...	...
SCANAIR	LI	PAS	...	Z	Z	...	110 120	51.0	950	..	...	2 100	..	...	...
BALAIR		PAS	1	-	1	-	115	44.0	1 196	..	1 196	1 744	..	1 744	4.8
TOTAL NON-SCHED. INTERNAT'L.			4 M	...	1 M	3 M			2 146 M	..	1 824 M	3 844 M	..	3 099 M	...

PART: B1 (CONT'D) FIXED WING TURBO-JET AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL								Number of Departures			Number of Hours Flown			Average Daily Revenue Hours
CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	
DOUGLAS DC-9 10 20 30 40 SERIES (CONT'D)														
EMERALD AIR	PAS	4	-	-	4	71 90	37.2	7 548	..	7 473	3 435	..	3 351	3.1
EMERALD AIR	FRT	2	-	-	2	FRT	37.2	1 506	..	1 470	2 012	..	1 938	2.7
TOTAL NON-SCHED. DOMESTIC		6	-	-	6			9 054	..	8 943	5 447	..	5 289	...
DOUGLAS DC-9 50&F SERIES														
FINNAIR	PAS	12	-	-	12	121 129	54.9	28 330	27 146	608	33 767	31 803	1 675	7.7
SAS	PAS	-	2	-	2	114	54.9	1 134	1 066	-	1 120	1 085	-	3.1
SWISSAIR	PAS	6	-	2	4	114	54.9	10 700	10 586	98	13 068	12 899	153	7.1
EASTERN	PAS	21	5	-	26	120	54.9	49 545	49 531	14	59 344	...	...	7.6Y
NORTHWEST	PAS	28	9	-	37	130	54.9	270 659C	270 645C	14C	316 605C	...	...	6.9Y
TWA	PAS	36C	9C	-	45C	122	51.7	95 489C	94 666C	823C	100 450C	...	...	6.1Y
LAV	PAS	6	2	-	8	125 137	52.0	39 523C	38 505C	1 018C	34 074C	32 519C	1 555C	...
ADRIA AIRWAYS	PAS	2	-	-	2	139	54.6	3 345	1 438	1 898	4 695	1 485	3 195	6.7
TOTAL SCHED. INTERNATIONAL		111	27	2	136			498 725	493 583	4 473	563 123	79 791 M	6 578 M	6.8
KAR AIR LI	PAS	12	-	-	12	121 129	54.9	326	234	92	350	121	229	.2
HAWAIIAN	PAS	9	-	-	9	139	54.9	24 569	24 442	127	9 947	...	...	5.5Y
TOTAL SCHED. DOMESTIC		21	-	-	21			24 895	24 676	219	10 297	121 M	229 M	2.9
DOUGLAS MD-80 MD-80														
AUA	PAS	13	1	-	14	102 135	66.9	21 595	21 595	-	36 599	36 599	-	7.2
FINNAIR	PAS	5	2	1	6	114 155	67.0	8 020	6 087	1 890	16 826	9 597	7 181	9.6
ALITALIA	PAS	18	4	-	22	158	66.7	36 153	36 110	43	50 605	50 504	101	6.6
AEROMEXICO	PAS	8	-	-	8	155	66.7	17 850	17 707	34	25 983	25 687	64	8.8
KOREAN AIR	PAS	4	2	-	6	155	67.0	11 274	11 253	21	10 402	10 376	26	5.4
SAS	PAS	12	4	-	16	133 156	63.5	30 649	30 105	88	34 293	33 829	146	6.5
SWISSAIR	PAS	17	1	-	18	129	64.4	38 178	37 743	328	50 662	49 735	569	7.8
AMERICAN	PAS	88	46	16	118	142	67.0	184 022	184 011	11	321 509	...	...	8.8Y
CONTINENTAL	PAS	19	47	-	66	146	67.0	84 385	84 161	224	158 081	...	...	8.0Y
DELTA	PAS	-	12	-	12	142	67.0	13 606	13 606	-	17 473	...	...	8.4Y
NORTHWEST	PAS	8	-	1	7	143	67.0	11 773	11 770	3	23 315	...	...	8.4Y
PSA-PACIFIC SOUTHWST	PAS	31	-	-	31	150	67.0	93 662	92 781	881	96 471	...	...	8.5Y
TWA	PAS	15	15	-	30	142	67.0	39 509	39 317	192	76 132	...	...	8.7Y
LAV	PAS	1	1	-	2	165	67.0	3 025	2 912	113	5 740	5 567	173	...
ADRIA AIRWAYS	PAS	5	-	-	5	167	63.5- 66.7	8 040	1 919	6 104	13 012	1 949	11 044	7.7
TOTAL SCHED. INTERNATIONAL		244	135	18	361			601 741	591 077	9 932	937 103	223 843 M	19 304 M	8.2
KAR AIR LI	PAS	5	1	1	5	140 155	67.0	273	6	267	1 218	3	1 215	1.2
ATI	PAS	11	-	-	11	172	67.0	22 107	20 994	1 113	29 753	26 659	3 094	7.4
JAPAN AIR SYSTEM	PAS	12	1	-	13	163	64.0	26 195	26 163	32	29 786	29 658	128	6.3
ALASKA	PAS	7	12	-	19	135 147	67.0	25 133	24 812	321	31 091	...	...	7.9Y
HAWAIIAN	PAS	2	-	-	2	170	67.0	9 409	9 310	99	4 106	...	...	5.6Y
TOTAL SCHED. DOMESTIC		37	14	1	50			83 117	81 285	1 832	95 954	56 32C M	4 437 M	6.6
AUSTRIAN AIRTRANSP. LI	PAS	...	Z	Z	...	135	64.4	...	..	5 084	...	..	11 957	...
AERO-LLOYD	PAS	1	2	-	3	167	67.8	...	..	...	...	..	...	...
MARTINAIR HOLLAND	PAS	2	-	-	2	165	68.0	1 363	..	1 341	3 353	..	3 318	7.2
SCANAIR LI	PAS	...	Z	Z	...	156	67.8	1 400	..	...	4 000	..	...	...
CANAFRICA	PAS	-	2	-	2	165	67.0	...	..	...	...	..	...	...
TRANSWEDE	PAS	1	2	-	3	161	67.0	2 168	..	2 100	7 124	..	7 084	10.0
BALAIR	PAS	1	1	-	2	149	67.0	1 438	..	1 438	2 947	..	2 947	4.0
BALAIR LI	PAS	1	-	-	1	149	67.0	1 175	..	1 175	2 966	..	2 966	8.1
TOTAL NON-SCHED. INTERNAT'L.		6 M	7 M	...	13 M			7 544 M	..	11 138 M	20 390 M	..	28 272 M	...

PART: B1 (CONT'D) FIXED WING TURBO-JET AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
								Number of Departures			Number of Hours Flown			
MANUFACTURER AND MODEL	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	Average Daily Revenue Hours
CARRIER														
TOTAL ALL OPERATIONS		1043 M	231 M	46	1228 M			2441 783 M	2363 964 M	67 128 M	2987 323 M	1019 145 M	113 945 M	7.2
DOUGLAS DC10 10 20 30 40 SERIES														
SABENA	PAS	5	-	-	5	191 196	251.7	5 431	5 389	-	22 906	22 871	-	12.5
VARIG	PAS	11	-	1	10	220	258.0	9 385	9 201	75	41 832	41 202	432	11.4
VARIG	FRT	1	1	-	2	FRT	258.0	1 388	1 285	78	5 636	5 208	391	8.7
CRUZEIRO	PAS	...	Z	Z	...	220	258.0	780	780	-	1 666	1 666	-	...
CP AIR	PAS	3	-	3	-	259 309	199.0	1 069	1 026	26	4 628	4 479	113	11.7
CP AIR	PAS	9	3	-	12	255	259.0	8 969	8 820	13	49 815	49 559	35	13.4
FINNAIR	PAS	4	-	1	3	248 345	251.8	2 279	1 529	731	14 753	10 883	3 851	12.5
UTA	PAS	6	-	-	6	235 298	251.7	4 744	4 420	288	22 768	21 386	1 359	10.4
LUFTHANSA	PAS	11	-	-	11	234	252.0	9 433	9 413	20	54 683	54 551	132	13.6
LUFTHANSA LI	PAS	...	Z	Z	...	234	252.0	10	10	-	19	19	-	...
JAPAN ASIA AIRWAYS	PAS	2	1	-	3	273	259.0	2 493	2 413	80	...	...	...	...
JAL	PAS	18	-	1	17	239 318	228.2	22 930	22 284	110	51 470	50 109	435	7.8
MAS	PAS	3	-	-	3	291	251.7	2 749	2 703	46	9 438	9 278	160	8.6
AEROMEXICO	PAS	2	-	-	2	301	195.0	1 842	1 827	10	5 617	5 541	62	7.7
AEROMEXICO	PAS	3	-	-	3	301	251.7	3 145	3 113	11	11 082	10 990	35	10.1
MEXICANA	PAS	5	-	-	5	315	199.0	6 748	6 747	1	14 436	14 430	6	8.7
LAM	PAS	1	-	-	1	273	254.0	327	321	6	2 443	2 377	66	8.7
NIGERIA AIRWAYS	PAS	2	-	1	1	263	251.7	...	...	-	...	...	-	...
PIA	PAS	2	-	2	-	277	251.7	561	556	-	1 935	1 913	-	9.8
KOREAN AIR	PAS	4	-	-	4	314	251.7	3 767	3 736	31	14 379	14 334	45	9.8
SAS	PAS	9	-	-	9	230	256.3	6 220	5 849	11	40 814	40 560	57	12.4
IBERIA	PAS	8	-	-	8	266	252.0	6 304	6 176	128	31 545	30 984	561	11.0
SWISSAIR	PAS	11	-	-	11	215 221	251.7	11 840	11 799	10	53 056	52 870	75	13.2
THAI INTERNATIONAL	PAS	2	-	-	2	243	259.0	1 574	1 571	3	9 411	9 385	26	12.9
BRITISH CALEDONIAN	PAS	10	-	2	8	233 300	259.0	6 463	6 458	5	41 027	41 020	7	13.3
AMERICAN	PAS	46	5	2	49	290 313	195.0	58 685	58 671	14	154 586	...	...	9.1Y
AMERICAN	PAS	10	4	3	11	244 313	251.7	8 924	8 921	3	47 408	...	...	11.6Y
CONTINENTAL	PAS	7	-	-	7	247	195.0	6 801	6 757	44	25 411	...	...	9.9Y
CONTINENTAL	PAS	4	4	-	8	284	251.7	6 148	6 106	42	35 089	...	...	12.0Y
DELTA	PAS	-	9	-	9	284	195.0	5 947	5 946	1	23 355	...	...	9.4Y
EASTERN	PAS	3	-	1	2	240	251.7	1 730	1 730	-	7 354	...	...	10.1Y
FEDERAL EXPRESS	FRT	8	-	-	8	FRT	199.0	4 569	4 569	-	7 169	...	...	3.1Y
FEDERAL EXPRESS	FRT	11	1	-	12	FRT	255.0	8 152	7 344	808	22 168	...	...	6.6Y
NORTHWEST	PAS	20	-	-	20	284	251.4	18 324	18 324	-	51 537	...	...	7.1Y
UNITED	PAS	45	2	-	47	254	195.0	54 005	53 898	107	152 533	...	...	9.6Y
UNITED	PAS	10	-	1	9	285	251.7	10 350	10 341	9	37 870	...	...	11.5Y
WESTERN	PAS	9	-	9	-	291	195.0	2 082	2 082	-	8 044	...	...	10.7Y
WORLD AIRWAYS INC	PAS	5	-	4	1	250	199.0	198	...	...	732	...	...	8.0Y
WORLD AIRWAYS INC	PAS	4	-	-	4	380	251.7	1 934	...	...	12 103	...	...	8.3Y
VIASA	PAS	5	-	-	5	264	256.0	...	...	...	...	...	...	...
JAT	PAS	2	2	-	4	282	251.0	3 052	2 889	163	16 349	15 602	747	12.7
AIR ZAIRE	CON	1	-	-	1	278	252.0	780	780	-	3 007	3 007	-	8.2
TOTAL SCHED. INTERNATIONAL		322 M	32 M	31 M	323 M			312 132 M	305 784 M	2 874 M	1110 074 M	514 224 M	8 595 M	10.0
KAR AIR LI	PAS	4	-	1	3	248 345	251.8	35	-	35	207	-	207	.2
TOTAL SCHED. DOMESTIC		4	-	1	3			35	-	35	207	-	207	.2
CONDOR	PAS	3	-	-	3	370	259.0	2 401	..	2 345	11 319	..	11 249	10.3
MARTINAIR HOLLAND	CON	4	-	-	4	376	256.0	3 281	..	3 262	15 253	..	15 226	10.4
BALAIR	PAS	1	-	-	1	345	251.7	917	..	917	4 211	..	4 211	11.5
CAL AIR INTL	PAS	3	-	-	3	345	199.0	3 271	..	3 271	9 715	..	9 715	8.9
SUN COUNTRY	PAS	2	-	1	1	379	251.7	898	..	898	3 510	..	3 510	10.1
TOTAL NON-SCHED. INTERNAT'L.		13	-	1	12			10 768	..	10 693	44 008	..	43 911	...

PART: B1 (CONT'D) FIXED WING TURBO-JET AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL / CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
TOTAL ALL OPERATIONS		339 M	32 M	33 M	338 M			322 935 M	305 784 M	13 602 M	1154 289 M	514 224 M	52 713 M	9.9
AIRBUS A300B 4														
VARIG	PAS	2	-	-	2	234	165.0	2 379	2 337	-	3 966	3 901	-	5.3
VARIG LI	PAS	...	Z	Z	...	234	165.0	2 114	2 114	-	3 656	3 656	-	...
CRUZEIRO	PAS	2	-	-	2	234	165.0	2 366	2 322	-	3 547	3 500	-	4.8
CRUZEIRO LI	PAS	...	Z	Z	...	234	165.0	2 531	2 529	-	3 808	3 801	-	...
FINNAIR	PAS	1	1	-	2	308	165.0	1 739	14	1 581	7 401	36	7 318	11.8
AIR FRANCE	PAS	7	-	-	7	236	142.0	5 924	5 909	15	18 889	18 835	54	...
AIR FRANCE	PAS	10	-	-	10	292	165.0	9 158	9 103	55	14 372	14 084	288	...
LUFTHANSA	PAS	5	7	5	7	207 256	165.0	9 833	9 822	11	23 776	23 750	26	9.0
OLYMPIC	PAS	8	-	-	8	262	157.5	11 689	11 550	76	18 113	17 728	174	6.1
INDIAN AIRLINES	PAS	11	-	-	11	271 273	146.6	19 470	19 297	89	31 507	31 173	183	7.9
IRAN AIR	PAS	5	-	-	5	270	142.0	7 752	7 276	358	13 040	11 694	1 163	7.1
ALITALIA	PAS	8	-	-	8	251	165.0	10 108	10 028	80	23 451	23 087	364	8.0
MAS	PAS	4	-	-	4	246	165.0	7 971	7 668	303	11 473	9 716	1 757	7.8
PIA	PAS	8	-	-	8	246 255	150.0	9 616	9 556	2	21 223	21 103	4	8.3
AIR NIUGINI	PAS	1	-	-	1	232	150.0	767	760	5	2 326	2 306	15	7.0
KOREAN AIR	PAS	8	2	-	10	242 260	153.0-165.0	14 493	14 452	41	18 917	18 836	81	5.6
KOREAN AIR	FRT	2	-	-	2	FRT	153.0	1 523	1 462	61	4 633	4 333	300	6.3
SAUDIA	PAS	11	-	-	11	258	165.0	15 910	15 409	501	25 352	24 189	1 163	6.3
SAS	PAS	3	-	3	-	270	155.0	140	31	-	74	41	-	.1
IBERIA	PAS	6	-	-	6	251	158.0	7 451	7 450	1	15 480	15 477	3	7.1
THAI INTERNATIONAL	PAS	16	3	1	18	223 247	157.5-165.0	16 792	16 713	44	46 140	45 576	141	7.5
TUNIS AIR	PAS	1	-	-	1	265	165.0	1 259	1 179	80	2 234	2 079	155	6.1
DAN-AIR SERVICES	PAS	1	-	-	1	312	157.5	1 262	-	1 262	3 354	-	3 354	9.2
ORION AIRWAYS	PAS	-	2	-	2	324	157.0	1 824	-	1 824	5 420	-	5 420	11.3
CONTINENTAL	PAS	5	7	-	12	272	165.0	10 526	10 487	39	26 654	...	...	7.5Y
EASTERN	PAS	34	-	-	34	252	137.0	44 157	44 135	22	95 031	...	...	8.5Y
PAN AMERICAN	PAS	12	-	-	12	254	137.0	13 726	13 721	5	35 027	...	...	8.0Y
VIASA	PAS	-	2	-	2	230	165.0	...	...	...	...	...	...	...
TOTAL SCHED. INTERNATIONAL		171 M	24 M	9 M	186 M			232 480 M	225 324 M	6 455 M	478 864 M	298 901 M	21 963 M	7.5
AUSTRALIAN AIRLINES	PAS	5	-	1	4	242	157.5	5 632	5 628	4	7 265	7 254	11	6.1
VASP	PAS	3	-	-	3	240	142.0	4 684	4 093	591	8 203	6 466	1 737	7.5
KAR AIR LI	PAS	-	2	-	2	308	165.0	84	-	84	448	-	448	.7
AIR INTER	PAS	17	-	-	17	270	137.0	32 183	31 570	613	37 699	36 519	1 180	6.2
JAPAN AIR SYSTEM	PAS	10	1	-	11	270	137.0	16 865	16 859	6	25 226	25 188	38	6.3
TOTAL SCHED. DOMESTIC		35	3	1	37			59 448	58 150	1 298	78 841	75 427	3 414	6.1
CONAIR	PAS	-	3	-	3	291	160.0	1 374	..	1 080	3 530	..	3 482	8.3
CONDOR	PAS	1	1	1	1	309	157.5	1 265	..	1 200	3 820	..	3 760	7.6
HAPAG-LLOYD	PAS	6	-	-	6	315	157.5-165.0	5 530	..	5 390	15 061	..	14 868	6.8
SCANAIR	PAS	3	-	3	-	287	160.0	1 600	..	...	6 800	..	...	...
TOTAL NON-SCHED. INTERNAT'L.		10	4	4	10			9 769	..	7 670 M	29 211	..	22 110 M	...
TOTAL ALL OPERATIONS		216 M	31 M	14 M	233 M			301 697 M	283 474 M	15 423 M	586 916 M	374 328 M	47 487 M	7.3
AIRBUS A310														
SABENA	PAS	2	1	-	3	190 203	142.0	2 993	2 904	-	10 158	10 130	-	9.8
CYPRUS AIRWAYS	PAS	3	-	-	3	241	138.6	2 778	2 227	425	10 541	8 667	1 770	9.5
CYPRUS AIRWAYS LI	P/F	2	-	-	2	...	...	5	5	-	21	21	-	4.2
AIR FRANCE	PAS	6	-	-	6	246	138.6	7 592	7 586	6	13 909	13 900	9	...
LUFTHANSA	PAS	10	-	-	10	199	125.0	19 990	19 969	21	30 411	30 363	48	8.3

PART: B1 (CONT'D) FIXED WING TURBO-JET AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL / CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
AIRBUS A310 (CONT'D)														
LUFTHANSA LI	PAS	...	Z	Z	...	199	125.0	22	22	-	27	27	-	...
ROYAL JORDANIAN	PAS	1	1	-	2	188	149.0	1 484	1 440	44	3 829	3 601	228	7.2
NIGERIA AIRWAYS	PAS	4	-	-	4	221	138.6	...	...	-	...	...	-	...
SIA	PAS	6	2	-	8	188 189	142.0-149.0	7 202	6 684	38	17 540	15 835	109	7.2
SWISSAIR	PAS	9	-	-	9	172 204	132.0-149.0	13 635	13 468	108	25 956	25 690	206	7.9
TAC	PAS	2	-	-	2	265	142.0	...	...	...	...	...	...	...
PAN AMERICAN	P/F	7	-	-	7	225 FRT	142.0	13 048	12 625	423	27 172	...	...	10.6Y
TOTAL SCHED. INTERNATIONAL		52 M	4 M	...	56 M			68 749 M	66 930 M	1 065 M	139 564 M	108 234 M	2 370 M	8.6
CONAIR	PAS	-	1	-	1	219	142.0	632	..	624	2 060	..	2 050	11.3
CONDOR	PAS	3	1	-	4	264 265	142.0	4 664	..	3 979	11 739	..	11 416	8.4
MARTINAIR HOLLAND	PAS	1	-	-	1	265	138.0	...B	..	...B	...B	..	...B	...B
MARTINAIR HOLLAND	CON	1	-	-	1	265	142.0	2 169C	..	2 156C	5 749C	..	5 734C	7.9C
BALAIR	PAS	1	-	-	1	241	149.0	1 117	..	1 112	3 431	..	3 425	9.4
TOTAL NON-SCHED. INTERNAT'L.		6	2	-	8			8 582 M	..	7 871 M	22 979 M	..	22 625 M	...
TOTAL ALL OPERATIONS		58 M	6 M	- M	64 M			77 331 M	66 930 M	8 936 M	162 543 M	108 234 M	24 995 M	8.6
FOKKER F-28 FELLOWSHIP														
AIR NIUGINI	PAS	4	2	-	6	60	30.0	12 074	11 908	51	10 594	10 290	179	5.9
KOREAN AIR	PAS	2	2	-	4	75	30.0	7 712	7 712	-	6 356	6 356	-	5.2
PIEDMONT AVIATION	PAS	45	-	-	45	65	29.5	136 455	136 427	28	94 969	...	...	5.8Y
TOTAL SCHED. INTERNATIONAL		51	4	-	55			156 241	156 047	79	111 919	16 646 M	179 M	5.8
ANSETT OF AUSTRALIA LI	PAS	...	Z	Z	...	65	30.0	1 972	1 972	-	1 507	1 507	-	...
ANSETT WA	PAS	6	-	-	6	69	29.5	14 640	10 291	3 978	17 488	11 940	4 938	7.7
ANSETT WA LI	PAS	...	Z	Z	...	69	29.5	74	74	-	93	93	-	-
AIR NSW	PAS	3	-	-	3	60	30.0	4 307	2 945	1 362	8 930	6 997	1 933	8.2
IRAN ASSEMAN	PAS	2	-	-	2	65	30.0	5 130	...	...	4 906	...	...	...
LINJEFLYG	PAS	18	2	-	20	70	30.0	60 716	59 827	889	41 510	40 099	1 411	6.2
HORIZON AIR	PAS	2	-	-	2	65	29.5	4 861	4 756	105	3 415	...	...	4.7Y
TOTAL SCHED. DOMESTIC		31 M	2 M	...	33 M			91 700	79 865 M	6 334 M	77 849	60 636 M	8 282 M	6.6
DELTA AIR	PAS	-	1	-	1	65	30.0	1 709	..	101	1 230	..	101	.4
CIMBER AIR	PAS	2	-	2	-	65	30.0	-	..	-	-	..	-	-
TOTAL NON-SCHED. INTERNAT'L.		2	1	2	1			1 709	..	101	1 230	..	101	...
TOTAL ALL OPERATIONS		84 M	7 M	2	89 M			249 650	235 912 M	6 514 M	190 998	77 282 M	8 562 M	6.1
GRUMMAN III GULFSTREAM III														
SAUDIA	PAS	5	-	-	5	13	30.0	1 008	-	1 008	2 771	-	2 771	1.5
TOTAL SCHED. INTERNATIONAL		5	-	-	5			1 008	-	1 008	2 771	-	2 771	1.5
TOTAL ALL OPERATIONS		5	-	-	5			1 008	-	1 008	2 771	-	2 771	1.5

PART: B1 (CONT'D) FIXED WING TURBO-JET AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL / CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
GRUMMAN G-1159 GULFSTREAM II														
SAUDIA	PAS	4	-	-	4	13	26.0	987	-	987	1 770	-	1 770	1.2
TOTAL SCHED. INTERNATIONAL		4	-	-	4			987	-	987	1 770	-	1 770	1.2
TOTAL ALL OPERATIONS		4	-	-	4			987	-	987	1 770	-	1 770	1.2
HAWKER HS-125 1A B														
MALAYSIAN HELICOPTER	PAS	1	-	-	1	9	10.0	194	..	176	667	..	648	2.0
TOTAL NON-SCHED. DOMESTIC		1	-	-	1			194	..	176	667	..	648	...
TOTAL ALL OPERATIONS		1	-	-	1			194	..	176	667	..	648	...
ILYUSHIN IL-62														
CSA	PAS	11	-	1	10	168	161.0	5 288	4 705	583	16 024	15 025	999	4.0
LAM	PAS	1	-	-	1	168	161.0	26	6	20	124	35	89	.5
LOT	PAS	7	-	-	7	168	140.0	2 386	1 407	979	12 068	6 016	5 851	4.6
LOT LI	PAS	...	Z	Z	...	168	140.0	331	325	6	1 901	1 840	34	...
AEROFLOT	PAS	26	-	-	26	138 162	161.0	11 674	11 488	186	62 419	59 930	975	6.4
TOTAL SCHED. INTERNATIONAL		45 M	...	1 M	44 M			19 705	17 931	1 774	92 536	82 846	7 948	5.5
TOTAL ALL OPERATIONS		45 M	...	1 M	44 M			19 705	17 931	1 774	92 536	82 846	7 948	5.5
ILYUSHIN IL-76														
INDIAN AIRLINES LI	FRT	1	-	-	1	FRT	165.0	61	61	-	142	142	-	...
AEROFLOT	FRT	13	1	-	14	FRT	170.0	5 203	2 432	2 771	17 234	8 270	8 484	3.5
TOTAL SCHED. INTERNATIONAL		14	1	-	15			5 264	2 493	2 771	17 376	8 412	8 484	3.5
TOTAL ALL OPERATIONS		14	1	-	15			5 264	2 493	2 771	17 376	8 412	8 484	3.5
ILYUSHIN IL-86														
AEROFLOT	PAS	13	2	1	14	316	206.0	7 145	7 074	71	23 045	22 624	200	5.1
TOTAL SCHED. INTERNATIONAL		13	2	1	14			7 145	7 074	71	23 045	22 624	200	5.1
TOTAL ALL OPERATIONS		13	2	1	14			7 145	7 074	71	23 045	22 624	200	5.1
LOCKHEED L-1011 TRISTAR														
AIR CANADA	PAS	18	-	2	16	214 320	201.6-225.0	11 131	10 184	645	46 952	43 792	2 550	9.6
ALL NIPPON AIRWAYS	PAS	11	-	-	11	326	195.0	15 733	15 733	-	...	...	...	...

PART: B1 (CONT'D) FIXED WING TURBO-JET AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL / CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
LOCKHEED L-1011 TRISTAR (CONT'D)														
ROYAL JORDANIAN	PAS	8	-	-	8	237	229.0	6 713	6 648	65	23 246	22 970	276	9.2
TAP AIR PORTUGAL	PAS	5	-	-	5	255	229.0	4 007	3 974	9	18 291	18 190	30	10.0
SAUDIA	PAS	17	-	-	17	275	211.3	15 572	14 670	902	30 018	27 516	2 502	4.8
AIR LANKA	PAS	4	-	-	4	274 280	229.0	3 675	3 593	82	11 438	11 418	20	9.9
BRITISH AIRWAYS	PAS	19	-	-	19	184 393	195.0-229.0	17 883	12 897	4 986	60 408	46 594	13 814	9.0
CATHAY PACIFIC	PAS	4	1	-	5	286	197.0	...B	...B	...B	...B	...B	...B	...B
CATHAY PACIFIC LI	PAS	5	-	-	5	286	197.0	11 082C	10 810C	272C	24 103C	23 367C	736C	7.0C
DELTA	PAS	35	-	-	35	241 302	195.0	44 106	44 075	31	125 130	...	...	9.8Y
EASTERN	PAS	24	-	1	23	316	195.0	25 513	25 477	36	56 775	...	...	6.7Y
TWA	PAS	31	2	-	33	261 275	195.0	35 942	35 865	77	112 584	...	...	9.3Y
UNITED	PAS	6	-	-	6	208	195.0	4 247	4 245	2	22 888	...	...	10.5Y
TOTAL SCHED. INTERNATIONAL		187	3	3	187			195 604 M	188 171 M	7 107 M	531 833 M	193 847 M	19 928 M	8.5
HAWAIIAN	PAS	5	-	-	5	350	195.0	3 713	3 442	271	16 261	...	...	8.9Y
AMERICAN TRANS AIR	PAS	7	1	-	8	344	195.0	8 796	41	8 755	23 154	...	...	7.9Y
AIR AMERICA	PAS	3	-	2	1	344	195.0	1 912	941	971	9 019	4 161	3 669	9.1
TOTAL SCHED. DOMESTIC		15	1	2	14			14 421	4 424	9 997	48 434	4 161 M	3 669 M	8.4
WORLDWAYS CANADA	PAS	2	-	-	2	362	204.0	1 157	..	1 151	4 360	..	4 338	5.9
LTU	PAS	9	-	-	9	288 345	201.0-228.0	9 650	..	9 650	35 216	..	35 216	11.3
FIVE STAR	PAS	2	-	-	2	345	195.0	535	..	535	1 482	..	1 459	4.3
TOTAL NON-SCHED. INTERNAT'L.		13	-	-	13			11 342	..	11 336	41 058	..	41 013	...
TOTAL ALL OPERATIONS		215	4	5	214			221 367 M	192 595 M	28 440 M	621 325 M	198 008 M	64 610 M	8.5
SE210 CARAVELLE														
SYRIAN ARAB	PAS	2	-	-	2	87	52.0	1 094	1 030	64	2 457	2 254	203	5.7
TOTAL SCHED. INTERNATIONAL		2	-	-	2			1 094	1 030	64	2 457	2 254	203	5.7
AIR INTER	PAS	12	-	-	12	128	52.0	22 357	22 311	46	24 251	24 181	70	5.5
TOTAL SCHED. DOMESTIC		12	-	-	12			22 357	22 311	46	24 251	24 181	70	5.5
STERLING	PAS	6	-	-	6	109	52.0	...	..	...	...	..	...	...
AERO-LLOYD	PAS	3	-	-	3	99	52.0	...	..	...	...	..	...	...
SAT FLUGGESELLSCHAFT	PAS	1	-	1	-	99	52.0	-	..	-	-	..	-	-
TRANSWEDE	PAS	3	-	-	3	99 109	52.0	3 403	..	3 313	8 229	..	8 202	7.5
CTA	PAS	4	-	1	3	97	52.0	3 543	..	3 455	7 774	..	7 706	5.7
TOTAL NON-SCHED. INTERNAT'L.		17	-	2	15			6 946 M	..	6 768 M	16 003 M	..	15 908 M	...
TOTAL ALL OPERATIONS		31	-	2	29			30 397 M	23 341	6 878 M	42 711 M	26 435	16 181 M	5.6
TUPOLEV TU-134														
CSA	PAS	13	-	-	13	76	47.0	14 927	11 735	3 192	17 468	12 898	4 570	3.7
LOT	PAS	7	-	-	7	76	47.0	5 808	5 433	375	9 770	8 996	620	3.8
LOT LI	PAS	...	Z	Z	...	76	47.0	65	7	58	137	6	131	...
SYRIAN ARAB	PAS	4	-	-	4	80	47.0	492	488	4	1 674	1 666	8	2.2
AEROFLOT	PAS	8	-	-	8	68 76	47.0	4 727	3 708	1 019	13 015	9 336	2 365	4.0
TOTAL SCHED. INTERNATIONAL		32 M	...	...	32 M			26 019	21 371	4 648	42 064	32 902	7 694	3.7

PART: B1 (CONT'D) FIXED WING TURBO-JET AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL / CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
TUPOLEV TU-134 (CONT'D)														
AVIOGENEX	PAS	4	-	-	4	80	47.0	3 040	..	2 935	6 478	..	6 385	5.4
TOTAL NON-SCHED. INTERNAT'L.		4	-	-	4			3 040	..	2 935	6 478	..	6 385	...
TOTAL ALL OPERATIONS		36 M	- M	- M	36 M			29 059	21 371	7 583	48 542	32 902	14 079	3.7
TUPOLEV TU-154														
CSA LI	PAS	...	Z	Z	...	123	90.0	280	119	161	370	173	197	...
LOT	PAS	2	2	-	4	150	90.0	2 474	2 300	174	5 268	4 886	315	3.6
LOT LI	PAS	...	Z	Z	...	150	90.0	2 480	1 653	827	5 246	3 411	1 782	...
SYRIAN ARAB	PAS	3	-	-	3	139	90.0	1 914	1 839	75	4 785	4 671	114	5.1
AEROFLOT	PAS	30	3	1	32	144 164	90.0	16 243	15 196	1 047	40 884	36 330	2 607	3.5
AEROFLOT	FRT	4	-	-	4	FRT	90.0	1 394	43	1 351	4 042	103	3 443	2.4
TOTAL SCHED. INTERNATIONAL		39 M	5 M	1 M	43 M			24 785	21 150	3 635	60 595	49 574	8 458	3.5
TOTAL ALL OPERATIONS		39 M	5 M	1 M	43 M			24 785	21 150	3 635	60 595	49 574	8 458	3.5
YAKOVLEV YAK-40														
CSA	PAS	7	-	1	6	30	16.0	4 074	4 008	66	3 861	3 793	68	1.7
LOT LI	PAS	...	Z	Z	...	26 30	16.0	295	155	140	451	217	234	...
TOTAL SCHED. INTERNATIONAL		7 M	...	1 M	6 M			4 369	4 163	206	4 312	4 010	302	1.7
TOTAL ALL OPERATIONS		7 M	...	1 M	6 M			4 369	4 163	206	4 312	4 010	302	1.7

PART: B2 FIXED WING PROPELLER AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL / CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
ANTONOV AN-12														
LOT LI	FRT	...	Z	Z	...	FRT	61.0	47	-	47	142	-	142	...
TOTAL SCHED. INTERNATIONAL		...	...	...	...			47	-	47	142	-	142	...
TOTAL ALL OPERATIONS		...	...	...	...			47	-	47	142	-	142	...
ANTONOV AN-24 B														
LOT	PAS	16	-	4	12	50	21.0	15 783	15 757	26	19 388	18 124	34	4.1
TOTAL SCHED. INTERNATIONAL		16	-	4	12			15 783	15 757	26	19 388	18 124	34	4.1
TOTAL ALL OPERATIONS		16	-	4	12			15 783	15 757	26	19 388	18 124	34	4.1
ANTONOV AN-26 B														
LOT LI	FRT	...	Z	Z	...	FRT	24.0	50	-	50	186	-	186	...
TOTAL SCHED. INTERNATIONAL		...	...	...	...			50	-	50	186	-	186	...
TOTAL ALL OPERATIONS		...	...	...	...			50	-	50	186	-	186	...
ATR-42														
FINNAIR	PAS	3	2	-	5	46	16.0	13 229	12 732	13	9 053	8 861	10	6.1
LUFTHANSA LI	PAS	...	Z	Z	...	54	16.0	112	112	-	169	169	-	...
CONTINENTAL	PAS	-	4	-	4	46	16.0	-	-	-	-	-	-	-
JAT	PAS	-	2	-	2	46	16.0	1 214	1 159	55	1 359	1 269	90	3.6
TOTAL SCHED. INTERNATIONAL		3 M	8 M	...	11 M			14 555	14 003	68	10 581	10 299	100	5.6
KAR AIR LI	PAS	3	2	-	5	46	16.0	1 152	1 149	-	712	712	-	.5
ATI	PAS	3	4	1	6	48	16.0	7 908	7 847	61	10 081	9 962	119	6.3
TOTAL SCHED. DOMESTIC		6	6	1	11			9 060	8 996	61	10 793	10 674	119	3.6
CIMBER AIR	PAS	1	1	-	2	42	16.0	2 255	..	...	1 700	..	...	2.4Y
TOTAL NON-SCHED. INTERNAT'L.		1	1	-	2			2 255	..	...	1 700	..	...	...
TOTAL ALL OPERATIONS		10 M	15 M	1 M	24 M			25 870	22 999	129	23 074	20 973	219	4.3
CANADAIR CL44 YUKON														
HEAVYLIFT CARGO	FRT	1	-	-	1	FRT	95.0	122	..	122	707	..	707	1.9
TOTAL NON-SCHED. INTERNAT'L.		1	-	-	1			122	..	122	707	..	707	...

PART: B2 (CONT'D) FIXED WING PROPELLER AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL								Number of Departures			Number of Hours Flown			
CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	Average Daily Revenue Hours
TOTAL ALL OPERATIONS		1	-	-	1			122	..	122	707	..	707	...
CONVAIR CV-58C														
NORTHWEST	PAS	13	-	-	13	48	24.8	26 422	26 422	-	21 070	...	...	4.4Y
AVENSA	PAS	2	-	-	2	52	25.7	...	...	...	...	...	...	...
TOTAL SCHED. INTERNATIONAL		15	-	-	15			26 422 M	26 422 M	...	21 070 M	...	...	4.4
EVERGREEN INTERNATL LI	FRT	...	Z	Z	...	FRT	25.0	959	...	...	1 009	...	...	...
ASPEN	PAS	11	-	-	11	50	24.9	20 524	20 426	98	14 477	...	...	3.6Y
TOTAL SCHED. DOMESTIC		11 M	...	...	11 M			21 483	20 426 M	98 M	15 486	...	...	3.6
EAT	FRT	-	4	-	4	FRT	25.0	...	..	...	...	..	...	...
GULF AIR TRANSPORT	PAS	1	-	-	1	48	25.0	114	..	114	234	..	147	1.7
TOTAL NON-SCHED. INTERNAT'L.		1	4	-	5			114 M	..	114 M	234 M	..	147 M	...
TOTAL ALL OPERATIONS		27 M	4	- M	31 M			48 019 M	46 848 M	212	36 790 M	.. M	147	4.1
CONVAIR CV-64C														
ZANTOP INTERNATIONAL	FRT	9	-	-	9	FRT	24.9	3 238	3 151	87	6 326	...	...	1.9Y
TOTAL SCHED. DOMESTIC		9	-	-	9			3 238	3 151	87	6 326	...	...	1.9
TOTAL ALL OPERATIONS		9	-	-	9			3 238	3 151	87	6 326	...	...	1.9
DOUGLAS DC-3 C-47 DAKOTA HIPPER														
ETHIOPIAN	CON	9	-	-	9	28	13.0	7 300	3 457	3 529	7 562	3 359	3 847	2.2
TOTAL SCHED. INTERNATIONAL		9	-	-	9			7 300	3 457	3 529	7 562	3 359	3 847	2.2
NORDESTE	CON	2	-	1	1	28	13.0	1 025	1 025	-	1 750	1 750	-	2.4
BOURAQ INDONESIA	PAS	1	-	-	1	25	11.0	...	...	...	...	...	...	...
TOTAL SCHED. DOMESTIC		3	-	1	2			1 025 M	1 025 M	...	1 750 M	1 750 M	...	2.4
TOTAL ALL OPERATIONS		12	-	1	11			8 325 M	4 482 M	3 529	9 312 M	5 109 M	3 847	2.2
DOUGLAS DC-6 A B C														
LAC	FRT	2	-	-	2	FRT	47.0	56	50	6	250	245	5	7.1
CDA (DOMINICANA)	FRT	1	-	-	1	FRT	50.0	...	...	...	...	...	...	...
CDA (DOMINICANA)	OTH	1	-	-	1	60	50.0	...	...	...	...	...	...	...
TOTAL SCHED. INTERNATIONAL		4	-	-	4			56 M	50 M	6 M	250 M	245 M	5 M	7.1
NORTHERN AIR CARGO	FRT	10	2	-	12	FRT	48.5	8 313	7 744	569	11 296	10 427	764	5.6
ZANTOP INTERNATIONAL	FRT	7	-	1	6	FRT	48.5	2 197	2 147	50	3 890	...	...	1.7Y
TOTAL SCHED. DOMESTIC		17	2	1	18			10 510	9 891	619	15 186	10 427 M	764 M	3.5

PART: B2 (CONT'D) FIXED WING PROPELLER AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL / CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
DOUGLAS DC-6														
A B C (CONT'D)														
TRADC	FRT	2	-	1	1	FRT	50.0	79	..	...	79	..	...	...
M.S.F.	FRT	5	-	-	5	FRT	50.0	...	..	...	...	..	...	...
AESA	FRT	2	-	-	2	FRT	47.2	118	..	116	487	..	471	.6
TAES LI	FRT	2	-	-	2	FRT	47.0	...	..	...	...	..	...	...
TRANS-AIR LINK	FRT	4	1	-	5	FRT	47.0	1 163	..	1 163	3 152	..	3 152	1.7
TOTAL NON-SCHED. INTERNAT'L.		15	1	1	15			1 360 M	..	1 279 M	3 718 M	..	3 623 M	...
TOTAL ALL OPERATIONS		36	3	2	37			11 926 M	9 941 M	1 904 M	19 154 M	10 672 M	4 392 M	3.5
DOUGLAS DC-7														
B C F														
M.S.F.	FRT	1	-	-	1	FRT	65.0	...	..	...	...	..	...	...
TRANS-AIR LINK	FRT	1	-	-	1	FRT	58.5	362	..	362	1 176	..	1 176	3.2
TOTAL NON-SCHED. INTERNAT'L.		2	-	-	2			362 M	..	362 M	1 176 M	..	1 176 M	...
TOTAL ALL OPERATIONS		2	-	-	2			362 M	..	362 M	1 176 M	..	1 176 M	...
DHC-5 BUFFALO														
ETHIOPIAN	CON	2	-	-	2	38	19.0	1 325	-	1 270	1 000	-	967	1.3
TOTAL SCHED. INTERNATIONAL		2	-	-	2			1 325	-	1 270	1 000	-	967	1.3
TOTAL ALL OPERATIONS		2	-	-	2			1 325	-	1 270	1 000	-	967	1.3
DHC-7 DASH 7														
AUA LI	PAS	...	Z	Z	...	50	20.0	6	6	-	6	6	-	...
MAERSK AIR	PAS	5	-	-	5	50	20.0	15 115	...	...	11 137	...	...	...
GREENLANDAIR	CON	2	-	-	2	50	20.0	2 595	2 273	247	3 550	3 013	455	...
AIR NIUGINI	CON	3	-	1	2	50	20.0	4 434	4 313	10	5 143	4 932	23	6.3
SAS LI	PAS	...	Z	Z	...	50	19.0	6 967	6 965	-	4 206	4 204	-	...
YEMEN AIRWAYS	PAS	2	-	-	2	50	19.9	2 197	2 176	21	1 739	1 720	19	2.4*
ADRIA AIRWAYS	PAS	2	-	-	2	48	20.0	3 187	2 957	113	4 187	3 798	113	5.4
TOTAL SCHED. INTERNATIONAL		14 M	...	1 M	13 M			34 501	18 690 M	391 M	29 968	17 673 M	610 M	4.7
MARKAIR	PAS	-	1	-	1	50	20.0	-	-	-	-	-	-	-
HAWAIIAN	PAS	11	-	3	8	50	20.0	29 051	27 935	1 116	14 958	...	...	5.4Y
TOTAL SCHED. DOMESTIC		11	1	3	9			29 051	27 935	1 116	14 958	...	...	5.4
TOTAL ALL OPERATIONS		25 M	1	4 M	22 M			63 552	46 625 M	1 507 M	44 926	17 673	610	5.1
DHC-8 DASH 8														
AUA LI	PAS	...	Z	Z	...	36	14.0	14	14	-	13	13	-	...
DOMINAIR	PAS	1	-	-	1	36	13.6	1 327	1 327	-	1 459	1 459	-	4.0*

PART: B2 (CONT'D) FIXED WING PROPELLER AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL / CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
DHC-8 DASH 8 (CONT'D)														
LUFTHANSA LI	UNK	...	Z	Z	...	35	14.0	1 519	1 519	-	2 169	2 169	-	...
AMERICA WEST	PAS	-	3	-	3	37	14.0	7 820	7 820	-	5 221	5 016	-	7.0
TOTAL SCHED. INTERNATIONAL		1 M	3 M	...	4 M			10 680	10 680	-	8 862	8 657	-	6.0
HORIZON AIR	PAS	8	2	-	10	37	14.0	30 994	30 924	70	19 716	...	...	5.4Y
TOTAL SCHED. DOMESTIC		8	2	-	10			30 994	30 924	70	19 716	...	...	5.4
TOTAL ALL OPERATIONS		9 M	5 M	- M	14 M			41 674	41 604	70	28 578	8 657	...	5.5
FAIRCHILD FH-227 FRIENDSHIP														
LAB	PAS	3	1	2	2	40	17.6	3 364	3 234	130	3 718	2 870	848	6.0
TOTAL SCHED. INTERNATIONAL		3	1	2	2			3 364	3 234	130	3 718	2 870	848	6.0
TABA	PAS	7	-	-	7	44	22.8	7 084	6 612	35	9 209	8 956	57	4.1
IRAN ASSEMAN	PAS	1	-	-	1	44	20.0	660	...	...	618	...	...	...
HORIZON AIR	PAS	6	-	3	3	40	20.4	10 639	10 637	2	6 886	...	...	6.3Y
TOTAL SCHED. DOMESTIC		14	-	3	11			18 383	17 249 M	37 M	16 713	8 956 M	57 M	4.8
DELTA AIR	PAS	5	-	-	5	48	20.6	6 723	..	599	3 836	..	418	.4
TOTAL NON-SCHED. INTERNAT'L.		5	-	-	5			6 723	..	599	3 836	..	418	...
TOTAL ALL OPERATIONS		22	1	5	18			28 470	20 483 M	766 M	24 267	11 826 M	1 323 M	5.0
FOKKER F-27 FRIENDSHIP														
AIR BOTSWANA	PAS	2	-	-	2	36 40	19.7	1 852	1 852	-	3 410	3 410	-	5.5
LADECO	PAS	-	2	-	2	48	20.0	108	108	-	142	119	-	.7
FINNAIR	PAS	2	-	2	-	44	19.7	642	628	-	413	404	-	2.7
LUFTHANSA LI	UNK	...	Z	Z	...	44	20.0	7 579	7 579	-	10 476	10 476	-	...
ICELANDAIR	PAS	5	-	-	5	44	20.0	11 167	10 798	30	9 700	9 585	15	5.3
INDIAN AIRLINES	PAS	3	-	1	2	40	18.4	3 590	3 512	-	4 759	4 545	-	4.2
MAS	PAS	11	-	-	11	48	20.4	34 488	33 431	1 057	27 422	23 636	3 786	6.8
AIR NEW ZEALAND	PAS	15	-	-	15	40 48	20.0	44 390	44 311	79	37 819	37 746	73	6.9
PIA	PAS	9	1	1	9	42 44	19.7	19 828	19 298	164	24 661	23 639	272	7.1
KOREAN AIR	PAS	1	-	-	1	44	20.4	2 300	2 300	-	2 285	2 285	-	6.3
SAS	PAS	9	-	-	9	40	19.7	17 637	16 503	19	17 134	16 364	40	5.0
SAS LI	PAS	...	Z	Z	...	40	19.7	6 102	5 965	-	6 094	5 972	-	...
AVIACO	PAS	8	-	-	8	44	19.7	13 451	3 054	10 397	10 154	3 774	6 380	3.5
BRITISH MIDLAND	PAS	3	-	1	2	44	19.0	4 496	4 204	292	5 907	5 555	352	8.1
AIR UK	PAS	14	4	2	16	44	19.0	32 285	32 138	147	31 769	31 616	153	5.8
AIR TANZANIA	PAS	3	-	-	3	44	20.4	4 933	4 912	21	6 389	6 364	25	...
AIR ZAIRE	CON	2	-	2	-	36	20.0	1 261	1 261	-	1 747	1 747	-	3.8
TOTAL SCHED. INTERNATIONAL		87 M	7 M	9 M	85 M			206 109	191 854	12 206	200 281	187 237	11 096	5.9
ANSETT OF AUSTRALIA	P/C	7	1	-	8	40	19.7- 20.5	10 483	10 453	30	12 032	12 002	30	5.3
ANSETT OF AUSTRALIA LI	PAS	...	Z	Z	...	40	19.7	647	647	-	703	703	-	...
AUSTRALIAN AIRLINES	CON	3	-	-	3	36	19.7	-	-	-	-	-	-	-
AIR NSW	PAS	6	3	2	7	40	19.7- 20.8	6 951	5 993	958	16 097	13 171	2 926	7.3

PART: B2 (CONT'D) FIXED WING PROPELLER AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
								Number of Departures			Number of Hours Flown			
MANUFACTURER AND MODEL / CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	Average Daily Revenue Hours
FOKKER F-27 FRIENDSHIP (CONT'D)														
BRASIL-CENTRAL	PAS	3	1	1	3	44	20.4	3 099	3 051	24	3 589	3 513	42	5.5
BRASIL-CENTRAL LI	PAS	...	Z	Z	...	44	20.4	6 068	5 982	72	7 098	6 967	115	...
TAM	PAS	8	-	-	8	44	20.4	10 752	10 154	489	12 761	11 696	910	4.3
TAM LI	PAS	...	Z	Z	...	44	20.4	3 569	3 511	37	4 059	3 974	58	...
NORDESTE	CON	1	-	1	-	44	20.6	154	154	-	375	375	-	2.1
RIO-SUL	PAS	7	-	1	6	40	20.4	14 650	14 167	154	15 245	14 433	328	7.6
KAR AIR LI	PAS	2	-	2	-	44	19.7	22	22	-	13	13	-	.1
AIR INTER	PAS	5	-	2	3	48	20.0	3 439	3 429	10	4 358	4 341	17	2.8
IRAN ASSEMAN	PAS	1	-	-	1	44	20.0	1 412	...	...	1 418	...	...	...
AIR WISCONSIN	PAS	8	6	-	14	48	20.4	44 787	44 787	-	25 424	24 635	-	5.6
TOTAL SCHED. DOMESTIC		51 M	11 M	9 M	53 M			106 033	102 350 M	1 774 M	103 172	95 823 M	4 426 M	5.4
WDL FLUGDIENST	P/C	6	-	-	6	44	18.4	5 930	..	5 930	6 938	..	6 938	3.2
BALAIR	PAS	1	-	-	1	38	19.7	571	..	325	634	..	547	1.5
TOTAL NON-SCHED. INTERNAT'L.		7	-	-	7			6 501	..	6 255	7 572	..	7 485	...
TOTAL ALL OPERATIONS		145 M	18 M	18 M	145 M			318 643	294 204 M	20 235 M	311 025	283 060 M	23 007 M	5.7
HP-7 DART HERALD														
AIR BRIDGE CARRIERS	FRT	1	-	-	1	FRT	20.0	457	346	111	566	468	98	1.6
BRITISH AIRFERRIES	CON	3	-	1	2	48	19.0	1 879	518	1 361	2 263	561	1 702	3.1
TOTAL SCHED. INTERNATIONAL		4	-	1	3			2 336	864	1 472	2 829	1 029	1 800	2.6
TOTAL ALL OPERATIONS		4	-	1	3			2 336	864	1 472	2 829	1 029	1 800	2.6
HAWKER HS650 ARGOSY														
AIR NEW ZEALAND	FRT	...	Z	Z	...	FRT	46.0	2 285	2 285	-	3 077	3 077	-	...
AIR BRIDGE CARRIERS	FRT	2	-	2	-	FRT	39.9	-	-	-	-	-	-	-
TOTAL SCHED. INTERNATIONAL		2 M	...	2 M	...			2 285	2 285	-	3 077	3 077	-	...
IPEC AVIATION	FRT	3	-	-	3	FRT	39.9- 42.2	1 478	...	...	3 246	...	...	...
TOTAL SCHED. DOMESTIC		3	-	-	3			1 478	...	...	3 246	...	...	...
TOTAL ALL OPERATIONS		5 M	- M	2 M	3			3 763	2 285	...	6 323	3 077	...	...
HAWKER HS-748														
LUFTHANSA LI	UNK	...	Z	Z	...	52	21.0	16 030	16 030	-	23 484	23 484	-	...
INDIAN AIRLINES	PAS	7	-	-	7	44	20.1	14 122	13 868	-	16 795	16 551	-	6.5
AIR MADAGASCAR	CON	3	-	-	3	40 52	21.0	3 944	3 889	10	4 010	3 964	14	5.0
ROYAL NEPAL	PAS	3	-	-	3	44	20.2	4 446	...	...	2 894	...	...	...
TAC	PAS	2	-	1	1	44	19.8	...	...	...	...	...	...	...
BRITISH AIRWAYS	PAS	9	-	-	9	44 48	20.0	18 916	18 472	444	17 553	17 101	452	5.3
DAN-AIR SERVICES	CON	15	1	7	9	48 52	20.9	7 875	6 211	1 664	10 554	8 654	1 900	3.6
TOTAL SCHED. INTERNATIONAL		39 M	1 M	8 M	32 M			65 333 M	58 470 M	2 118 M	75 290 M	69 754 M	2 366 M	5.1

PART: B2 (CONT'D) FIXED WING PROPELLER AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL / CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
HAWKER HS-748 (CONT'D)														
BOURAQ INDONESIA	PAS	15	-	-	15	48	21.0	...	...	...	...	...	...	...
SATA	PAS	3	-	-	3	44	20.0	7 216	7 167	21	4 583	4 519	21	4.1
TOTAL SCHED. DOMESTIC		18	-	-	18			7 216 M	7 167 M	21 M	4 583 M	4 519 M	21 M	4.1
DLT GERMAN COMMUTER	PAS	6	-	-	6	44	21.0	10 757	..	...	14 110	..	...	...
BALI AIR	PAS	1	-	-	1	48	20.0	...	..	...	...	..	...	...
TOTAL NON-SCHED. INTERNAT'L.		7	-	-	7			10 757 M	..	...	14 110 M	..	...	...
TOTAL ALL OPERATIONS		64 M	1 M	8 M	57 M			83 306 M	65 637 M	2 139	93 983 M	74 273 M	2 387	5.0
ILYUSHIN IL-18														
CSA	PAS	2	-	-	2	105	64.0	1 415	1 229	186	1 927	1 569	358	2.6
LOT	PAS	9	-	-	9	105	60.0	3 786	2 999	787	8 554	6 123	2 071	2.5
LOT LI	PAS	...	Z	Z	...	105	60.0	302	116	186	524	169	355	...
TOTAL SCHED. INTERNATIONAL		11 M	...	...	11 M			5 503	4 344	1 159	11 005	7 861	2 784	2.5
TOTAL ALL OPERATIONS		11 M	...	...	11 M			5 503	4 344	1 159	11 005	7 861	2 784	2.5
LOCKHEED L100 L382 HERCULES														
MARKAIR	FRT	3	-	-	3	FRT	70.3	3 826	2 286	1 540	5 296	...	...	4.8Y
TOTAL SCHED. DOMESTIC		3	-	-	3			3 826	2 286	1 540	5 296	...	...	4.8
SFAIR	FRT	3	-	1	2	FRT	70.0	...	..	...	2 911	..	2 886	3.7
SOUTHERN AIR TRANSP.	FRT	3	11	-	14	FRT	70.3	16 975	..	16 975	41 489	..	40 386	8.1
TOTAL NON-SCHED. INTERNAT'L.		6	11	1	16			16 975 M	..	16 975 M	44 400	..	43 272	...
TOTAL ALL OPERATIONS		9	11	1	19			20 801 M	2 286	18 515 M	49 696	.. M	43 272	4.8
LOCKHEED L-188 ELECTRA														
VARIG	PAS	14	-	-	14	90	51.0	13 550	12 927	-	15 512	15 064	-	2.9
CRUZEIRO LI	PAS	...	Z	Z	...	90	51.0	4 644	4 643	-	5 433	5 432	-	...
SAS LI	FRT	...	Z	Z	...	FRT	53.0	941	896	20	1 232	1 182	20	...
TOTAL SCHED. INTERNATIONAL		14 M	...	...	14 M			19 135	18 466	20	22 177	21 678	20	2.9
TRANSBRASIL LI	PAS	...	Z	Z	...	90	51.0	1 482	1 482	-	1 682	1 682	-	...
VASP LI	PAS	...	Z	Z	...	90	53.0	5 459	5 459	-	6 323	6 323	-	...
REEVE ALEUTIAN	PAS	2	-	-	2	68 89	51.7	423	379	44	764	...	...	4.6Y
ZANTOP INTERNATIONAL	FRT	21	-	-	21	FRT	52.6	17 204	5 710	11 494	26 022	...	...	3.6Y
TOTAL SCHED. DOMESTIC		23 M	...	...	23 M			24 568	13 030	11 538	34 791	8 005 M	...	3.6
INTERSTATE AIRLINES	FRT	4	-	4	-	FRT	51.3	2 482	..	2 482	2 706	..	2 644	4.9
TRANS INTERNATIONAL	FRT	1	1	1	1	FRT	53.0	245	..	206	360	..	300	1.4
TOTAL NON-SCHED. INTERNAT'L.		5	1	5	1			2 727	..	2 688	3 066	..	2 944	...

PART: B2 (CONT'D) FIXED WING PROPELLER AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
								Number of Departures			Number of Hours Flown			Average Daily Revenue Hours
MANUFACTURER AND MODEL / CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	
TOTAL ALL OPERATIONS		42 M	1	5	38 M			46 430	31 496	14 246	60 034	29 683 M	2 964	3.4
NORD 260&262 SUPER BROUSSARD														
CIMBER AIR	PAS	2	-	-	2	26	11.0	1 875	..	...	1 200	..	...	1.6Y
TOTAL NON-SCHED. INTERNAT'L.		2	-	-	2			1 875	..	...	1 200	..	...	...
TOTAL ALL OPERATIONS		2	-	-	2			1 875	..	...	1 200	..	...	...
SAAB FAIRCHD 340														
NETHERLINES	PAS	-	1	-	1	33	12.0	1 016	1 016	-	1 434	1 434	-	7.5
SAS LI	PAS	...	Z	Z	...	34	12.0	2 179	2 166	10	1 746	1 733	9	...
TOTAL SCHED. INTERNATIONAL		...	1 M	...	1 M			3 195	3 182	10	3 180	3 167	9	7.5
TOTAL ALL OPERATIONS		...	1 M	...	1 M			3 195	3 182	10	3 180	3 167	9	7.5
SHORTS 330														
OLYMPIC	PAS	6	-	-	6	30	10.3	10 802	10 619	36	9 762	9 466	36	4.3
TAC	PAS	4	-	-	4	30	10.4	...	...	...	...	...	...	...
BRITISH AIRFERRIES	CON	-	1	-	1	30	10.0	12	3	9	17	3	14	.1
TOTAL SCHED. INTERNATIONAL		10	1	-	11			10 814 M	10 622 M	45 M	9 779 M	9 469 M	50 M	3.9
HAWAIIAN	OTH	3	-	-	3	30	10.0	-	-	-	-	-	-	-
TOTAL SCHED. DOMESTIC		3	-	-	3			-	-	-	-	-	-	...
TOTAL ALL OPERATIONS		13	1	-	14			10 814 M	10 622 M	45 M	9 779 M	9 469 M	50 M	3.9
SHORTS 360														
MAERSK AIR	PAS	2	-	-	2	36	12.0	5 036	...	...	4 504	...	...	...
TAC	PAS	2	-	-	2	36	11.9	...	...	...	...	...	...	...
BRITISH MIDLAND	PAS	2	-	-	2	36	12.0	6 918	6 909	9	5 906	5 897	9	8.1
AIR UK	PAS	4	-	-	4	36	12.0	9 330	9 315	15	9 112	9 100	12	6.2
BRITISH AIRFERRIES	CON	1	-	1	-	36	12.0	1 353	374	979	1 572	469	1 103	5.2
TOTAL SCHED. INTERNATIONAL		11	-	1	10			22 637 M	16 598 M	1 003 M	21 094 M	15 466 M	1 124 M	6.7
AIR WISCONSIN	PAS	6	-	-	6	36	11.8	14 102	14 102	-	9 550	9 163	-	4.6
TOTAL SCHED. DOMESTIC		6	-	-	6			14 102	14 102	-	9 550	9 163	-	4.6
TOTAL ALL OPERATIONS		17	-	1	16			36 739 M	30 700 M	1 003 M	30 644 M	24 629 M	1 124 M	5.7

PART: B2 (CONT'D) FIXED WING PROPELLER AIRCRAFT OF 9 000 KG AND OVER MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL								Number of Departures			Number of Hours Flown			
CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	Average Daily Revenue Hours
VICKERS 800 VISCOUNT														
BRITISH MIDLAND	PAS	2	-	1	1	73	32.9	2 356	2 320	36	2 802	2 749	53	4.8
BRITISH AIRFERRIES	CON	15	-	2	13	76	29.0	11 313	988	10 325	12 920	920	12 000	2.6
TOTAL SCHED. INTERNATIONAL		17	-	3	14			13 669	3 308	10 361	15 722	3 669	12 053	2.8
BOURAQ INDONESIA	PAS	4	-	-	4	65	33.0	...	...	...	...	...	...	...
TOTAL SCHED. DOMESTIC		4	-	-	4			...	...	...	...	...	...	...
TOTAL ALL OPERATIONS		21	-	3	18			13 669	3 308	10 361	15 722	3 669	12 053	2.8
VICKERS 950 VANGUARD														
AIR BRIDGE CARRIERS	FRT	4	1	-	5	FRT	64.4	3 579	2 221	1 358	4 127	2 172	1 955	2.3
TOTAL SCHED. INTERNATIONAL		4	1	-	5			3 579	2 221	1 358	4 127	2 172	1 955	2.3
TOTAL ALL OPERATIONS		4	1	-	5			3 579	2 221	1 358	4 127	2 172	1 955	2.3
NAMCO YS11 A														
ALL NIPPON AIRWAYS	PAS	19	-	-	19	64	25.0	29 716	29 716	-	...	...	...	...
AIRBORNE EXPRESS	CON	12	-	-	12	60	25.0	8 518	8 518	-	10 422	10 422	-	2.4
TOTAL SCHED. INTERNATIONAL		31	-	-	31			38 234	38 234	-	10 422 M	10 422 M	...	2.4
JAPAN AIR SYSTEM	PAS	33	-	-	33	62 64	25.0	53 079	53 079	-	64 066	64 066	-	5.3
SOUTHWEST AIR LINES	PAS	6	-	-	6	64	24.5	8 537	8 359	-	5 953	5 504	-	2.5
EVERGREEN INTERNATL LI	FRT	...	Z	Z	...	FRT	...	642	...	...	808	...	...	...
REEVE ALEUTIAN	PAS	3	-	-	3	46	25.0	1 109	1 104	5	1 533	...	...	5.3Y
TOTAL SCHED. DOMESTIC		42 M	...	...	42 M			63 367	62 542 M	5 M	72 360	69 570 M	...	4.9
TOTAL ALL OPERATIONS		73 M	...	...	73 M			101 601	100 776 M	5 M	82 782 M	79 992 M	...	4.3

PART: B3 FIXED WING AIRCRAFT OF UNDER 9 000 KG MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL / CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
BEECH 90 KINGAIR														
GREENLANDAIR	PAS	1	-	-	1	6	4.6	511	82	228	587	79	258	...
LUFTHANSA	OTH	...	Z	Z	...	6	5.0	10 207	-	-	4 527	-	-	...
TOTAL SCHED. INTERNATIONAL		1 M	...	...	1 M			10 718	82	228	5 114	79	258	...
ZANTOP INTERNATIONAL	OTH	1	-	-	1	6	4.0	-	-	-	-	-	-	-
TOTAL SCHED. DOMESTIC		1	-	-	1			-	-	-	-	-	-	...
STERLING LI	PAS	-	1	1	-	8	4.0	...	..	...	...	..	...	...
TOTAL NON-SCHED. INTERNAT'L.		-	1	1	-			...	..	...	...	..	...	...
TOTAL ALL OPERATIONS		2 M	1 M	1 M	2 M			10 718	82	228	5 114	79	258	...
BEECH 99 AIRLINER														
LUFTHANSA LI	PAS	...	Z	Z	...	10	6.0	2	2	-	3	3	-	...
TOTAL SCHED. INTERNATIONAL		...	...	...	...			2	2	-	3	3	-	...
HORIZON AIR	OTH	1	-	-	1	15	5.1	-	-	-	-	-	-	-
TOTAL SCHED. DOMESTIC		1	-	-	1			-	-	-	-	-	-	...
TOTAL ALL OPERATIONS		1	- M	- M	1			2	2	-	3	3	-	...
BN-2 ISLANDER														
AIR RWANDA	PAS	1	-	-	1	7	3.0	420	386	34	285	...	...	.8Y
TOTAL SCHED. INTERNATIONAL		1	-	-	1			420	386	34	285	...	...	.8
BALI AIR	PAS	2	-	-	2	8	3.0	...	..	...	...	..	...	...
TOTAL NON-SCHED. INTERNAT'L.		2	-	-	2			...	..	...	...	..	...	...
TOTAL ALL OPERATIONS		3	-	-	3			420	386	34	285	.. M	...	.8
BN-3 TRISLANDER														
BALI AIR	PAS	4	-	-	4	14	4.5	...	..	...	...	..	...	...
TOTAL NON-SCHED. INTERNAT'L.		4	-	-	4			...	..	...	...	..	...	...
TOTAL ALL OPERATIONS		4	-	-	4			...	..	...	...	..	...	...

PART: B3 (CONT'D) FIXED WING AIRCRAFT OF UNDER 9 000 KG MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL / CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
CESSNA 500 CITATION														
SAUDIA	PAS	2	-	-	2	6	5.0	1 585	-	1 585	2 068	-	2 068	2.8
FEDERAL EXPRESS	OTH	1	-	-	1	5	5.4	-	-	-	-	-	-	-
TOTAL SCHED. INTERNATIONAL		3	-	-	3			1 585	-	1 585	2 068	-	2 068	2.8
MARTINAIR HOLLAND	PAS	1	1	-	2	6	6.0	558	..	538	670	..	603	1.7
TOTAL NON-SCHED. INTERNAT'L.		1	1	-	2			558	..	538	670	..	603	...
HORNBILL SKYWAYS	CON	1	-	-	1	6	5.7	240	..	216	298	..	281	1.8
TOTAL NON-SCHED. DOMESTIC		1	-	-	1			240	..	216	298	..	281	...
TOTAL ALL OPERATIONS		5	1	-	6			2 383	..	2 339	3 036	..	2 952	2.8
DHC-6 TWIN OTTER														
AEROVIAS DAP	CON	2	-	-	2	20	5.6	1 496	1 014	482	770	458	312	1.1
GREENLANDAIR	CON	2	-	-	2	20	5.7	1 124	99	952	1 730	118	1 530	...
ETHIOPIAN	CON	6	-	2	4	18	5.6	8 993	8 671	73	9 871	9 512	100	6.1
ARNARFLUG/EAGLE AIR LI	PAS	1	-	-	1	19	5.6	...	...	...	...	...	...	...
AIR MADAGASCAR	CON	4	-	-	4	16 19	5.7	8 051	7 889	107	6 088	5 886	144	4.1
MAS	PAS	5	-	1	4	19	5.7	16 656	16 656	-	10 238	10 238	-	7.0
ROYAL NEPAL	PAS	10	-	-	10	19	5.7	14 950	...	...	12 501	...	...	...
PIA	PAS	2	-	-	2	18 19	5.7	1 152	1 127	-	1 338	1 294	-	3.0
AIR RWANDA	PAS	2	-	-	2	20	5.6	1 088	1 044	44	1 208	...	...	1.7Y
SAS LI	PAS	...	Z	Z	...	20	5.6	1 800	1 800	-	1 201	1 201	-	...
AIR TANZANIA	PAS	3	-	-	3	18	5.6	3 584	3 561	23	3 630	3 605	25	...
LAV	PAS	6	-	-	6	20	5.6	946	934	12	1 349	1 322	27	...
TOTAL SCHED. INTERNATIONAL		43 M	...	3 M	40 M			59 840 M	42 795 M	1 693 M	49 924 M	33 634 M	2 138 M	4.6
SOUTHWEST AIR LINES	PAS	4	2	-	6	19	5.7	5 766	5 602	-	4 588	4 277	-	2.9
TOTAL SCHED. DOMESTIC		4	2	-	6			5 766	5 602	-	4 588	4 277	-	2.9
MALAYSIAN HELICOPTER	PAS	2	-	-	2	19	5.7	316	..	298	2 479	..	2 422	3.4
TOTAL NON-SCHED. DOMESTIC		2	-	-	2			316	..	298	2 479	..	2 422	...
TOTAL ALL OPERATIONS		49 M	2 M	3 M	48 M			65 922 M	48 397 M	1 991 M	56 991 M	37 911 M	4 560 M	4.3
BANDEIR EMB 110														
BRASIL-CENTRAL	PAS	7	2	-	9	15	5.6	8 970	8 871	10	9 127	9 009	15	2.7
BRASIL-CENTRAL LI	PAS	...	Z	Z	...	15	5.6	7 840	7 761	16	7 789	7 703	21	...
TAM	PAS	8	-	1	7	15	5.6	15 036	14 837	37	13 472	13 232	59	5.8
NORDESTE	PAS	8	2	-	10	15	5.6	21 819	21 705	30	18 146	18 057	43	5.6
RIO-SUL	PAS	7	-	1	6	16	5.6	16 562	16 035	46	15 962	15 113	76	6.9
TABA	PAS	9	-	-	9	15	5.6	14 149	13 279	13	14 893	14 509	19	4.4
TOTAL SCHED. DOMESTIC		39 M	4 M	2 M	41 M			84 376	82 488	152	79 389	77 623	233	4.9

PART: B3 (CONT'D) FIXED WING AIRCRAFT OF UNDER 9 000 KG MAXIMUM TAKE OFF WEIGHT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
								Number of Departures			Number of Hours Flown			
MANUFACTURER AND MODEL / CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	Average Daily Revenue Hours
TOTAL ALL OPERATIONS		39 M	4 M	2 M	41 M			84 376	82 488	152	79 389	77 623	233	4.9
PIPER PA23 AZTEC														
OLYMPIC	PAS	1	-	-	1	5	2.4	30	3	-	51	4	-	.0
JAL	OTH	2	-	-	2	5	2.4	415	-	-	865	-	-	1.2Y
AIR MADAGASCAR	CON	4	-	4	-	5	2.4	-	-	-	-	-	-	-
AIR RWANDA	PAS	1	-	-	1	5	2.4	342	194	148	194	...	...	.5Y
SAUDIA	OTH	2	-	-	2	4	3.0	-	-	-	-	-	-	-
TOTAL SCHED. INTERNATIONAL		10	-	4	6			787	197	148	1 110	4 M	...	.7
AEROREINARZ	PAS	-	1	-	1	5	2.0	52	..	52	96	..	96	.7
TRANS. A. DON CARLOS	PAS	1	-	-	1	5	1.9	...	..	...	222	..	208	.8
TOTAL NON-SCHED. DOMESTIC		1	1	-	2			52 M	..	52 M	318	..	304	...
TOTAL ALL OPERATIONS		11	1	4	8			839 M	197	200 M	1 428	4 M	304	.7
SHORT SC7 SKYVAN														
OLYMPIC	PAS	2	-	-	2	17	5.7	2	-	-	2	-	-	.0Y
TOTAL SCHED. INTERNATIONAL		2	-	-	2			2	-	-	2	-	-	...
HORNBILL SKYWAYS	CON	1	-	-	1	19	5.2	527	..	499	430	..	408	1.9
TOTAL NON-SCHED. DOMESTIC		1	-	-	1			527	..	499	430	..	408	...
TOTAL ALL OPERATIONS		3	-	-	3			529	..	499	432	..	408	...

PART: B4

ROTARY WING AIRCRAFT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL / CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
BELL 212														
MAERSK AIR	PAS	3	-	-	3	9	3.0	11 692	...	...	3 573	...	...	...
TOTAL SCHED. INTERNATIONAL		3	-	-	3			11 692	...	...	3 573	...	...	...
SABAH AIR	PAS	1	-	-	1	13	3.0	425	..	393	226	..	205	.6
BRISTOW HELICOPTERS	CON	10	-	1	9	13	3.0	34 442	..	34 442	8 139	..	8 139	2.6
TOTAL NON-SCHED. INTERNAT'L.		11	-	1	10			34 867	..	34 835	8 365	..	8 344	...
TOTAL ALL OPERATIONS		14	-	1	13			46 559	.. M	34 835	11 938	.. M	8 344	...
BELL B206A														
OLYMPIC LI	PAS	1	-	1	-	4	1.5	40	-	40	40	-	40	.9
TOTAL SCHED. INTERNATIONAL		1	-	1	-			40	-	40	40	-	40	.9
SABAH AIR	PAS	7	-	-	7	4	1.5	5 524	..	5 308	4 182	..	4 060	1.6
BRISTOW HELICOPTERS	CON	4	-	1	3	4	1.5	-	..	-	-	..	-	-
TOTAL NON-SCHED. INTERNAT'L.		11	-	1	10			5 524	..	5 308	4 182	..	4 060	...
AEROMET	PAS	-	1	-	1	4	1.9	25	..	15	35	..	20	.4
TRANSP. AEREOS 248	CON	2	-	-	2	4	2.0	384	..	337	1 110	..	1 053	1.6
HORNBILL SKYWAYS	CON	6	-	-	6	4	1.4	9 715	..	9 479	4 648	..	4 267	2.2
WIRA KRIS UDARA	CON	-	1	-	1	4	2.0	13	..	13	52	..	52	.5
TOTAL NON-SCHED. DOMESTIC		8	2	-	10			10 137	..	9 844	5 845	..	5 392	...
TOTAL ALL OPERATIONS		20	2	2	20			15 701	..	15 192	10 067	..	9 492	.9
BOEING VERT 234 CHINOOK														
BRITISH INTL HELICOP	PAS	3	-	-	3	44	21.0	40	-	40	14	-	14	.0
TOTAL SCHED. DOMESTIC		3	-	-	3			40	-	40	14	-	14	...
TOTAL ALL OPERATIONS		3	-	-	3			40	-	40	14	-	14	...
SIKORSKY S-61 L N														
GREENLANDAIR	PAS	4	1	1	4	25	9.0	7 432	6 337	885	3 855	3 303	419	...
TOTAL SCHED. INTERNATIONAL		4	1	1	4			7 432	6 337	885	3 855	3 303	419	...
BRITISH INTL HELICOP	PAS	16	-	-	16	23 30	9.0	32 644	4 144	28 500	14 352	1 381	12 971	2.5
TOTAL SCHED. DOMESTIC		16	-	-	16			32 644	4 144	28 500	14 352	1 381	12 971	2.5
BRISTOW HELICOPTERS	CON	15	-	-	15	24	9.0	10 559	..	10 559	9 057	..	9 057	1.7
TOTAL NON-SCHED. INTERNAT'L.		15	-	-	15			10 559	..	10 559	9 057	..	9 057	...

PART: B4 (CONT'D)

ROTARY WING AIRCRAFT

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL / CARRIER	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
SIKORSKY S-61 L N (CONT'D)														
MALAYSIAN HELICOPTER	CON	5	-	-	5	22	9.0	2 500	..	351	7 933	..	196	.1
TOTAL NON-SCHED. DOMESTIC		5	-	-	5			2 500	..	351	7 933	..	196	...
TOTAL ALL OPERATIONS		40	1	1	40			53 135	10 481	40 295	35 197	4 684	22 643	2.5
SIKORSKY S-76 SPIRIT														
BRITISH INTL HELICOP	PAS	4	-	-	4	10 12	4.7	9 406	-	9 406	1 437	-	1 437	1.0
TOTAL SCHED. DOMESTIC		4	-	-	4			9 406	-	9 406	1 437	-	1 437	1.0
BRISTOW HELICOPTERS	CON	11	-	2	9	12	4.8	7 536	..	7 536	2 798	..	2 798	.8
TOTAL NON-SCHED. INTERNAT'L.		11	-	2	9			7 536	..	7 536	2 798	..	2 798	...
MALAYSIAN HELICOPTER	CON	2	-	-	2	12	4.6	895	..	198	2 520	..	86	.1
TOTAL NON-SCHED. DOMESTIC		2	-	-	2			895	..	198	2 520	..	86	...
TOTAL ALL OPERATIONS		17	-	2	15			17 837	..	17 140	6 755	..	4 321	1.0
WESTLAND 30														
BRITISH INTL HELICOP	PAS	3	-	-	3	15 17	5.7	7 147	-	7 147	1 853	-	1 853	1.7
TOTAL SCHED. DOMESTIC		3	-	-	3			7 147	-	7 147	1 853	-	1 853	1.7

PART C

INDIVIDUAL FLEET TABLES OF AIR CARRIERS

1987

PARTIE C

TABLEAUX INDIVIDUELS DU MATÉRIEL VOLANT
DES TRANSPORTEURS AÉRIENS

1987

PARTE C

TABLAS INDIVIDUALES DEL MATERIAL VOLANTE
DE LOS TRANSPORTISTAS AEREOS

1987

ЧАСТЬ С

ТАБЛИЦЫ ДАННЫХ О САМОЛЕТНОМ ПАРКЕ ПО АВИАПЕРЕВОЗЧИКАМ

1987

PART: C1 SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures			Number of Hours Flown			Average Daily Revenue Hours
									Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	
AUSTRALIA															
QANTAS												YEAR	ENDED :	31 DEC	1987
BOEING 747	200B	PAS	17	1	2	16	274-439	365.1-372.0	...	11 431	524	61 954	59 701	1 865	10.0
BOEING 747	300	PAS	5	1	-	6	398	377.8	...	4 720	3	27 322	27 264	7	13.0
BOEING 767		PAS	6	1	-	7	214	136.0	...	6 453	3	27 245	27 006	9	11.6
BOEING 747	SP	PAS	2	-	-	2	222	318.0	...	657	-	7 350	7 342	-	10.1
T O T A L S			30	3	2	31			...	23 261	530	123 871	121 313	1 881	
AUSTRIA															
AUA												YEAR	ENDED :	31 DEC	1987
DHC-7 DASH 7	LI	PAS	...	Z	Z	...	50	20.0	6	6	-	6	6	-	...
DHC-8 DASH 8	LI	PAS	...	Z	Z	...	36	14.0	14	14	-	13	13	-	...
DOUGLAS DC-9	10 LI	FRT	1	-	-	1	FRT	41.0	74	74	-	152	152	-	...
DOUGLAS DC-9	30	PAS	4	-	1	3	97	44.0	7 285	7 285	-	10 755	10 755	-	7.4
DOUGLAS MD-80	80	PAS	13	1	-	14	102-135	66.9	21 595	21 595	-	36 599	36 599	-	7.2
MISC AIRCRAFT		PAS	1	-	-	1	...	...	308	308	-	337	337	-	.9
T O T A L S			19 M	1 M	1 M	19 M			29 282	29 282	-	47 862	47 862	-	
BARBADOS															
CARIBBEAN AIR CARGO												YEAR	ENDED :	31 DEC	1987
BOEING 707	300C	FRT	2	-	-	2	FRT	150.0	1 265	1 265	-	3 064	3 064	-	5.0
T O T A L S			2	-	-	2			1 265	1 265	-	3 064	3 064	-	
BELGIUM															
SABENA												YEAR	ENDED :	31 DEC	1987
AIRBUS A310		PAS	2	1	-	3	190-203	142.0	2 993	2 904	-	10 158	10 130	-	9.8
BOEING 737	200	PAS	11	-	-	11	109	52.8	19 732	19 041	4	30 535	30 346	6	7.6
BOEING 737	200C	CON	4	-	-	4	54- 66	52.8	8 440	8 222	79	11 706	11 479	192	8.0
BOEING 737	300	PAS	-	4	-	4	126	58.0	1 251	1 238	-	2 023	1 971	-	5.8
BOEING 747	100	PAS	2	-	-	2	246-337	322.0	1 854	1 841	-	10 531	10 515	-	14.4
BOEING 747	300	PAS	1	-	-	1	263	377.9	1 061	1 003	-	4 975	4 954	-	13.8
DOUGLAS DC10	30	PAS	5	-	-	5	191-196	251.7	5 431	5 389	-	22 906	22 871	-	12.5
MISC AIRCRAFT	LI	UNK	...	Z	Z	...	...	...	10 962	10 387	213	12 151	11 317	722	...
MISC AIRCRAFT	LO	UNK	...	Z	Z	...	...	...	4 111	4 111	-	9 750	9 750	-	...
T O T A L S			25 M	5 M	...	30 M			55 835	54 136	296	114 735	113 333	920	
BOLIVIA															
LAB												YEAR	ENDED :	31 DEC	1987
BOEING 707	300C	PAS	1	-	1	-	178	148.6	645	632	13	1 463	1 401	62	6.1
BOEING 707	300C	FRT	1	1	-	2	FRT	146.7	462	-	462	1 728	-	1 728	5.3
BOEING 727	100	PAS	3	-	-	3	122	73.0	6 597	6 520	77	5 719	5 646	73	5.2
BOEING 727	200	PAS	3	-	-	3	164	87.9	5 707	5 599	108	8 294	8 134	160	8.3
FAIRCHILD FH-227		PAS	3	1	2	2	40	17.6	3 364	3 234	130	3 718	2 870	848	6.0
T O T A L S			11	2	3	10			16 775	15 985	790	20 922	18 051	2 871	

PART: C1 (CONT'D)

SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures			Number of Hours Flown			Average Daily Revenue Hours
									Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	
BOTSWANA															
AIR BOTSWANA												YEAR	ENDED :	31 DEC	1987
FOKKER F-27		PAS	2	-	-	2	36- 40	19.7	1 852	1 852	-	3 410	3 410	-	5.5
MISC AIRCRAFT		PAS	1	-	-	1	...	...	908	908	-	2 110	2 110	-	6.8
TOTALS			3	-	-	3			2 760	2 760	-	5 520	5 520	-	
BRAZIL															
VARIG												YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 4	4	PAS	2	-	-	2	234	165.0	2 379	2 337	-	3 966	3 901	-	5.3
AIRBUS A300B 4	4 LI	PAS	...	Z	Z	...	234	165.0	2 114	2 114	-	3 656	3 656	-	...
BOEING 707	300C	PAS	4	-	4	-	140	150.0	502	415	34	2 259	2 022	116	2.9
BOEING 707	300C	FRT	5	-	-	5	FRT	150.0	2 905	1 362	1 442	6 941	3 307	3 491	4.5
BOEING 727	100	PAS	7	1	-	8	117	77.0	9 708	9 242	156	13 766	13 091	372	4.6
BOEING 727	100	FRT	3	-	1	2	FRT	77.0	1 226	64	1 069	2 337	169	2 055	3.0
BOEING 727	100 LI	PAS	...	Z	Z	...	117	77.0	7 581	7 558	12	9 571	9 521	24	...
BOEING 737	200	PAS	12	-	-	12	109	52.0	20 008	18 806	605	23 409	22 169	671	5.2
BOEING 737	200 LI	PAS	...	Z	Z	...	109	52.0	8 602	8 382	207	10 045	9 795	219	...
BOEING 737	300 LI	PAS	...	Z	Z	...	132	58.0	1 460	1 359	60	2 684	2 405	160	...
BOEING 747	200B	PAS	3	-	-	3	236	374.0	1 926	1 901	-	13 388	13 361	-	12.2
BOEING 747	200B LI	PAS	-	1	-	1	402	374.0	655	646	-	2 966	2 951	-	11.4
BOEING 747	300	PAS	2	-	-	2	259	374.0	1 409	1 392	2	8 370	8 346	5	11.4
BOEING 767		PAS	2	6	2	6	197	136.0	4 489	4 416	4	10 975	10 772	16	8.2
DOUGLAS DC10	30	PAS	11	-	1	10	220	258.0	9 385	9 201	75	41 832	41 202	432	11.4
DOUGLAS DC10	30	FRT	1	1	-	2	FRT	258.0	1 388	1 285	78	5 636	5 208	391	8.7
LOCKHEED L-188		PAS	14	-	-	14	90	51.0	13 550	12 927	-	15 512	15 064	-	2.9
TOTALS			66 M	9 M	8 M	67 M			89 287	83 407	3 744	177 313	166 940	7 952	
CRUZEIRO												YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 4	4	PAS	2	-	-	2	234	165.0	2 366	2 322	-	3 547	3 500	-	4.8
AIRBUS A300B 4	4 LI	PAS	...	Z	Z	...	234	165.0	2 531	2 529	-	3 808	3 801	-	...
BOEING 707	300C LI	PAS	...	Z	Z	...	140	150.0	641	641	-	1 245	1 245	-	...
BOEING 707	300C LI	FRT	...	Z	Z	...	FRT	150.0	258	258	-	712	712	-	...
BOEING 727	100	PAS	6	-	-	6	117	77.0	8 918	8 642	-	12 094	11 845	-	5.4
BOEING 727	100 LI	PAS	...	Z	Z	...	117	77.0	8 556	8 536	18	11 377	11 318	54	...
BOEING 727	100 LI	FRT	...	Z	Z	...	FRT	77.0	255	252	-	687	680	-	...
BOEING 737	200	PAS	6	-	-	6	109	52.0	6 841	6 543	-	9 934	9 635	-	4.4
BOEING 737	200 LI	PAS	...	Z	Z	...	109	52.0	13 076	13 073	-	19 475	19 466	-	...
BOEING 737	300 LI	PAS	...	Z	Z	...	132	58.0	410	410	-	570	570	-	...
BOEING 747	200B LI	PAS	...	Z	Z	...	256	374.0	1	1	-	2	2	-	...
BOEING 747	300 LI	PAS	...	Z	Z	...	259	374.0	8	8	-	17	17	-	...
BOEING 767	LI	PAS	...	Z	Z	...	197	136.0	222	222	-	385	385	-	...
DOUGLAS DC10	30	PAS	...	Z	Z	...	220	258.0	780	780	-	1 666	1 666	-	...
LOCKHEED L-188	LI	PAS	...	Z	Z	...	90	51.0	4 644	4 643	-	5 433	5 432	-	...
TOTALS			14 M	...	...	14 M			49 507	48 860	18	70 952	70 274	54	
CANADA															
AIR CANADA												YEAR	ENDED :	31 DEC	1987
BOEING 727	200	PAS	34	-	1	33	136-156	89.4	50 227	49 027	649	103 347	100 300	2 219	9.0
BOEING 747	200B	PAS	5	-	-	5	264-452	333.9	3 819	2 932	808	16 053	11 906	3 978	9.2
BOEING 767		PAS	14	2	2	14	169-179	136.0	16 448	16 067	150	51 991	51 121	515	10.7
DOUGLAS DC-8	60F	FRT	8	-	-	8	FRT	153.0	6 490	6 138	80	21 871	19 100	1 022	7.6
DOUGLAS DC-9	30	PAS	35	-	-	35	100	44.0	72 095	70 553	652	95 330	92 368	1 667	7.8

PART: C1 (CONT'D) SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures			Number of Hours Flown			Average Daily Revenue Hours
									Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	
CANADA (CONT'D)															
AIR CANADA												YEAR	ENDED :	31 DEC	1987
LOCKHEED L-1011		PAS	18	-	2	16	214-320	201.6-225.0	11 131	10 184	645	46 952	43 792	2 550	9.6
T O T A L S			114	2	5	111			160 210	154 901	2 984	335 544	318 587	11 951	
CP AIR N												YEAR	ENDED :	31 DEC	1987
BOEING 737	200	PAS	28	33	1	60	90-122	54.8	143 093	130 862	10 555	213 247	180 918	31 038	10.0
BOEING 737	200 LI	PAS	5	6	2	9	90-122	54.8	16 818	14 694	1 927	24 149	20 208	3 621	9.4
BOEING 737	300 LI	PAS	-	3	-	3	148	58.0	240	-	236	884	-	849	6.2
DOUGLAS DC10	10	PAS	3	-	3	-	259-309	199.0	1 069	1 026	26	4 628	4 479	113	11.7
DOUGLAS DC10	30	PAS	9	3	-	12	255	259.0	8 969	8 820	13	49 815	49 559	35	13.4
T O T A L S			45	45	6	84			170 189	155 402	12 757	292 723	255 164	35 656	
CHILE															
AEROVIAS DAP												YEAR	ENDED :	31 DEC	1987
DHC-6 TWIN OTTER		CON	2	-	-	2	20	5.6	1 496	1 014	482	770	458	312	1.1
PIPER PA31 NAVAJ		CON	2	-	-	2	7	2.7	817	615	202	240	129	111	.3
T O T A L S			4	-	-	4			2 313	1 629	684	1 010	587	423	
LAN CHILE												YEAR	ENDED :	31 DEC	1987
BOEING 707	300B	PAS	2	-	-	2	150	148.0	685	631	43	3 118	2 874	231	5.1
BOEING 707	300C	CON	-	1	-	1	150	150.0	349	344	-	1 639	1 632	-	6.0
BOEING 707	300C	FRT	1	-	-	1	FRT	150.0	721	721	-	3 091	3 091	-	8.5
BOEING 737	200	PAS	2	2	2	2	113	53.1- 54.3	4 285	4 260	13	5 899	5 850	41	8.4
BOEING 737	200C	CON	1	-	-	1	113	53.0	2 147	2 131	10	2 990	2 952	33	8.2
BOEING 767		PAS	2	-	-	2	189	136.0	2 726	2 726	-	9 490	9 472	-	13.0
T O T A L S			8	3	2	9			10 913	10 813	66	26 227	25 871	305	
LADECO												YEAR	ENDED :	31 DEC	1987
BOEING 727	100	P/C	5	1	-	6	78-120	70.0- 71.0	10 147	10 088	59	14 567	14 448	119	8.9
FOKKER F-27		PAS	-	2	-	2	48	20.0	108	108	-	142	119	-	.7
T O T A L S			5	3	-	8			10 255	10 196	59	14 709	14 567	119	
COLOMBIA															
ARCA												YEAR	ENDED :	31 DEC	1987
DOUGLAS DC-8	50	FRT	-	2	-	2	FRT	149.0	585	573	12	1 589	1 569	20	...
T O T A L S			-	2	-	2			585	573	12	1 589	1 569	20	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C1 (CONT'D) SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
COLOMBIA															
AVIANCA												YEAR	ENDED :	31 DEC	1987
BOEING 707	300B	PAS	4	-	-	4	148	148.0	2 727	2 722	5	8 051	7 889	16	7.7
BOEING 727	100	PAS	13	-	1	12	131	72.0	31 154	31 091	63	28 965	28 560	106	7.4
BOEING 727	200	PAS	7	1	-	8	137	87.0	10 272	10 259	13	19 991	19 871	14	8.3
BOEING 747	100	PAS	1	-	1	-	337	322.0	53	53	-	149	149	-	7.5
BOEING 747	200	PAS	1	-	-	1	284	352.0	1 045	1 045	-	3 974	3 960	-	11.9
BOEING 747	200B	FRT	1	-	-	1	FRT	334.0	625	625	-	1 595	1 554	-	6.7
TOTALS			27	1	2	26			45 876	45 795	81	62 725	61 983	136	
LAC												YEAR	ENDED :	31 DEC	1987
DOUGLAS DC-6	A	FRT	2	-	-	2	FRT	47.0	56	50	6	250	245	5	7.1
DOUGLAS DC-8	30	FRT	1	-	-	1	FRT	140.0	445	443	2	1 151	1 148	3	4.6
DOUGLAS DC-8	50F	FRT	2	-	-	2	FRT	149.0	650	646	4	2 250	2 243	7	7.1
TOTALS			5	-	-	5			1 151	1 139	12	3 651	3 636	15	
SAM												YEAR	ENDED :	31 DEC	1987
BOEING 727	100	PAS	5	1	-	6	131	76.0	13 576	13 544	32	13 801	13 710	91	6.3
TOTALS			5	1	-	6			13 576	13 544	32	13 801	13 710	91	
TAMPA-COLOMBIA												YEAR	ENDED :	31 DEC	1987
BOEING 707	300C	FRT	3	1	-	4	FRT	150.0	3 148	3 148	-	6 658	6 658	-	7.6
TOTALS			3	1	-	4			3 148	3 148	-	6 658	6 658	-	
COSTA RICA															
LACSA												YEAR	ENDED :	30 SEP	1987
BOEING 707	300	FRT	-	1	1	-	FRT	141.0	66	66	-	174	174	-	1.1
BOEING 727	100	PAS	-	1	-	1	128	78.0	747	734	13	974	959	15	7.1
BOEING 727	200	PAS	3	-	-	3	155	72.2	4 658	4 486	172	8 577	8 378	199	9.0
DOUGLAS DC-8	50 LI	FRT	1	-	-	1	FRT	148.0	434	426	8	1 040	1 026	14	3.1
TOTALS			4	2	1	5			5 905	5 712	193	10 765	10 537	228	
CYPRUS															
CYPRUS AIRWAYS												YEAR	ENDED :	31 DEC	1987
AIRBUS A310		PAS	3	-	-	3	241	138.6	2 778	2 227	425	10 541	8 667	1 770	9.5
AIRBUS A310	LI	P/F	2	-	-	2	...	...	5	5	-	21	21	-	4.2
BAC ONE ELEVEN	500	PAS	3	-	-	3	99	47.0	3 291	3 212	4	6 239	6 080	4	5.6
BOEING 707	100B	PAS	3	-	-	3	181	117.0	1 567	876	553	5 465	2 922	2 382	4.8
BOEING 707	LI	PAS	2	-	-	2	...	...	37	27	6	136	101	30	8.7
BOEING 707	LI	FRT	6	-	-	6	FRT	...	78	78	-	365	365	-	5.1
BOEING 747	LI	PAS	1	-	-	1	...	...	2	2	-	5	5	-	5.0
MISC AIRCRAFT	LI	P/F	2	-	-	2	...	...	3	3	-	17	17	-	5.7
TOTALS			22	-	-	22			7 761	6 430	988	22 789	18 178	4 186	

PART: C1 (CONT'D) SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
CZECHOSLOVAK														
CSA											YEAR	ENDED :	31 DEC	1987
ILYUSHIN IL-18	PAS	2	-	-	2	105	64.0	1 415	1 229	186	1 927	1 569	358	2.6
ILYUSHIN IL-62	PAS	11	-	1	10	168	161.0	5 288	4 705	583	16 024	15 025	999	4.0
TUPOLEV TU-134	PAS	13	-	-	13	76	47.0	14 927	11 735	3 192	17 468	12 898	4 570	3.7
TUPOLEV TU-154 LI	PAS	...	Z	Z	...	123	90.0	280	119	161	370	173	197	...
YAKOVLEV YAK-40	PAS	7	-	1	6	30	16.0	4 074	4 008	66	3 861	3 793	68	1.7
T O T A L S		33 M	...	2 M	31 M			25 984	21 796	4 188	39 650	33 458	6 192	
DENMARK														
MAERSK AIR N											YEAR	ENDED :	31 DEC	1987
BELL 212	PAS	3	-	-	3	9	3.0	11 692	...	...	3 573	...	...	...
BOEING 737 200	PAS	4	-	1	3	128	57.0	4 666	...	...	5 636	...	...	...
BOEING 737 300	PAS	2	2	-	4	146	58.0	3 700	...	...	10 631	...	...	...
DHC-7 DASH 7	PAS	5	-	-	5	50	20.0	15 115	...	...	11 137	...	...	...
SHORTS 360	PAS	2	-	-	2	36	12.0	5 036	...	...	4 504	...	...	...
MISC AIRCRAFT	PAS	2	-	-	2	...	...	4 957	...	...	2 622	...	...	...
T O T A L S		18	2	1	19			45 166	...	...	38 103	...	...	
GREENLANDAIR											YEAR	ENDED :	31 DEC	1987
BEECH 90 KINGAIR	PAS	1	-	-	1	6	4.6	511	82	228	587	79	258	...
DHC-6 TWIN OTTER	CON	2	-	-	2	20	5.7	1 124	99	952	1 730	118	1 530	...
DHC-7 DASH 7	CON	2	-	-	2	50	20.0	2 595	2 273	247	3 550	3 013	455	...
SIKORSKY S-61 N	PAS	4	1	1	4	25	9.0	7 432	6 337	885	3 855	3 303	419	...
T O T A L S		9	1	1	9			11 662	8 791	2 312	9 722	6 513	2 662	
DOMINICAN R														
CDA (DOMINICANA)											YEAR	ENDED :	31 DEC	1987
BOEING 707 300C	PAS	1	-	-	1	179	150.0	...	...	...	...	...	...	...
BOEING 727 100	P/C	2	-	-	2	124	78.0	...	...	...	...	...	...	...
BOEING 727 200	PAS	2	-	1	1	160	86.0	...	...	...	...	...	...	...
BOEING 747 100	PAS	1	-	1	-	337	322.0	...	...	...	...	...	...	...
DOUGLAS DC-6 B	FRT	1	-	-	1	FRT	50.0	...	...	...	...	...	...	...
DOUGLAS DC-6 B	OTH	1	-	-	1	60	50.0	...	...	...	...	...	...	...
T O T A L S		8	-	2	6			3 924	3 881	43	6 094	6 049	45	
DOMINAIR											YEAR	ENDED :	31 MAR	1988
DHC-8 DASH 8	PAS	1	-	-	1	36	13.6	1 327	1 327	-	1 459	1 459	-	4.0*
T O T A L S		1	-	-	1			1 327	1 327	-	1 459	1 459	-	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C1 (CONT'D)

SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
ETHIOPIA															
ETHIOPIAN												YEAR	ENDED :	30 JUN	1987
BOEING 707	300C	CON	2	-	-	2	146	150.0	2 194	1 906	257	4 531	3 974	516	6.2
BOEING 720	B	PAS	3	-	-	3	123	106.0	2 561	2 452	59	3 290	2 943	238	3.2
BOEING 727	200	PAS	3	-	-	3	140	90.0	4 611	4 525	10	8 711	8 574	34	7.9
BOEING 767		PAS	2	-	-	2	201	136.0	2 542	2 505	19	7 024	6 887	96	9.6
DHC-5 BUFFALO		CON	2	-	-	2	38	19.0	1 325	-	1 270	1 000	-	967	1.3
DHC-6 TWIN OTTER		CON	6	-	2	4	18	5.6	8 993	8 671	73	9 871	9 512	100	6.1
DOUGLAS DC-3		CON	9	-	-	9	28	13.0	7 300	3 457	3 529	7 562	3 359	3 847	2.2
T O T A L S			27	-	2	25			29 526	23 516	5 217	41 989	35 249	5 798	
FINLAND															
FINNAIR												YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 4	4	PAS	1	1	-	2	308	165.0	1 739	14	1 581	7 401	36	7 318	11.8
ATR-42		PAS	3	2	-	5	46	16.0	13 229	12 732	13	9 053	8 861	10	6.1
DOUGLAS DC-8	60	PAS	1	-	1	-	67-191	152.0	8	-	4	28	-	19	.6
DOUGLAS DC-9	10	FRT	1	-	-	1	FRT	41.0	1 947	1 786	-	3 191	3 158	-	8.7
DOUGLAS DC-9	40	PAS	5	-	-	5	114	51.0	13 791	13 448	113	10 581	10 237	229	5.8
DOUGLAS DC-9	50	PAS	12	-	-	12	121-129	54.9	28 330	27 146	608	33 767	31 803	1 675	7.7
DOUGLAS MD-80	80	PAS	5	2	1	6	114-155	67.0	8 020	6 087	1 890	16 826	9 597	7 181	9.6
DOUGLAS DC10	30	PAS	4	-	1	3	248-345	251.8	2 279	1 529	731	14 753	10 883	3 851	12.5
FOKKER F-27		PAS	2	-	2	-	44	19.7	642	628	-	413	404	-	2.7
MISC AIRCRAFT	LI	UNK	5	-	2	3	...	...	1 685	1 679	2	908	888	12	...
T O T A L S			39	5	7	37			71 670	65 049	4 942	96 921	75 867	20 295	
FRANCE															
AIR FRANCE												YEAR	ENDED :	31 DEC	1987
AIRBUS A300B		PAS	7	-	-	7	236	142.0	5 924	5 909	15	18 889	18 835	54	...
AIRBUS A300B 4	4	PAS	10	-	-	10	292	165.0	9 158	9 103	55	14 372	14 084	288	...
AIRBUS A310		PAS	6	-	-	6	246	138.6	7 592	7 586	6	13 909	13 900	9	...
BAC-SUD CONCORDE		PAS	5	-	-	5	100	181.0	1 118	732	386	3 687	2 740	947	...
BOEING 727	200	PAS	29	-	1	28	156	82.3	40 652	40 574	78	60 097	59 990	107	...
BOEING 737	200	PAS	15	1	-	16	108	52.4	27 307	27 163	144	41 754	41 555	199	...
BOEING 747	100	PAS	17	-	-	17	337	322.0	11 049	10 982	67	60 187	59 807	380	...
BOEING 747	200B	PAS	9	-	-	9	287	362.8	8 633	8 633	-	46 226	46 226	-	...
BOEING 747	200F	FRT	7	-	-	7	FRT	371.9	6 839	6 770	69	33 844	33 496	348	...
MISC AIRCRAFT	LI	UNK	...	Z	Z	...	...	...	...	...	...	55 561	...	...	...
T O T A L S			105 M	1 M	1 M	105 M			118 272 M	117 452 M	820 M	348 526	290 633 M	2 332 M	
UTA												YEAR	ENDED :	31 DEC	1987
BOEING 747	300	PAS	4	-	-	4	262-449	362.9	3 577	3 531	34	15 615	15 387	203	10.7
BOEING 747	F	FRT	1	-	-	1	FRT	364.0	919	305	614	4 128	1 350	2 778	11.3
DOUGLAS DC10	30	PAS	6	-	-	6	235-298	251.7	4 744	4 420	288	22 768	21 386	1 359	10.4
MISC AIRCRAFT	LI	PAS	...	Z	Z	...	...	...	203	61	-	319	224	-	...
MISC AIRCRAFT	LI	FRT	...	Z	Z	...	FRT	...	348	348	-	1 382	1 382	-	...
T O T A L S			11 M	...	...	11 M			9 791	8 665	936	44 212	39 729	4 340	

PART: C1 (CONT'D)

SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
GERMANY FED.															
LUFTHANSA												YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 4	4	PAS	5	7	5	7	207-256	165.0	9 833	9 822	11	23 776	23 750	26	9.0
AIRBUS A310		PAS	10	-	-	10	199	125.0	19 990	19 969	21	30 411	30 363	48	8.3
AIRBUS A310	LI	PAS	...	Z	Z	...	199	125.0	22	22	-	27	27	-	...
ATR-42	LI	PAS	...	Z	Z	...	54	16.0	112	112	-	169	169	-	...
BEECH 90 KINGAIR		OTH	...	Z	Z	...	6	5.0	10 207	-	-	4 527	-	-	...
BEECH 99	LI	PAS	...	Z	Z	...	10	6.0	2	2	-	3	3	-	...
BOEING 707	LI	UNK	...	Z	Z	...	...	...	26	26	-	26	26	-	...
BOEING 727	200	PAS	26	-	2	24	139	77.0- 86.0	49 299	49 262	37	67 061	66 993	68	7.6
BOEING 727	LI	UNK	...	Z	Z	...	...	...	195	195	-	217	217	-	...
BOEING 737	200	PAS	38	-	-	38	98	48.0- 51.0	86 345	86 261	84	110 245	110 123	122	7.9
BOEING 737	200C	CON	2	-	-	2	98	50.0	4 420	4 413	7	6 938	6 928	10	9.5
BOEING 737	300	PAS	10	2	-	12	110	57.0	20 829	20 793	36	31 713	31 636	77	8.3
BOEING 737	LI	UNK	...	Z	Z	...	...	...	345	345	-	487	487	-	...
BOEING 747	200B	PAS	4	1	-	5	345	363.0	4 186	4 182	4	26 182	26 145	37	14.8
BOEING 747	200B	CON	13	1	-	14	236	363.0	11 272	11 270	2	71 379	71 357	22	14.1
BOEING 747	200F	FRT	4	-	-	4	FRT	363.0	3 186	2 986	200	20 702	19 554	1 148	14.2
BOEING 757	LI	UNK	...	Z	Z	...	...	...	2	2	-	3	3	-	...
BOEING 747	LI	UNK	...	Z	Z	...	...	...	947	947	-	1 252	1 252	-	...
DHC-8 DASH 8	LI	UNK	...	Z	Z	...	35	14.0	1 519	1 519	-	2 169	2 169	-	...
DOUGLAS DC 8	LI	UNK	...	Z	Z	...	...	...	1 174	1 171	3	6 197	6 178	19	...
DOUGLAS DC10	30	PAS	11	-	-	11	234	252.0	9 433	9 413	20	54 683	54 551	132	13.6
DOUGLAS DC10	30 LI	PAS	...	Z	Z	...	234	252.0	10	10	-	19	19	-	...
FOKKER F-27	LI	UNK	...	Z	Z	...	44	20.0	7 579	7 579	-	10 476	10 476	-	...
HAWKER HS-748	LI	UNK	...	Z	Z	...	52	21.0	16 030	16 030	-	23 484	23 484	-	...
MISC AIRCRAFT		UNK	...	Z	Z	...	...	...	17 186	-	-	11 367	-	-	...
MISC AIRCRAFT	LI	UNK	...	Z	Z	...	...	...	21 453	21 453	-	31 669	31 669	-	...
T O T A L S			123 M	11 M	7 M	127 M			295 602	267 784	425	535 182	517 579	1 709	
GREECE															
OLYMPIC												YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 4	4	PAS	8	-	-	8	262	157.5	11 689	11 550	76	18 113	17 728	174	6.1
BELL B206A	LI	PAS	1	-	1	-	4	1.5	40	-	40	40	-	40	.9
BOEING 707	300C	PAS	5	-	-	5	155-183	150.0	6 564	6 424	76	8 108	7 696	179	4.3
BOEING 707	300C LI	FRT	1	-	-	1	FRT	150.0	24	-	14	81	-	41	.1
BOEING 727	200	PAS	6	-	-	6	146	78.2	10 000	9 873	49	15 724	15 408	105	7.1
BOEING 737	200	PAS	11	-	-	11	101-123	53.1	25 284	24 408	531	29 504	27 660	1 228	7.2
BOEING 747	200B	PAS	4	-	-	4	432-443	351.5	2 215	2 032	147	13 273	12 737	420	9.0
PIPER PA23 AZTEC		PAS	1	-	-	1	5	2.4	30	3	-	51	4	-	.0
PIPER PA28		OTH	2	-	-	2	3	1.0	140	-	136	185	-	181	.2
SHORT SC7 SKYVAN		PAS	2	-	-	2	17	5.7	2	-	-	2	-	-	.0Y
SHORTS 330		PAS	6	-	-	6	30	10.3	10 802	10 619	36	9 762	9 466	36	4.3
MISC AIRCRAFT		PAS	10	1	-	11	...	...	15 714	13 704	1 709	12 130	9 982	1 752	2.9
MISC AIRCRAFT	LI	PAS	...	Z	Z	...	...	...	157	-	151	140	-	135	...
T O T A L S			57 M	1 M	1 M	57 M			82 661	78 613	2 965	107 113	100 681	4 291	
GUATEMALA															
AVIATECA												YEAR	ENDED :	31 DEC	1987
BOEING 727	100QC	PAS	2	-	-	2	130	78.0	1 520	1 504	16	3 245	3 209	36	4.5
T O T A L S			2	-	-	2			1 520	1 504	16	3 245	3 209	36	

PART: C1 (CONT'D)

SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
ICELAND															
ICELANDAIR N												YEAR	ENDED :	31 DEC	1987
BOEING 727	100	CON	1	-	-	1	131	76.9	1 267	1 159	63	3 058	2 877	158	8.3
BOEING 727	200	PAS	1	1	-	2	164	86.7	2 207	1 849	287	4 954	4 122	770	8.6
DOUGLAS DC-8	50	PAS	1	-	-	1	169	147.2	786	607	51	1 662	1 373	240	4.4
DOUGLAS DC-8	60	PAS	3	1	-	4	248	161.0	3 173	3 069	8	13 434	13 290	30	11.2
DOUGLAS DC-8	60F LI	FRT	-	1	1	-	FRT	153.0	311	311	-	...	...	-	...
FOKKER F-27		PAS	5	-	-	5	44	20.0	11 167	10 798	30	9 700	9 585	15	5.3
MISC AIRCRAFT	LI	PAS	...	Z	Z	...	...	...	54	54	-	236	236	-	...
TOTALS			11 M	3 M	1 M	13 M			18 965	17 847	439	33 044 M	31 483 M	1 213	
ARNARFLUG/EAGLE AIR												YEAR	ENDED :	31 DEC	1987
BOEING 737	200C	CON	1	-	-	1	130	53.0	975	741	220	2 949	2 227	698	8.0
CESSNA 402	LI	PAS	2	-	-	2	8	3.0	...	...	...	...	...	...	...
DHC-6 TWIN OTTER	LI	PAS	1	-	-	1	19	5.6	...	...	...	...	...	...	...
TOTALS			4	-	-	4			975 M	741 M	220 M	2 949 M	2 227 M	698 M	
INDIA															
INDIAN AIRLINES												YEAR	ENDED :	31 MAR	1988
AIRBUS A300B 4	4	PAS	11	-	-	11	271-273	146.6	19 470	19 297	89	31 507	31 173	183	7.9
BOEING 737	200	PAS	27	-	-	27	126	51.1	80 991	79 326	597	84 594	82 408	814	8.5
FOKKER F-27		PAS	3	-	1	2	40	18.4	3 590	3 512	-	4 759	4 545	-	4.2
HAWKER HS-748		PAS	7	-	-	7	44	20.1	14 122	13 868	-	16 795	16 551	-	6.5
ILYUSHIN IL-76	LI	FRT	1	-	-	1	FRT	165.0	61	61	-	142	142	-	...
TOTALS			49	-	1	48			118 234	116 064	686	137 797	134 819	997	
IRAN															
IRAN AIR												YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 2	2	PAS	5	-	-	5	270	142.0	7 752	7 276	358	13 040	11 694	1 163	7.1
BOEING 707	400	PAS	3	-	-	3	167	151.0	3 037	2 583	382	5 455	4 134	1 250	4.9
BOEING 707	400C	FRT	1	-	-	1	FRT	151.0	713	561	136	1 443	1 079	346	3.9
BOEING 727	100	PAS	2	-	-	2	116	72.8	3 855	2 829	963	5 483	4 246	1 154	7.4
BOEING 727	200	PAS	4	-	-	4	157	86.4	8 967	8 441	414	12 775	11 817	813	8.8
BOEING 737	100	PAS	3	-	-	3	115	50.8	7 598	6 944	540	8 907	8 169	628	8.1
BOEING 747	200	PAS	3	-	-	3	385	351.5	2 362	1 047	1 281	8 261	3 573	4 627	7.5
BOEING 747	F	FRT	2	-	1	1	FRT	362.8	657	385	255	3 492	2 173	1 276	6.5
BOEING 747	SP	PAS	4	-	-	4	338	303.9	2 354	2 098	174	9 069	8 303	572	6.1
TOTALS			27	-	1	26			37 295	32 164	4 503	67 925	55 188	11 829	
ITALY															
ALITALIA N												YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 4	4	PAS	8	-	-	8	251	165.0	10 108	10 028	80	23 451	23 087	364	8.0
BOEING 747	200B	PAS	11	-	-	11	291-425	362.9	8 364	8 284	80	48 424	47 815	609	12.2
BOEING 747	200F	FRT	1	-	-	1	FRT	377.8	658	658	-	4 093	4 093	-	11.2
DOUGLAS DC-9	40	PAS	21	4	-	25	100-120	49.0	38 382	38 380	2	54 451	54 449	2	6.1
DOUGLAS MD-80	80	PAS	18	4	-	22	158	66.7	36 153	36 110	43	50 605	50 504	101	6.6

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C1 (CONT'D) SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
ITALY (CONT'D)															
ALITALIA												YEAR	ENDED :	31 DEC	1987
MISC AIRCRAFT	LI	P/F	...	Z	Z	...	...	...	9 760	9 752	8	13 152	13 134	18	...
TOTALS			59 M	8 M	...	67 M			103 425	103 212	213	194 176	193 082	1 094	
JAPAN															
JAPAN ASIA AIRWAYS N												YEAR	ENDED :	31 MAR	1988
BOEING 747 200B		PAS	3	-	-	3	403	334.0	1 461	1 459	2	4 140	4 137	3	5.7
BOEING 747 200F	LI	FRT	...	Z	Z	...	FRT	378.0	206	206	-	650	650	-	...
DOUGLAS DC-8 60		PAS	1	-	1	-	213	160.0	455	301	154	780	486	294	2.1
DOUGLAS DC-8 60	LI	PAS	...	Z	Z	...	213	160.0	26	18	8	41	26	15	...
DOUGLAS DC-8 60F	LI	FRT	...	Z	Z	...	FRT	152.0	4	4	-	12	12	-	...
DOUGLAS DC10 30		PAS	2	1	-	3	273	259.0	2 493	2 413	80	...	...	...	...
TOTALS			6 M	1 M	1 M	6 M			4 645	4 401	244	5 623 M	5 311 M	312 M	
JAL												YEAR	ENDED :	31 MAR	1988
BOEING 727 200		PAS	2	-	2	-	110-119	72.6	1 240	1 088	17	1 696	1 464	46	2.8
BOEING 747 100		PAS	5	-	1	4	337	322.0	...B	...B	...B	...B	...B	...B	...B
BOEING 747 100		FRT	1	-	-	1	FRT	322.0	...B	...B	...B	...B	...B	...B	...B
BOEING 747 100	LI	PAS	-	1	-	1	337	322.0	...B	...B	...B	...B	...B	...B	...B
BOEING 747 200B		PAS	23	-	-	23	434	357.9	...B	...B	...B	...B	...B	...B	...B
BOEING 747 200F		FRT	7	-	-	7	FRT	367.3	...B	...B	...B	...B	...B	...B	...B
BOEING 747 200F	LI	FRT	1	1	-	2	FRT	374.9	...B	...B	...B	...B	...B	...B	...B
BOEING 747 300		PAS	6	1	-	7	248-286	371.9	...B	...B	...B	...B	...B	...B	...B
BOEING 747 300	LI	PAS	2	-	-	2	248-286	371.9	33 164C	31 920C	181C	199 836C	196 386C	916C	11.8C
BOEING 767		PAS	4	5	-	9	219-270	136.0	...B	...B	...B	...B	...B	...B	...B
BOEING 767	LI	PAS	2	-	-	2	270	136.0	10 803C	10 262C	35C	19 853C	18 878C	92C	6.4C
BOEING 747 SR		PAS	11	4	1	14	528	264.7	19 936	19 844	4	32 502	32 342	15	7.6
DOUGLAS DC-8 60	LI	PAS	5	-	5	-	164-201	147.4-154.2	1 730	1 161	526	3 241	1 570	1 611	2.4
DOUGLAS DC-8 60F		FRT	1	-	1	-	FRT	152.0	47	24	14	84	43	29	.3
DOUGLAS DC10 40		PAS	18	-	1	17	239-318	228.2	22 930	22 284	110	51 470	50 109	435	7.8
PIPER PA23 AZTEC		OTH	2	-	-	2	5	2.4	415	-	-	865	-	-	1.2Y
TOTALS			90	12	11	91			90 265	86 583	887	309 547	300 792	3 144	
ALL NIPPON AIRWAYS												YEAR	ENDED :	31 DEC	1987
BOEING 727 200		PAS	11	-	5	6	169-178	78.0	16 805	16 731	52	...	...	...	...
BOEING 737 200		PAS	14	-	-	14	126	49.0	26 147	26 056	69	...	...	...	...
BOEING 747 200B		PAS	3	1	-	4	315-327	378.0	1 060	1 060	-	...	...	...	...
BOEING 747 200F		FRT	1	-	-	1	FRT	378.0	-	-	-	-	-	-	-
BOEING 767		PAS	23	6	-	29	234-288	127.0-131.0	52 256	52 256	-	...	...	...	...
BOEING 747 SR		PAS	17	-	-	17	528	259.0	26 989	26 823	123	...	...	...	...
LOCKHEED L-1011		PAS	11	-	-	11	326	195.0	15 733	15 733	-	...	...	...	...
NAMCO YS11 A		PAS	19	-	-	19	64	25.0	29 716	29 716	-	...	...	...	...
TOTALS			99	7	5	101			168 706	168 375	244	...	...	...	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C1 (CONT'D)

SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
JORDAN														
ROYAL JORDANIAN N											YEAR	ENDED :	31 DEC	1987
AIRBUS A310	PAS	1	1	-	2	188	149.0	1 484	1 440	44	3 829	3 601	228	7.2
BOEING 707 300C	PAS	2	-	-	2	151	150.0	1 175	1 059	116	2 719	2 017	702	7.5
BOEING 707 300C	FRT	1	-	-	1	FRT	150.0	641	259	382	2 089	1 001	1 088	5.8
BOEING 727 200	PAS	4	-	-	4	139	86.0	4 671	4 645	26	8 471	8 436	35	7.7
BOEING 747 200B	PAS	1	-	1	-	405	363.0	282	281	1	3 433	3 432	1	18.0
BOEING 747 200B	CON	1	-	-	1	259	363.0	632	632	-	1 464	1 464	-	4.8
LOCKHEED L-1011	PAS	8	-	-	8	237	229.0	6 713	6 648	65	23 246	22 970	276	9.2
T O T A L S		18	1	1	18			15 598	14 964	634	45 251	42 921	2 330	
MADAGASCAR														
AIR MADAGASCAR											YEAR	ENDED :	31 DEC	1987
BOEING 737 200	CON	2	-	-	2	122-125	49.7	2 592	2 526	54	2 756	2 606	141	3.9
BOEING 747 200B	CON	1	-	-	1	287	362.8	447	443	-	1 797	1 794	-	4.9
DHC-6 TWIN OTTER	CON	4	-	-	4	16- 19	5.7	8 051	7 889	107	6 088	5 886	144	4.1
HAWKER HS-748	CON	3	-	-	3	40- 52	21.0	3 944	3 889	10	4 010	3 964	14	5.0
PIPER PA23 AZTEC	CON	4	-	4	-	5	2.4	-	-	-	-	-	-	-
PIPER PA31 NAVAJ	CON	2	-	2	-	6	2.9	-	-	-	-	-	-	-
T O T A L S		16	-	6	10			15 034	14 747	171	14 651	14 250	299	
MALAYSIA														
MAS											YEAR	ENDED :	31 MAR	1988
AIRBUS A300B 4 4	PAS	4	-	-	4	246	165.0	7 971	7 668	303	11 473	9 716	1 757	7.8
BOEING 737 200	P/C	11	1	-	12	106	53.1	37 238	36 068	1 170	34 432	27 983	6 449	7.8
BOEING 747 200B	PAS	2	-	-	2	390	372.0	2 134	2 114	20	9 202	8 710	492	12.6
BOEING 747 300	P/C	1	-	-	1	293	377.8	720	714	6	4 525	4 515	10	12.4
DHC-6 TWIN OTTER	PAS	5	-	1	4	19	5.7	16 656	16 656	-	10 238	10 238	-	7.0
DOUGLAS DC10 30	PAS	3	-	-	3	291	251.7	2 749	2 703	46	9 438	9 278	160	8.6
FOKKER F-27	PAS	11	-	-	11	48	20.4	34 488	33 431	1 057	27 422	23 636	3 786	6.8
T O T A L S		37	1	1	37			101 956	99 354	2 602	106 730	94 076	12 654	
MEXICO														
AEROMEXICO											YEAR	ENDED :	31 DEC	1987
DOUGLAS DC-8 50	PAS	5	-	2	3	152	129.7	2 292	2 186	-	5 486	5 212	-	4.8
DOUGLAS DC-8 60	PAS	3	-	-	3	187	155.0	2 593	2 553	-	7 204	7 112	-	6.5
DOUGLAS DC-9 10	PAS	8	-	-	8	85	41.0	22 846	22 527	33	25 917	25 352	50	8.7
DOUGLAS DC-9 30	PAS	16	-	-	16	115	44.0	46 153	45 892	58	57 505	57 079	112	9.8
DOUGLAS MD-80 80	PAS	8	-	-	8	155	66.7	17 850	17 707	34	25 983	25 687	64	8.8
DOUGLAS DC10 10	PAS	2	-	-	2	301	195.0	1 842	1 827	10	5 617	5 541	62	7.7
DOUGLAS DC10 30	PAS	3	-	-	3	301	251.7	3 145	3 113	11	11 082	10 990	35	10.1
T O T A L S		45	-	2	43			96 721	95 805	146	138 794	136 973	323	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C1 (CONT'D) SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
MEXICO														
MEXICANA											YEAR	ENDED :	31 DEC	1987
BOEING 727 200	PAS	40	-	-	40	155-168	84.3	76 576	76 391	185	129 079	128 810	269	9.6
DOUGLAS DC10 10	PAS	5	-	-	5	315	199.0	6 748	6 747	1	14 436	14 430	6	8.7
T O T A L S		45	-	-	45			83 324	83 138	186	143 515	143 240	275	
MOZAMBIQUE														
LAM											YEAR	ENDED :	31 DEC	1987
BOEING 737 200C	P/C	3	-	-	3	112	49.0	3 337	2 766	571	4 340	3 449	891	5.2
DOUGLAS DC10 30	PAS	1	-	-	1	273	254.0	327	321	6	2 443	2 377	66	8.7
ILYUSHIN IL-62	PAS	1	-	-	1	168	161.0	26	6	20	124	35	89	.5
MISC AIRCRAFT	UNK	...	Z	Z	...	...	...	264	264	-	282	282	-	...
T O T A L S		5 M	...	...	5 M			3 954	3 357	597	7 189	6 143	1 046	
NEPAL														
ROYAL NEPAL											YEAR	ENDED :	16 JUL	1987
BOEING 727 100	PAS	3	-	-	3	123	76.8	4 132	...	...	7 281	...	...	...
DHC-6 TWIN OTTER	PAS	10	-	-	10	19	5.7	14 950	...	...	12 501	...	...	...
HAWKER HS-748	PAS	3	-	-	3	44	20.2	4 446	...	...	2 894	...	...	...
MISC AIRCRAFT	PAS	1	1	-	2	...	...	390	...	...	482	...	...	...
T O T A L S		17	1	-	18			23 918	...	...	23 158	...	...	
NETHERLANDS														
TRANSAVIA HOLLAND											YEAR	ENDED :	31 DEC	1987
BOEING 737 200	PAS	2	-	-	2	130	49.4- 56.5	4 413	...	...	8 496	...	...	11.6Y
BOEING 737 200C	CON	1	-	-	1	130	53.0	947	...	...	2 316	...	...	6.3Y
BOEING 737 300	PAS	2	2	-	4	148	58.0	5 045	...	...	15 165	...	...	12.3Y
T O T A L S		5	2	-	7			10 405	...	...	25 977	...	...	
NETHERLINES											YEAR	ENDED :	31 DEC	1987
SAAB FAIRCHD 340	PAS	-	1	-	1	33	12.0	1 016	1 016	-	1 434	1 434	-	7.5
MISC AIRCRAFT	PAS	6	-	-	6	...	...	11 314	11 314	-	9 035	9 035	-	4.2
T O T A L S		6	1	-	7			12 330	12 330	-	10 469	10 469	-	
NEW ZEALAND														
AIR NEW ZEALAND N											YEAR	ENDED :	31 MAR	1988
BOEING 737 200	PAS	10	-	-	10	113-121	53.0	29 984	29 983	1	27 938	27 937	1	7.6
BOEING 737 200 LI	PAS	...	Z	Z	...	113	53.0	188	188	-	419	419	-	...
BOEING 737 QC	CON	1	-	-	1	119	53.0	480	480	-	577	577	-	1.6
BOEING 747 200B	PAS	5	-	-	5	420	378.0	4 375	4 375	-	28 576	28 576	-	15.6
BOEING 747 200B LI	PAS	...	Z	Z	...	433	378.0	16	16	-	45	45	-	...
BOEING 767	PAS	3	-	-	3	220	136.0	4 263	4 263	-	13 808	13 808	-	12.6

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C1 (CONT'D)

SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
NEW ZEALAND (CONT'D)														
AIR NEW ZEALAND											YEAR	ENDED :	31 MAR	1988
BOEING 767 LI	PAS	...	Z	Z	...	207-210	136.0	469	469	-	1 484	1 484	-	...
DOUGLAS DC-8 50F	FRT	1	-	1	-	FRT	143.0	100	100	-	326	326	-	1.8
FOKKER F-27	PAS	15	-	-	15	40- 48	20.0	44 390	44 311	79	37 819	37 746	73	6.9
HAWKER HS650	FRT	...	Z	Z	...	FRT	46.0	2 285	2 285	-	3 077	3 077	-	...
T O T A L S		35 M	...	1 M	34 M			86 550	86 470	80	114 069	113 995	74	
NIGERIA														
NIGERIA AIRWAYS											YEAR	ENDED :	31 DEC	1987
AIRBUS A310	PAS	4	-	-	4	221	138.6	...	...	-	...	...	-	...
BOEING 707 300C	PAS	2	-	-	2	146	150.0	...	...	-	...	...	-	...
BOEING 707 300C	CON	1	-	-	1	146-FRT	150.0	...	...	-	...	...	-	...
BOEING 737 200	PAS	8	-	-	8	126	52.3	...	...	-	...	...	-	...
BOEING 747 200B	PAS	-	1	-	1	273	371.9	...	...	-	...	...	-	...
DOUGLAS DC10 30	PAS	2	-	1	1	263	251.7	...	...	-	...	...	-	...
T O T A L S		17	1	1	17			30 138	30 138	-	45 180	45 180	-	
PAKISTAN														
PIA N											YEAR	ENDED :	30 JUN	1987
AIRBUS A300B 2 2	PAS	8	-	-	8	246-255	150.0	9 616	9 556	2	21 223	21 103	4	8.3
BOEING 707 400C	PAS	5	-	1	4	147	150.4	3 958	3 887	46	11 190	10 981	165	7.0
BOEING 707 400C	FRT	2	-	-	2	FRT	150.4	713	643	63	3 077	2 856	207	5.6
BOEING 720 B	PAS	1	-	1	-	133	106.0	21	21	-	33	33	-	4.7
BOEING 737 300	PAS	6	-	-	6	122	58.0	11 003	10 931	13	14 099	13 994	22	7.7
BOEING 747 200B	PAS	2	1	-	3	274-313	351.5-362.9	2 982	2 958	-	11 398	11 336	-	10.4
BOEING 747 B	PAS	4	1	-	5	404	351.5	3 694	3 653	-	14 252	14 133	-	9.6
DHC-6 TWIN OTTER	PAS	2	-	-	2	18- 19	5.7	1 152	1 127	-	1 338	1 294	-	3.0
DOUGLAS DC10 30	PAS	2	-	2	-	277	251.7	561	556	-	1 935	1 913	-	9.8
FOKKER F-27	PAS	9	1	1	9	42- 44	19.7	19 828	19 298	164	24 661	23 639	272	7.1
T O T A L S		41	3	5	39			53 528	52 630	288	103 206	101 282	670	
PANAMA														
AIR PANAMA											YEAR	ENDED :	31 DEC	1987
BOEING 727 100	PAS	1	-	-	1	123	69.8	860	856	4	...	...	...	...
BOEING 727 100 LI	PAS	-	2	2	-	115-126	72.6	427	427	-	...	...	...	...
BOEING 727 200 LI	PAS	1	1	1	1	164	86.6	1 481	1 473	8	...	...	...	...
T O T A L S		2	3	3	2			2 768	2 756	12	...	...	...	

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PART: C1 (CONT'D)

SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
PAPUA N GUIN															
AIR NIUGINI												YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 2	2	PAS	1	-	-	1	232	150.0	767	760	5	2 326	2 306	15	7.0
DHC-7 DASH 7		CON	3	-	1	2	50	20.0	4 434	4 313	10	5 143	4 932	23	6.3
FOKKER F-28		PAS	4	2	-	6	60	30.0	12 074	11 908	51	10 594	10 290	179	5.9
T O T A L S			8	2	1	9			17 275	16 981	66	18 063	17 528	217	
PERU															
FAUCETT												YEAR	ENDED :	31 DEC	1987
BOEING 727	100	PAS	1	-	1	-	125	72.6	765	765	-	779	779	-	5.9
BOEING 727	200	PAS	-	2	-	2	171	82.3	3 050	3 050	-	4 102	4 102	-	9.1
BOEING 737	100	PAS	1	-	-	1	115	46.7	2 317	2 317	-	2 654	2 654	-	7.3
BOEING 737	200	PAS	-	1	-	1	119	49.4	27	27	-	39	39	-	4.3
DOUGLAS DC-8	40	PAS	1	-	-	1	169	136.4	1 657	1 657	-	1 651	1 651	-	5.5
DOUGLAS DC-8	50	PAS	4	-	-	4	169	148.0	6 265	6 265	-	6 516	6 516	-	6.6
T O T A L S			7	3	1	9			14 081	14 081	-	15 741	15 741	-	
POLAND															
LOT												YEAR	ENDED :	31 DEC	1987
ANTONOV AN-12	LI	FRT	...	Z	Z	...	FRT	61.0	47	-	47	142	-	142	...
ANTONOV AN-24		PAS	16	-	4	12	50	21.0	15 783	15 757	26	19 388	18 124	34	4.1
ANTONOV AN-26 B	LI	FRT	...	Z	Z	...	FRT	24.0	50	-	50	186	-	186	...
BOEING 747	LI	PAS	...	Z	Z	...	...	...	85	-	85	334	-	334	...
DOUGLAS DC 8	LI	PAS	...	Z	Z	...	...	...	139	68	71	1 257	610	637	...
ILYUSHIN IL-18		PAS	9	-	-	9	105	60.0	3 786	2 999	787	8 554	6 123	2 071	2.5
ILYUSHIN IL-18	LI	PAS	...	Z	Z	...	105	60.0	302	116	186	524	169	355	...
ILYUSHIN IL-62		PAS	7	-	-	7	168	140.0	2 386	1 407	979	12 068	6 016	5 851	4.6
ILYUSHIN IL-62	LI	PAS	...	Z	Z	...	168	140.0	331	325	6	1 901	1 840	34	...
TUPOLEV TU-134		PAS	7	-	-	7	76	47.0	5 808	5 433	375	9 770	8 996	620	3.8
TUPOLEV TU-134	LI	PAS	...	Z	Z	...	76	47.0	65	7	58	137	6	131	...
TUPOLEV TU-154		PAS	2	2	-	4	150	90.0	2 474	2 300	174	5 268	4 886	315	3.6
TUPOLEV TU-154	LI	PAS	...	Z	Z	...	150	90.0	2 480	1 653	827	5 246	3 411	1 782	...
YAKOVLEV YAK-40	LI	PAS	...	Z	Z	...	26- 30	16.0	295	155	140	451	217	234	...
MISC AIRCRAFT		PAS	-	1	-	1	...	...	6	-	6	2	-	2	.0
T O T A L S			41 M	3 M	4 M	40 M			34 037	30 220	3 817	65 228	50 398	12 728	
PORTUGAL															
TAP AIR PORTUGAL N												YEAR	ENDED :	31 DEC	1987
BOEING 707	300B	PAS	3	-	1	2	168	148.0	...B	...B	...B	...B	...B	...B	...B
BOEING 707	300B	CON	2	-	1	1	168	148.0	2 194C	2 137C	4C	7 345C	7 210C	13C	6.4C
BOEING 707	300C	FRT	1	-	-	1	FRT	150.0	417	408	8	1 071	1 038	20	2.9
BOEING 727	100	PAS	3	-	-	3	126	70.0	...B	...B	-	...B	...B	-	...B
BOEING 727	100QC	CON	1	-	-	1	126-FRT	78.0	3 055C	3 006C	-	5 236C	5 138C	-	7.0C
BOEING 727	200	PAS	4	-	-	4	161	90.0	5 978	5 425	-	9 644	9 549	-	6.5
BOEING 737	200	PAS	6	1	-	7	122	58.0	...B	...B	...B	...B	...B	...B	...B
BOEING 737	200C	CON	1	-	-	1	122	53.0	10 905C	10 285C	7C	20 855C	20 673C	13C	8.1C
LOCKHEED L-1011		PAS	5	-	-	5	255	229.0	4 007	3 974	9	18 291	18 190	30	10.0
MISC AIRCRAFT	LI	UNK	...	Z	Z	...	...	...	680	678	-	319	315	-	...
T O T A L S			26 M	1 M	2 M	25 M			27 236	25 913	28	62 761	62 113	76	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C1 (CONT'D) SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures			Number of Hours Flown			Average Daily Revenue Hours
									Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	
REP OF KOREA															
KOREAN AIR												YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 4	4	PAS	8	2	-	10	242-260	153.0-165.0	14 493	14 452	41	18 917	18 836	81	5.6
AIRBUS A300B 4	4	FRT	2	-	-	2	FRT	153.0	1 523	1 462	61	4 633	4 333	300	6.3
BOEING 707	300C	PAS	2	-	1	1	171	150.0	1 920	1 912	8	3 224	3 197	27	4.6
BOEING 707	300C	FRT	3	-	2	1	FRT	150.0	218	195	23	655	581	74	.7
BOEING 727	200	PAS	6	-	-	6	166	78.2	14 091	13 710	381	13 390	12 717	673	6.1
BOEING 747	200B	PAS	7	-	-	7	404	372.0	5 621	5 431	190	32 816	31 423	1 393	12.8
BOEING 747	200F	FRT	5	1	-	6	FRT	372.0	3 985	3 926	59	24 565	24 223	342	11.2
BOEING 747	300	PAS	2	-	-	2	423	377.8	1 197	1 190	7	9 143	9 133	10	12.5
BOEING 747	SP	PAS	2	-	-	2	283	317.7	764	764	-	9 887	9 887	-	13.5
DOUGLAS MD-80	80	PAS	4	2	-	6	155	67.0	11 274	11 253	21	10 402	10 376	26	5.4
DOUGLAS DC10	30	PAS	4	-	-	4	314	251.7	3 767	3 736	31	14 379	14 334	45	9.8
FOKKER F-27		PAS	1	-	-	1	44	20.4	2 300	2 300	-	2 285	2 285	-	6.3
FOKKER F-28		PAS	2	2	-	4	75	30.0	7 712	7 712	-	6 356	6 356	-	5.2
T O T A L S			48	7	3	52			68 865	68 043	822	150 652	147 681	2 971	
RWANDA															
AIR RWANDA												YEAR	ENDED :	31 DEC	1987
BOEING 707	300C	FRT	1	-	-	1	FRT	150.0	356	340	16	1 652	1 586	66	4.5
BN-2 ISLANDER		PAS	1	-	-	1	7	3.0	420	386	34	285	...	...	.8Y
DHC-6 TWIN OTTER		PAS	2	-	-	2	20	5.6	1 088	1 044	44	1 208	...	...	1.7Y
PIPER PA23 AZTEC		PAS	1	-	-	1	5	2.4	342	194	148	194	...	...	.5Y
T O T A L S			5	-	-	5			2 206	1 964	242	3 339	1 586 M	66 M	
SAUDI ARABIA															
SAUDIA												YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 4	4	PAS	11	-	-	11	258	165.0	15 910	15 409	501	25 352	24 189	1 163	6.3
BOEING 707	300C	PAS	8	-	5	3	147	150.0	51	18	33	212	44	168	.2
BOEING 737	200	PAS	20	-	-	20	102	52.2	44 521	43 190	1 331	56 096	53 197	2 899	8.0
BOEING 747	100	PAS	8	-	-	8	337	322.0	7 542	7 302	240	22 079	21 482	597	7.6
BOEING 747	200B LI	CON	1	-	-	1	450	378.0	902	797	105	3 658	3 104	554	10.0
BOEING 747	300	PAS	11	-	-	11	424	377.8	8 502	8 104	398	33 143	31 403	1 740	9.1
BOEING 747	SP	PAS	3	-	-	3	264	318.0	1 203	1 189	14	5 298	4 922	376	6.8
CESSNA 500		PAS	2	-	-	2	6	5.0	1 585	-	1 585	2 068	-	2 068	2.8
DOUGLAS DC-8	50 LI	CON	1	-	-	1	160	148.0	294	153	141	983	511	472	2.7
DOUGLAS DC-8	60 LI	CON	1	-	-	1	240	161.0	388	203	185	1 480	669	811	6.9
GRUMMAN G-1159	II	PAS	4	-	-	4	13	26.0	987	-	987	1 770	-	1 770	1.2
GRUMMAN III		PAS	5	-	-	5	13	30.0	1 008	-	1 008	2 771	-	2 771	1.5
LOCKHEED L-1011		PAS	17	-	-	17	275	211.3	15 572	14 670	902	30 018	27 516	2 502	4.8
PIPER PA23 AZTEC		OTH	2	-	-	2	4	3.0	-	-	-	-	-	-	-
PIPER PA28		OTH	8	-	-	8	2	1.0	-	-	-	-	-	-	-
MISC AIRCRAFT		PAS	9	-	-	9	...	...	15	-	15	25	-	25	.0
T O T A L S			111	-	5	106			98 480	91 035	7 445	184 953	167 037	17 916	
SCANDINAVIA															
SAS												YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 2	2	PAS	3	-	3	-	270	155.0	140	31	-	74	41	-	.1
BOEING 727	LI	PAS	...	Z	Z	...	...	...	372	372	-	848	848	-	...
BOEING 737	LI	PAS	...	Z	Z	...	...	...	437	437	-	350	350	-	...

PART: C1 (CONT'D)

SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures			Number of Hours Flown			Average Daily Revenue Hours
									Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	
SCANDINAVIA (CONT'D)															
SAS												YEAR	ENDED :	31 DEC	1987
BOEING 747	200B	PAS	2	-	1	1	342-360	351.5	88	82	-	599	590	-	1.0
BOEING 747	200B	CON	2	-	1	1	249-360	372.0	198	192	2	1 496	1 475	7	2.8
DHC-6 TWIN OTTER	LI	PAS	...	Z	Z	...	20	5.6	1 800	1 800	-	1 201	1 201	-	...
DHC-7 DASH 7	LI	PAS	...	Z	Z	...	50	19.0	6 967	6 965	-	4 206	4 204	-	...
DOUGLAS DC-8	60	PAS	9	-	1	8	140-252	152.0-161.0	2 368	1 808	119	5 672	5 026	462	1.7
DOUGLAS DC-9	20	PAS	9	-	-	9	75	44.0	16 416	16 216	20	21 997	21 794	31	6.6
DOUGLAS DC-9	30	FRT	2	-	-	2	FRT	44.0	868	-	-	174	-	-	-
DOUGLAS DC-9	40	PAS	49	-	1	48	110-120	51.0	103 639	102 675	271	120 676	119 594	400	7.0
DOUGLAS DC-9	50	PAS	-	2	-	2	114	54.9	1 134	1 066	-	1 120	1 085	-	3.1
DOUGLAS MD-80	80	PAS	12	4	-	16	133-156	63.5	30 649	30 105	88	34 293	33 829	146	6.5
DOUGLAS DC10	30	PAS	9	-	-	9	230	256.3	6 220	5 849	11	40 814	40 560	57	12.4
FOKKER F-27		PAS	9	-	-	9	40	19.7	17 637	16 503	19	17 134	16 364	40	5.0
FOKKER F-27	LI	PAS	...	Z	Z	...	40	19.7	6 102	5 965	-	6 094	5 972	-	...
LOCKHEED L-188	LI	FRT	...	Z	Z	...	FRT	53.0	941	896	20	1 232	1 182	20	...
SAAB FAIRCHD 340	LI	PAS	...	Z	Z	...	34	12.0	2 179	2 166	10	1 746	1 733	9	...
MISC AIRCRAFT	LI	PAS	...	Z	Z	...	...	...	5 999	5 917	1	3 620	3 555	1	...
TOTALS			106 M	6 M	7 M	105 M			204 154	199 045	561	263 346	259 403	1 173	
SINGAPORE															
SIA												YEAR	ENDED :	31 DEC	1987
AIRBUS A310		PAS	6	2	-	8	188-189	142.0-149.0	7 202	6 684	38	17 540	15 835	109	7.2
BOEING 747	200	PAS	9	-	1	8	385	372.0	8 494	6 925	79	35 681	30 046	300	10.7
BOEING 747	300	PAS	11	-	-	11	414	377.8	...B	...B	...B	...B	...B	...B	...B
BOEING 747	300	CON	2	1	-	3	304	377.8	10 800C	10 663C	30C	67 520C	67 197C	118C	14.3C
BOEING 757		PAS	4	-	-	4	182	99.8	7 914	7 591	54	9 175	8 271	84	5.7
TOTALS			32	3	1	34			34 410	31 863	201	129 916	121 349	611	
SPAIN															
AVIACO												YEAR	ENDED :	31 DEC	1987
DOUGLAS DC-9	30	PAS	21	-	-	21	110	44.0	43 953	30 359	13 594	43 375	19 829	23 546	5.7
DOUGLAS DC-9	30 LI	PAS	-	1	-	1	110	44.0	478	475	3	318	315	3	5.2
FOKKER F-27		PAS	8	-	-	8	44	19.7	13 451	3 054	10 397	10 154	3 774	6 380	3.5
MISC AIRCRAFT	LI	PAS	...	Z	Z	...	...	...	569	128	441	915	81	834	...
TOTALS			29 M	1 M	...	30 M			58 451	34 016	24 435	54 762	23 999	30 763	
IBERIA												YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 4	4	PAS	6	-	-	6	251	158.0	7 451	7 450	1	15 480	15 477	3	7.1
BOEING 727	200	PAS	35	-	-	35	155-161	84.0	64 745	64 685	60	91 336	91 166	170	7.2
BOEING 747	200B	P/C	6	-	-	6	294-430	372.0	3 588	3 578	10	21 228	21 192	36	10.1
DOUGLAS DC-9	30	PAS	28	-	-	28	110	44.0	55 196	55 185	11	70 356	70 339	17	7.1
DOUGLAS DC10	30	PAS	8	-	-	8	266	252.0	6 304	6 176	128	31 545	30 984	561	11.0
MISC AIRCRAFT	LI	UNK	...	Z	Z	...	...	...	11 945	11 893	52	10 800	10 680	120	...
TOTALS			83 M	...	...	83 M			149 229	148 967	262	240 745	239 838	907	

PART: C1 (CONT'D) SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
SRI LANKA															
AIR LANKA												YEAR	ENDED :	31 DEC	1987
BOEING 737	200	PAS	1	-	-	1	120	48.7	1 854	1 756	98	1 833	1 817	16	5.3
BOEING 747	200B	PAS	1	-	1	-	426	350.4	240	239	1	874	870	4	8.4
LOCKHEED L-1011		PAS	4	-	-	4	274-280	229.0	3 675	3 593	82	11 438	11 418	20	9.9
T O T A L S			6	-	1	5			5 769	5 588	181	14 145	14 105	40	
SWITZERLAND															
SWISSAIR N												YEAR	ENDED :	31 DEC	1987
AIRBUS A310		PAS	9	-	-	9	172-204	132.0-149.0	13 635	13 468	108	25 956	25 690	206	7.9
BOEING 747	200B LI	PAS	-	2	-	2	384	372.0	1 880	1 879	-	10 874	10 870	-	14.9
BOEING 747	300	PAS	4	1	2	3	261	372.0	2 015	2 006	-	11 785	11 751	-	15.7
DOUGLAS DC-9	30	PAS	5	1	1	5	91	44.0	10 077	10 008	32	11 735	11 606	51	6.1
DOUGLAS DC-9	50	PAS	6	-	2	4	114	54.9	10 700	10 586	98	13 068	12 899	153	7.1
DOUGLAS MD-80	80	PAS	17	1	-	18	129	64.4	38 178	37 743	328	50 662	49 735	569	7.8
DOUGLAS DC10	30	PAS	11	-	-	11	215-221	251.7	11 840	11 799	10	53 056	52 870	75	13.2
PIAGGIO P149		OTH	7	-	-	7	3	1.0	-	-	-	-	-	-	-
MISC AIRCRAFT	LI	UNK	...	Z	Z	...	...	...	...	...	...	...	...	...	...
T O T A L S			59 M	5 M	5 M	59 M			88 325 M	87 489 M	576 M	177 136 M	175 421 M	1 054 M	
SYRIAN ARAB															
SYRIAN ARAB												YEAR	ENDED :	31 DEC	1987
BOEING 727	200	PAS	3	-	-	3	151	86.0	2 310	2 082	228	5 424	4 762	662	6.5
BOEING 747	SP	PAS	2	-	-	2	316	248.0	1 124	1 088	36	3 165	3 040	125	10.6
SE210 CARAVELLE		PAS	2	-	-	2	87	52.0	1 094	1 030	64	2 457	2 254	203	5.7
TUPOLEV TU-134		PAS	4	-	-	4	80	47.0	492	488	4	1 674	1 666	8	2.2
TUPOLEV TU-154		PAS	3	-	-	3	139	90.0	1 914	1 839	75	4 785	4 671	114	5.1
T O T A L S			14	-	-	14			6 934	6 527	407	17 505	16 393	1 112	
THAILAND															
THAI INTERNATIONAL												YEAR	ENDED :	30 SEP	1987
AIRBUS A300B 4	4	PAS	16	3	1	18	223-247	157.5-165.0	16 792	16 713	44	46 140	45 576	141	7.5
BOEING 747	200B	PAS	6	-	-	6	378	371.9	4 950	4 948	-	29 666	29 557	-	13.5
DOUGLAS DC10	30	PAS	2	-	-	2	243	259.0	1 574	1 571	3	9 411	9 385	26	12.9
T O T A L S			24	3	1	26			23 316	23 232	47	85 217	84 518	167	
TAC												YEAR	ENDED :	30 SEP	1987
AIRBUS A310		PAS	2	-	-	2	265	142.0	...	...	...	...	...	...	...
BOEING 737	200	PAS	4	-	1	3	115	52.6	...	...	...	...	...	...	...
HAWKER HS-748		PAS	2	-	1	1	44	19.8	...	...	...	...	...	...	...
SHORTS 330		PAS	4	-	-	4	30	10.4	...	...	...	...	...	...	...
SHORTS 360		PAS	2	-	-	2	36	11.9	...	...	...	...	...	...	...
T O T A L S			14	-	2	12			...	...	...	...	...	...	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C1 (CONT'D)

SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
TUNISIA														
TUNIS AIR											YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 4 4	PAS	1	-	-	1	265	165.0	1 259	1 179	80	2 234	2 079	155	6.1
BOEING 727 200	PAS	8	-	-	8	155	79.6	11 748	8 650	3 098	21 871	15 338	6 533	7.5
BOEING 737 200	P/C	4	-	-	4	121	53.0- 58.0	6 592	3 121	3 471	12 875	5 555	7 320	8.8
T O T A L S		13	-	-	13			19 599	12 950	6 649	36 980	22 972	14 008	
USSR														
AEROFLOT											YEAR	ENDED :	31 DEC	1987
ILYUSHIN IL-62	PAS	26	-	-	26	138-162	161.0	11 674	11 488	186	62 419	59 930	975	6.4
ILYUSHIN IL-76	FRT	13	1	-	14	FRT	170.0	5 203	2 432	2 771	17 234	8 270	8 484	3.5
ILYUSHIN IL-86	PAS	13	2	1	14	316	206.0	7 145	7 074	71	23 045	22 624	200	5.1
TUPOLEV TU-134	PAS	8	-	-	8	68- 76	47.0	4 727	3 708	1 019	13 015	9 336	2 365	4.0
TUPOLEV TU-154	PAS	30	3	1	32	144-164	90.0	16 243	15 196	1 047	40 884	36 330	2 607	3.5
TUPOLEV TU-154	FRT	4	-	-	4	FRT	90.0	1 394	43	1 351	4 042	103	3 443	2.4
T O T A L S		94	6	2	98			46 386	39 941	6 445	160 639	136 593	18 074	
UNTD KINGDOM														
AIR BRIDGE CARRIERS											YEAR	ENDED :	31 DEC	1987
HAWKER HS650	FRT	2	-	2	-	FRT	39.9	-	-	-	-	-	-	-
HP-7 DART HERALD	FRT	1	-	-	1	FRT	20.0	457	346	111	566	468	98	1.6
VICKERS 950	FRT	4	1	-	5	FRT	64.4	3 579	2 221	1 358	4 127	2 172	1 955	2.3
T O T A L S		7	1	2	6			4 036	2 567	1 469	4 693	2 640	2 053	
AIR EUROPE											YEAR	ENDED :	31 DEC	1987
BOEING 737 200	PAS	1	1	1	1	130	54.2	2 119	608	1 511	6 441	1 616	4 825	11.9
BOEING 737 300	PAS	1	8	3	6	144	58.0	4 866	691	4 175	13 201	1 634	11 567	10.0
BOEING 757	PAS	2	1	1	2	224	99.7	3 396	58	3 338	10 763	157	10 606	11.6
T O T A L S		4	10	5	9			10 381	1 357	9 024	30 405	3 407	26 998	
BRITISH AIRWAYS N											YEAR	ENDED :	31 DEC	1987
BAC ONE ELEVEN 300	PAS	...B	-	Z	...B	79	39.9	...B	...B	...B	...B	...B	...B	...B
BAC ONE ELEVEN 400	PAS	6C	-	1C	5C	79	39.9	10 830C	10 785C	45C	11 791C	11 690C	101C	6.1C
BAC ONE ELEVEN 500	PAS	21	-	-	21	99	43.5	27 563	26 808	755	33 827	32 333	1 494	4.4
BAC-SUD CONCORDE	PAS	7	-	-	7	100	181.0	2 338	1 977	361	7 812	6 791	1 021	3.1
BOEING 737 200	PAS	45	1	2	44	114-128	52.8	72 077	64 350	7 727	118 066	97 935	20 131	7.3
BOEING 747 100	PAS	16	-	-	16	337	322.0	13 094	13 089	5	71 228	71 196	32	12.4
BOEING 747 200	PAS	13	4	-	17	364	371.9	10 821	10 289	532	70 686	67 572	3 114	13.0
BOEING 747 200B	PAS	2	-	1	1	189-372	356.0	1 252	1 252	-	8 430	8 430	-	12.9
BOEING 757	PAS	25	2	1	26	189-207	99.7	45 228	43 776	1 452	64 476	60 254	4 222	7.0
HAWKER HS-748	PAS	9	-	-	9	44- 48	20.0	18 916	18 472	444	17 553	17 101	452	5.3
LOCKHEED L-1011	PAS	19	-	-	19	184-393	195.0-229.0	17 883	12 897	4 986	60 408	46 594	13 814	9.0
T O T A L S		163	7	5	165			220 002	203 695	16 307	464 277	419 896	44 381	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C1 (CONT'D)

SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
UNTD KINGDOM														
BRITISH MIDLAND											YEAR	ENDED :	31 DEC	1987
BOEING 737 300	PAS	-	2	-	2	136	58.0	330	315	15	422	384	38	7.0
DOUGLAS DC-9 10	PAS	6	-	-	6	85	41.0	16 858	16 420	438	18 583	17 475	1 108	8.5
DOUGLAS DC-9 30	PAS	3	1	-	4	110	44.0	9 529	8 738	791	12 505	10 343	2 162	8.7
FOKKER F-27	PAS	3	-	1	2	44	19.0	4 496	4 204	292	5 907	5 555	352	8.1
SHORTS 360	PAS	2	-	-	2	36	12.0	6 918	6 909	9	5 906	5 897	9	8.1
VICKERS 800	PAS	2	-	1	1	73	32.9	2 356	2 320	36	2 802	2 749	53	4.8
T O T A L S		16	3	2	17			40 487	38 906	1 581	46 125	42 403	3 722	
BRITISH CALEDONIAN											YEAR	ENDED :	31 DEC	1987
BAC ONE ELEVEN 500	PAS	13	1	-	14	99	45.2	25 760	25 745	15	29 400	29 377	23	6.2
BOEING 747 200	PAS	2	2	-	4	327-331	335.6	1 636	1 635	1	11 788	11 786	2	11.6
BOEING 747 200B	CON	1	-	-	1	246	362.8	590	590	-	4 180	4 180	-	11.5
DOUGLAS DC10 30	PAS	10	-	2	8	233-300	259.0	6 463	6 458	5	41 027	41 020	7	13.3
T O T A L S		26	3	2	27			34 449	34 428	21	86 395	86 363	32	
BRITANNIA											YEAR	ENDED :	31 DEC	1987
BOEING 737 200	CON	25	6	5	26	130	55.0	35 777	893	34 884	103 734	3 302	100 432	10.5
BOEING 767	PAS	4	1	-	5	273	136.0	6 683	298	6 385	20 820	1 135	19 685	12.4
T O T A L S		29	7	5	31			42 460	1 191	41 269	124 554	4 437	120 117	
CATHAY PACIFIC											YEAR	ENDED :	31 DEC	1987
BOEING 747 200B	PAS	4	-	-	4	412	370.0	...B	...B	...B	...B	...B	...B	...B
BOEING 747 200B LI	PAS	4	-	-	4	412	370.0	8 066C	8 007C	59C	40 853C	40 553C	300C	14.0C
BOEING 747 200F	FRT	1	1	-	2	FRT	372.0	1 622	1 576	46	6 396	6 268	128	13.9
BOEING 747 300	PAS	3	2	-	5	420	366.0	4 274	4 219	55	21 038	20 790	248	14.5
LOCKHEED L-1011	PAS	4	1	-	5	286	197.0	...B	...B	...B	...B	...B	...B	...B
LOCKHEED L-1011 LI	PAS	5	-	-	5	286	197.0	11 082C	10 810C	272C	24 103C	23 367C	736C	7.0C
T O T A L S		21	4	-	25			25 044	24 612	432	92 390	90 978	1 412	
DAN-AIR SERVICES											YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 4 4	PAS	1	-	-	1	312	157.5	1 262	-	1 262	3 354	-	3 354	9.2
BAC ONE ELEVEN 200	PAS	2	-	-	2	75- 89	36.0	3 235	3 196	39	4 183	4 116	67	5.7
BAC ONE ELEVEN 300	PAS	...B	Z	Z	...B	89	39.5	...B	...B	...B	...B	...B	...B	...B
BAC ONE ELEVEN 400	PAS	3C	1C	1C	3C	89	44.2	5 621C	5 494C	127C	7 545C	7 239C	306C	5.7C
BAC ONE ELEVEN 500	PAS	11	-	1	10	119	47.0	14 322	1 122	13 200	30 771	1 681	29 090	7.8
BAE-146	PAS	3	1	1	3	88	41.4	6 922	6 229	693	8 769	7 212	1 557	7.4
BOEING 727 100	PAS	4	-	2	2	131-151	75.4	3 808	42	3 766	9 782	48	9 734	7.4
BOEING 727 200	PAS	6	2	3	5	159-189	95.0	7 378	1	7 377	21 899	2	21 897	9.5
BOEING 737 200	PAS	5	-	1	4	127-130	55.0	6 013	20	5 993	17 875	22	17 853	10.9
BOEING 737 300	PAS	1	-	-	1	148	58.0	1 384	-	1 384	3 916	-	3 916	10.7
HAWKER HS-748	CON	15	1	7	9	48- 52	20.9	7 875	6 211	1 664	10 554	8 654	1 900	3.6
T O T A L S		51	5	16	40			57 820	22 315	35 505	118 648	28 974	89 674	

PART: C1 (CONT'D) SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
UNTD KINGDOM														
MONARCH AIRLINES											YEAR	ENDED :	31 DEC	1987
BOEING 737 200	PAS	-	2	2	-	130	57.0	2 072	122	1 950	5 295	291	5 004	11.9
BOEING 737 300	PAS	1	4	3	2	148	58.0	4 228	106	4 122	13 556	257	13 299	13.0
BOEING 757	PAS	4	2	-	6	224	100.0	8 061	36	8 025	23 486	91	23 395	11.9
T O T A L S		5	8	5	8			14 361	264	14 097	42 337	639	41 698	
ORION AIRWAYS											YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 4 4	PAS	-	2	-	2	324	157.0	1 824	-	1 824	5 420	-	5 420	11.3
BOEING 737 200	PAS	3	-	3	-	130	54.2	3 502	323	3 179	9 957	839	9 118	11.4
BOEING 737 300	PAS	3	1	-	4	144	58.0	5 563	337	5 226	16 185	894	15 291	11.6
T O T A L S		6	3	3	6			10 889	660	10 229	31 562	1 733	29 829	
HIGHLAND EXPRESS											YEAR	ENDED :	31 DEC	1987
BOEING 747 100	PAS	-	1	1	-	337	322.0	352	344	8	1 450	1 413	37	9.5
T O T A L S		-	1	1	-			352	344	8	1 450	1 413	37	
AIR UK											YEAR	ENDED :	31 DEC	1987
BAC ONE ELEVEN 400	PAS	1	-	-	1	79	39.9	2 363	2 350	13	2 029	2 013	16	5.6
BAE-146	PAS	-	1	-	1	100	42.0	107	107	-	91	91	-	3.4
FOKKER F-27	PAS	14	4	2	16	44	19.0	32 285	32 138	147	31 769	31 616	153	5.8
SHORTS 360	PAS	4	-	-	4	36	12.0	9 330	9 315	15	9 112	9 100	12	6.2
T O T A L S		19	5	2	22			44 085	43 910	175	43 001	42 820	181	
BRITISH AIRFERRIES											YEAR	ENDED :	31 DEC	1987
HP-7 DART HERALD	CON	3	-	1	2	48	19.0	1 879	518	1 361	2 263	561	1 702	3.1
SHORTS 330	CON	-	1	-	1	30	10.0	12	3	9	17	3	14	.1
SHORTS 360	CON	1	-	1	-	36	12.0	1 353	374	979	1 572	469	1 103	5.2
VICKERS 800	CON	15	-	2	13	76	29.0	11 313	988	10 325	12 920	920	12 000	2.6
T O T A L S		19	1	4	16			14 557	1 883	12 674	16 772	1 953	14 819	
VIRGIN ATLANTIC											YEAR	ENDED :	31 DEC	1987
BOEING 747 200	PAS	2	-	-	2	385	351.5	1 119	1 107	12	8 512	8 495	17	11.7
T O T A L S		2	-	-	2			1 119	1 107	12	8 512	8 495	17	
U R TANZANIA														
AIR TANZANIA											YEAR	ENDED :	31 DEC	1987
BOEING 707 300C LI	PAS	-	1	1	-	148	150.0	29	29	-	62	62	-	...
BOEING 737 200	PAS	2	-	-	2	106	52.6	3 849	3 803	46	4 375	4 274	101	...
DHC-6 TWIN OTTER	PAS	3	-	-	3	18	5.6	3 584	3 561	23	3 630	3 605	25	...
FOKKER F-27	PAS	3	-	-	3	44	20.4	4 933	4 912	21	6 389	6 364	25	...
T O T A L S		8	1	1	8			12 395	12 305	90	14 456	14 305	151	

PART: C1 (CONT'D) SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
									Number of Departures			Number of Hours Flown			
COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	Average Daily Revenue Hours
UNTD STATES															
AMERICAN N												YEAR	ENDED :	31 DEC	1987
BAE-146		PAS	-	6	-	6	85	34.0- 40.6	12 931	12 930	1	13 611	...	...	8.1Y
BOEING 727	100C	PAS	...B	-	-	...B	115-118	72.6- 76.6	...B	...B	-	...B	...	-	...B
BOEING 727	100QC	PAS	39C	-	-	39C	115-118	72.6- 76.6	77 269C	77 269C	-	100 736C	...	-	7.2Y
BOEING 727	200	PAS	125	-	-	125	150	86.6	234 223	234 168	55	353 424	...	...	8.0Y
BOEING 737	100	PAS	-	2	-	2	100	46.9	...B	...B	...B	...B	...	...	...B
BOEING 737	200	PAS	-	21	-	21	100	54.4	49 007C	49 001C	6C	54 991C	...	...	8.7Y
BOEING 737	300	PAS	-	8	-	8	130	58.0	13 578	13 427	151	19 627	...	...	9.0Y
BOEING 767		PAS	22	7	-	29	177-204	136.0	24 825	24 825	-	101 241	...	-	11.0Y
BOEING 747	SP	PAS	-	2	-	2	181	285.7	392	392	-	4 711	...	-	10.5Y
DOUGLAS MD-80	80	PAS	88	46	16	118	142	67.0	184 022	184 011	11	321 509	...	...	8.8Y
DOUGLAS DC10	10	PAS	46	5	2	49	290-313	195.0	58 685	58 671	14	154 586	...	...	9.1Y
DOUGLAS DC10	30	PAS	10	4	3	11	244-313	251.7	8 924	8 921	3	47 408	...	...	11.6Y
T O T A L S			330	101	21	410			663 856	663 615	241	1171 844	...	...	
AIRBORNE EXPRESS												YEAR	ENDED :	31 DEC	1987
CESSNA 402		OTH	1	-	-	1	6	2.9	...	...	-	...	...	-	...
DOUGLAS DC-8	60	CON	4	2	-	6	252	151.9	2 995	2 995	-	7 052	7 052	-	4.2
DOUGLAS DC-9	10	CON	3	-	1	2	85	41.0	1 878	1 878	-	1 739	1 739	-	2.4
DOUGLAS DC-9	30	CON	15	-	2	13	110-FRT	44.0	14 402	14 402	-	17 670	17 670	-	3.2
NAMCO YS11 A		CON	12	-	-	12	60	25.0	8 518	8 518	-	10 422	10 422	-	2.4
T O T A L S			35	2	3	34			27 793 M	27 793 M	-	36 883 M	36 883 M	-	
USAIR N												YEAR	ENDED :	31 DEC	1987
BAC ONE ELEVEN	200	PAS	20	-	-	20	79	36.0	54 523	54 521	2	46 464	...	...	6.4Y
BOEING 727	200	PAS	13	-	3	10	158	86.4	21 069	21 069	-	38 054	...	...	9.7Y
BOEING 737	200	PAS	23	-	-	23	120	49.4- 54.2	55 130	54 526	604	69 320	...	...	8.3Y
BOEING 737	300	PAS	23	16	-	39	138	56.7	64 597	64 116	481	92 438	...	...	9.0Y
DOUGLAS DC-9	30	PAS	70	-	-	70	110	44.0	199 716	197 195	2 521	186 052	...	...	7.3Y
T O T A L S			149	16	3	162			395 035	391 427	3 608	432 328	...	...	
ARROW AIRWAYS N												YEAR	ENDED :	31 DEC	1987
DOUGLAS DC-8	60	P/C	2	3	1	4	204-FRT	158.7	...B	...B	...B	...B	...	...	...B
DOUGLAS DC-8	60F	FRT	2	2	2	2	FRT	153.0	2 699C	1 007C	1 692C	7 049C	...	...	2.9Y
T O T A L S			4	5	3	6			2 699	1 007	1 692	7 049	...	...	
AMERICA WEST												YEAR	ENDED :	31 DEC	1987
BOEING 737	100	PAS	3	1	3	1	107	49.9	...B	...B	-	...B	...B	-	...B
BOEING 737	200	PAS	31	18	10	39	122	52.6	119 811C	119 811C	-	129 627C	128 782C	-	9.5C
BOEING 737	300	PAS	2	18	1	19	142	54.4	43 686	43 686	-	50 194	50 047	-	9.6
BOEING 757		PAS	-	7	-	7	190	99.8	5 897	5 897	-	15 529	15 320	-	12.1
DHC-8 DASH 8		PAS	-	3	-	3	37	14.0	7 820	7 820	-	5 221	5 016	-	7.0
T O T A L S			36	47	14	69			177 214	177 214	-	200 571	199 165	-	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C1 (CONT'D) SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
UNTD STATES															
BRANIFF AIRWAYS N												YEAR	ENDED :	31 DEC	1987
BOEING 727	200	P/C	26	-	1	25	160	95.0	41 572	33 972	7 600	79 333	70 629	8 291	8.8
BOEING 737	200	PAS	-	3	-	3	113	53.0	-	-	-	-	-	-	-
T O T A L S			26	3	1	28			41 572	33 972	7 600	79 333	70 629	8 291	
CONTINENTAL N												YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 4	4	PAS	5	7	-	12	272	165.0	10 526	10 487	39	26 654	...	...	7.5Y
ATR-42		PAS	-	4	-	4	46	16.0	-	-	-	-	-	-	-
BOEING 727	100C	PAS	...B	Z	Z	...B	94-119	76.6	...B	...B	...B	...B	...	...	...B
BOEING 727	100QC	PAS	13C	7C	6C	14C	94-119	76.6	23 244C	23 197C	47C	38 145C	...	...	7.5Y
BOEING 727	200	PAS	56	48	4	100	151	95.0	157 262	157 007	255	272 665	...	...	8.5Y
BOEING 737	100	PAS	-	17	-	17	94	46.9	...B	...B	...B	...B	...	...	...B
BOEING 737	200	PAS	4	23	-	27	108	54.4	88 184C	88 153C	31C	108 677C	...	...	6.8Y
BOEING 737	300	PAS	11	44	-	55	130	56.7	73 346	73 201	145	154 825	...	...	9.2Y
BOEING 747	100	PAS	-	2	-	2	337	322.0	1 007	881	126	5 322	...	...	7.6Y
BOEING 747	200	PAS	-	6	-	6	385	351.5	3 375	3 367	8	19 877	...	...	9.4Y
DOUGLAS DC-9	10	PAS	11	7	8	10	83	39.0	27 889	27 847	42	26 512	...	...	6.1Y
DOUGLAS DC-9	30	PAS	22	18	4	36	108	44.0	72 257	72 127	130	90 691	...	...	6.9Y
DOUGLAS MD-80	80	PAS	19	47	-	66	146	67.0	84 385	84 161	224	158 081	...	...	8.0Y
DOUGLAS DC10	10	PAS	7	-	-	7	247	195.0	6 801	6 757	44	25 411	...	...	9.9Y
DOUGLAS DC10	30	PAS	4	4	-	8	284	251.7	6 148	6 106	42	35 089	...	...	12.0Y
MISC AIRCRAFT		PAS	-	2	-	2	...	...	-	-	-	-	-	-	-
T O T A L S			152	236	22	366			554 424	553 291	1 133	961 949	...	...	
DELTA N												YEAR	ENDED :	31 DEC	1987
BOEING 727	200	PAS	84	49	-	133	148	86.4	278 674	278 546	128	404 158	...	...	8.9Y
BOEING 737	200	PAS	33	35	-	68	107-115	49.9	159 560	159 264	296	179 014	...	...	7.9Y
BOEING 737	300	PAS	-	13	-	13	128	56.7	18 985	18 982	3	32 110	...	...	9.0Y
BOEING 757		PAS	15	17	-	32	187	99.8	52 818	52 783	35	84 945	...	...	8.7Y
BOEING 767		PAS	15	9	-	24	204-254	136.0	36 639	36 601	38	73 619	...	...	9.2Y
DOUGLAS DC-8	60	PAS	13	-	3	10	212	158.7	20 593	20 593	-	32 284	...	...	7.5Y
DOUGLAS DC-9	30	PAS	31	5	-	36	98	44.0	102 422	102 292	130	97 346	...	...	7.4Y
DOUGLAS MD-80	80	PAS	-	12	-	12	142	67.0	13 606	13 606	-	17 473	...	...	8.4Y
DOUGLAS DC10	10	PAS	-	9	-	9	284	195.0	5 947	5 946	1	23 355	...	...	9.4Y
LOCKHEED L-1011		PAS	35	-	-	35	241-302	195.0	44 106	44 075	31	125 130	...	...	9.8Y
T O T A L S			226	149	3	372			733 350	732 688	662	1069 434	...	...	
EASTERN N												YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 2	2	PAS	34	-	-	34	252	137.0	44 157	44 135	22	95 031	...	...	8.5Y
BOEING 727	100C	PAS	...B	-	Z	...B	119	72.6	...B	...B	...B	...B	...	...	...B
BOEING 727	100QC	PAS	32C	-	5C	27C	119	76.6	49 906C	49 876C	30C	70 728C	...	...	7.2Y
BOEING 727	200	PAS	95	-	-	95	149	86.6- 95.0	177 153	176 799	354	257 006	...	...	7.4Y
BOEING 757		PAS	25	-	-	25	185	99.8	43 517	43 500	17	92 516	...	...	10.1Y
DOUGLAS DC-9	30	PAS	58	-	-	58	99	44.0	137 560	137 423	137	152 807	...	...	7.2Y
DOUGLAS DC-9	50	PAS	21	5	-	26	120	54.9	49 545	49 531	14	59 344	...	...	7.6Y
DOUGLAS DC10	30	PAS	3	-	1	2	240	251.7	1 730	1 730	-	7 354	...	...	10.1Y
LOCKHEED L-1011		PAS	24	-	1	23	316	195.0	25 513	25 477	36	56 775	...	...	6.7Y
T O T A L S			292	5	7	290			529 081	528 471	610	791 561	...	...	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C1 (CONT'D) SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
									Number of Departures			Number of Hours Flown			
COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	Average Daily Revenue Hours
UNTD STATES															
FEDERAL EXPRESS N												YEAR	ENDED :	31 DEC	1987
BEECH B-18		FRT	-	6	-	6	FRT	4.5	25 966	25 966	-	25 339	...	...	13.5Y
BOEING 727	100C	FRT	35	9	-	44	FRT	77.1	31 769	31 764	5	43 285	...	...	4.0Y
BOEING 727	200C	FRT	20	3	2	21	FRT	92.1	19 144	19 144	-	26 270	...	...	4.3Y
CESSNA 500		OTH	1	-	-	1	5	5.4	-	-	-	-	-	-	-
DOUGLAS DC10	10	FRT	8	-	-	8	FRT	199.0	4 569	4 569	-	7 169	...	...	3.1Y
DOUGLAS DC10	30	FRT	11	1	-	12	FRT	255.0	8 152	7 344	808	22 168	...	...	6.6Y
MISC AIRCRAFT		FRT	52	44	-	96	FRT	...	59 918	59 918	-	55 768	...	...	2.8Y
MISC AIRCRAFT	LI	FRT	74	-	74	-	FRT	...	-	-	-	-	-	-	-
T O T A L S			201	63	76	188			149 518	148 705	813	179 999	...	...	
TOWER AIR N												YEAR	ENDED :	31 DEC	1987
BOEING 747	100	PAS	2	2	2	2	337	322.0	1 573	589	984	10 476	...	...	7.2Y
T O T A L S			2	2	2	2			1 573	589	984	10 476	...	...	
FLYING TIGER N												YEAR	ENDED :	31 DEC	1987
BOEING 727	100	FRT	13	-	2	11	FRT	72.6- 76.6	8 272	8 263	9	10 802	...	...	2.6Y
BOEING 747	200B	PAS	2	-	-	2	452	351.5	...B	...B	...B	...B	...	...	...B
BOEING 747	200F	FRT	12	1	-	13	FRT	351.5	11 068C	10 125C	943C	50 469C	...	...	10.5Y
BOEING 747	F	FRT	7	-	-	7	FRT	322.0	6 119	5 859	260	24 553	...	...	10.1Y
DOUGLAS DC-8	60F	FRT	-	5	-	5	FRT	147.4	929	929	-	2 381	...	...	7.0Y
T O T A L S			34	6	2	38			26 388	25 176	1 212	88 205	...	...	
NORTHWEST N												YEAR	ENDED :	31 DEC	1987
BOEING 727	100QC	PAS	9	-	4	5	118	72.6	...B	...B	...B	...B	...	...	...B
BOEING 727	200	PAS	71	-	-	71	146	95.0	126 564C	126 522C	42C	211 723C	...	...	7.3Y
BOEING 757		PAS	26	2	-	28	184	99.8	38 313	38 303	10	79 911	...	...	8.0Y
BOEING 747	B	PAS	32	2	-	34	382-400	351.5	...B	...B	...B	...B	...	...	...B
BOEING 747	F	FRT	6	-	-	6	FRT	351.5	25 589C	25 260C	329C	134 725C	...	...	9.5Y
CONVAIR CV-580		PAS	13	-	-	13	48	24.8	26 422	26 422	-	21 070	...	...	4.4Y
DOUGLAS DC-9	10	PAS	32	-	-	32	80	39.0	...B	...B	...B	...B	...	...	...B
DOUGLAS DC-9	30	PAS	58	-	-	58	107	44.0	...B	...B	...B	...B	...	...	...B
DOUGLAS DC-9	50	PAS	28	9	-	37	130	54.9	270 659C	270 645C	14C	316 605C	...	...	6.9Y
DOUGLAS MD-80	80	PAS	8	-	1	7	143	67.0	11 773	11 770	3	23 315	...	...	8.4Y
DOUGLAS DC10	40	PAS	20	-	-	20	284	251.4	18 324	18 324	-	51 537	...	...	7.1Y
T O T A L S			303	13	5	311			517 644	517 246	398	838 886	...	...	
AIRCAL N												YEAR	ENDED :	31 DEC	1987
BAE-146		PAS	6	-	6	-	85	34.0	4 265	4 205	60	4 519	...	...	8.4Y
BOEING 737	100	PAS	3	-	3	-	100	46.9	...B	...B	...B	...B	...	...	...B
BOEING 737	200	PAS	22	-	22	-	100	54.4	17 357C	17 349C	8C	19 850C	...	...	9.1Y
BOEING 737	300	PAS	8	-	8	-	130-140	58.0	4 283	3 981	302	6 821	...	...	9.5Y
T O T A L S			39	-	39	-			25 905	25 535	370	31 190	...	...	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C1 (CONT'D)

SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
UNTD STATES														
PAN AMERICAN N											YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 4 4	PAS	12	-	-	12	254	137.0	13 726	13 721	5	35 027	...	...	8.0Y
AIRBUS A310	P/F	7	-	-	7	225-FRT	142.0	13 048	12 625	423	27 172	...	...	10.6Y
BOEING 727 200	PAS	48	8	6	50	145-163	95.0	82 168	81 165	1 003	98 081	...	...	5.3Y
BOEING 737 200	PAS	12	4	4	12	105-126	52.4- 54.2	12 475	12 475	-	14 642	...	...	4.5Y
BOEING 747 200	PAS	6	-	-	6	385	351.5	4 377	4 342	35	27 830	...	...	12.7Y
BOEING 747 B	PAS	29	3	-	32	410	322.0	19 246	19 117	129	112 830	...	...	10.4Y
T O T A L S		114	15	10	119			145 040	143 445	1 595	315 582	...	...	
PRESIDENTIAL AIRWAYS N											YEAR	ENDED :	31 DEC	1987
BAE-146	PAS	5	3	-	8	85	40.6	13 974	13 853	121	22 199	...	...	9.5Y
BOEING 737 200	PAS	12	-	11	1	119	53.0	8 424	8 156	268	10 008	...	...	6.1Y
T O T A L S		17	3	11	9			22 398	22 009	389	32 207	...	...	
PIEDMONT AVIATION N											YEAR	ENDED :	31 DEC	1987
BOEING 727 200	PAS	34	-	-	34	149	86.4- 95.0	80 004	79 971	33	92 607	...	...	7.5Y
BOEING 737 200	PAS	64	-	2	62	110	49.4- 54.2	166 700	166 347	353	160 698	...	...	7.1Y
BOEING 737 300	PAS	17	19	-	36	128	56.7	68 374	68 374	-	76 714	...	...	7.7Y
BOEING 767	PAS	-	4	-	4	210	136.0	1 570	1 570	-	5 702	...	...	10.4Y
FOKKER F-28	PAS	45	-	-	45	65	29.5	136 455	136 427	28	94 969	...	...	5.8Y
T O T A L S		160	23	2	181			453 103	452 689	414	430 690	...	...	
PSA-PACIFIC SOUTHWST N											YEAR	ENDED :	31 DEC	1987
BAE-146	PAS	22	2	1	23	79- 83	34.0- 40.6	73 090	73 090	-	68 982	...	...	8.6Y
DOUGLAS DC-9 30	PAS	4	-	-	4	107	44.0	11 245	11 245	-	11 790	...	...	8.1Y
DOUGLAS MD-80 80	PAS	31	-	-	31	150	67.0	93 662	92 781	881	96 471	...	...	8.5Y
T O T A L S		57	2	1	58			177 997	177 116	881	177 243	...	...	
TWA N											YEAR	ENDED :	31 DEC	1987
BOEING 727 100C	PAS	...B	-	-	...B	115	72.6	...B	...B	...B	...B	...	...	...B
BOEING 727 100QC	PAS	...B	-	-	...B	115	72.6	...B	...B	...B	...B	...	...	...B
BOEING 727 200	PAS	78C	-	-	78C	146	86.4	120 386C	119 647C	739C	178 720C	...	...	6.3Y
BOEING 767	PAS	10	1	-	11	184	136.0	9 560	9 560	-	37 902	...	...	10.8Y
BOEING 747 B	PAS	17	1	-	18	408	322.0-340.0	10 665	10 594	71	66 780	...	...	10.5Y
DOUGLAS DC-9 10	PAS	...B	Z	-	...B	80	39.0	...B	...B	...B	...B	...	...	...B
DOUGLAS DC-9 30	PAS	...B	Z	-	...B	110	44.0	...B	...B	...B	...B	...	...	...B
DOUGLAS DC-9 50	PAS	36C	9C	-	45C	122	51.7	95 489C	94 666C	823C	100 450C	...	...	6.1Y
DOUGLAS MD-80 80	PAS	15	15	-	30	142	67.0	39 509	39 317	192	76 132	...	...	8.7Y
LOCKHEED L-1011	PAS	31	2	-	33	261-275	195.0	35 942	35 865	77	112 584	...	...	9.3Y
T O T A L S		187	28	-	215			311 551	309 649	1 902	572 568	...	...	
UNITED N											YEAR	ENDED :	31 DEC	1987
BOEING 727 100C	PAS	...B	-	Z	...B	108	72.6	...B	...B	...B	...B	...	...	...B
BOEING 727 100QC	PAS	50C	-	1C	49C	108	72.6	104 750C	104 529C	221C	157 179C	...	...	8.6Y
BOEING 727 200	PAS	107	-	3	104	147	86.4	215 707	215 157	550	342 472	...	...	8.6Y
BOEING 737 200	PAS	74	15	-	89	109	49.4- 54.2	196 530	196 487	43	237 465	...	...	7.8Y
BOEING 767	PAS	19	-	-	19	197	136.0	26 611	26 588	23	76 102	...	...	11.0Y

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C1 (CONT'D) SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
UNTD STATES (CONT'D)														
UNITED											YEAR	ENDED :	31 DEC	1987
BOEING 747 B	PAS	24	2	-	26	225-400	322.0-340.1	15 854	15 837	17	106 273	...	...	11.7Y
DOUGLAS DC-8 60	PAS	29	-	-	29	200	158.7	42 735	42 660	75	96 664	...	...	9.1Y
DOUGLAS DC10 10	PAS	45	2	-	47	254	195.0	54 005	53 898	107	152 533	...	...	9.6Y
DOUGLAS DC10 30	PAS	10	-	1	9	285	251.7	10 350	10 341	9	37 870	...	...	11.5Y
LOCKHEED L-1011	PAS	6	-	-	6	208	195.0	4 247	4 245	2	22 888	...	...	10.5Y
TOTALS		364	19	5	378			670 789	669 742	1 047	1229 446	...	...	
WESTERN N											YEAR	ENDED :	31 DEC	1987
BOEING 727 200	PAS	39	-	39	-	145	86.4	18 205	18 205	-	31 773	...	...	9.3Y
BOEING 737 200	PAS	32	-	32	-	121	49.4- 54.2	18 791	18 791	-	22 125	...	...	8.0Y
BOEING 737 300	PAS	13	-	13	-	128	56.7	6 361	6 361	-	10 982	...	...	9.4Y
DOUGLAS DC10 10	PAS	9	-	9	-	291	195.0	2 082	2 082	-	8 044	...	...	10.7Y
TOTALS		93	-	93	-			45 439	45 439	-	72 924	...	...	
WORLD AIRWAYS INC											YEAR	ENDED :	31 DEC	1987
BOEING 727 100	PAS	3	-	3	-	96	72.6- 76.6	1	...	...	4	...	...	4.0Y
BOEING 727 200	PAS	1	-	1	-	145	86.4	-	-	-	-	-	-	-
BOEING 747 200	OTH	1	-	1	-	385	322.0	-	-	-	-	-	-	-
DOUGLAS DC10 10	PAS	5	-	4	1	250	199.0	198	...	...	732	...	...	8.0Y
DOUGLAS DC10 30	PAS	4	-	-	4	380	251.7	1 934	...	...	12 103	...	...	8.3Y
TOTALS		14	-	9	5			2 133	...	...	12 839	...	...	
URUGUAY														
PLUNA											YEAR	ENDED :	31 DEC	1987
BOEING 707 300B	PAS	1	-	-	1	166	148.0	219	218	1	2 859	2 855	4	7.8
BOEING 737 200	PAS	3	-	-	3	122	52.0	4 086	4 083	3	5 483	5 478	5	5.0
TOTALS		4	-	-	4			4 305	4 301	4	8 342	8 333	9	
VENEZUELA														
LAV											YEAR	ENDED :	31 DEC	1987
DHC-6 TWIN OTTER	PAS	6	-	-	6	20	5.6	946	934	12	1 349	1 322	27	...
DOUGLAS DC-9 10	PAS	1	-	-	1	80	41.0	...B	...B	...B	...B	...B	...B	...
DOUGLAS DC-9 30	PAS	4	-	-	4	112-115	44.0	...B	...B	...B	...B	...B	...B	...
DOUGLAS DC-9 50	PAS	6	2	-	8	125-137	52.0	39 523C	38 505C	1 018C	34 074C	32 519C	1 555C	...
DOUGLAS MD-80 80	PAS	1	1	-	2	165	67.0	3 025	2 912	113	5 740	5 567	173	...
TOTALS		18	3	-	21			43 494	42 351	1 143	41 163	39 408	1 755	
VIASA											YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 4 4	PAS	-	2	-	2	230	165.0	...	...	...	...	...	...	...
DOUGLAS DC10 30	PAS	5	-	-	5	264	256.0	...	...	...	...	...	...	...
TOTALS		5	2	-	7			...	...	...	...	...	...	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C1 (CONT'D)

SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures			Number of Hours Flown			Average Daily Revenue Hours
									Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	
VENEZUELA															
AVENSA												YEAR	ENDED :	31 DEC	1987
BOEING 727	100	PAS	9	-	-	9	110-128	73.3	...	...	...	...	...	...	...
BOEING 727	200	PAS	4	4	-	8	129-175	83.0	...	...	...	...	...	...	...
CONVAIR CV-580		PAS	2	-	-	2	52	25.7	...	...	...	...	...	...	...
T O T A L S			15	4	-	19			44 490	44 304	186	46 190	45 549	641	
YEMEN															
YEMEN AIRWAYS												YEAR	ENDED :	31 DEC	1987
BOEING 727	200	PAS	4	-	-	4	149	89.4	6 073	6 041	32	12 214	12 124	90	8.4*
BOEING 737	200	PAS	1	-	-	1	106	50.8	1 532	1 508	24	2 527	2 470	57	6.9*
DHC-7 DASH 7		PAS	2	-	-	2	50	19.9	2 197	2 176	21	1 739	1 720	19	2.4*
T O T A L S			7	-	-	7			9 802	9 725	77	16 480	16 314	166	
YUGOSLAVIA															
ADRIA AIRWAYS N												YEAR	ENDED :	31 DEC	1987
BAC ONE ELEVEN	500 LI	PAS	-	3	3	-	117	47.0	1 070	677	393	1 463	620	843	2.8
DHC-7 DASH 7		PAS	2	-	-	2	48	20.0	3 187	2 957	113	4 187	3 798	113	5.4
DOUGLAS DC-9	30	PAS	2	-	1	1	115	44.0	...B	...B	...B	...B	...B	...B	...B
DOUGLAS DC-9	30	CON	1	-	-	1	115	44.0	2 969C	924C	2 018C	5 310C	863C	4 415C	7.2C
DOUGLAS DC-9	50	PAS	2	-	-	2	139	54.6	3 345	1 438	1 898	4 695	1 485	3 195	6.7
DOUGLAS MD-80	80	PAS	5	-	-	5	167	63.5- 66.7	8 040	1 919	6 104	13 012	1 949	11 044	7.7
T O T A L S			12	3	4	11			18 611	7 915	10 526	28 667	8 715	19 610	
JAT												YEAR	ENDED :	31 DEC	1987
ATR-42		PAS	-	2	-	2	46	16.0	1 214	1 159	55	1 359	1 269	90	3.6
BOEING 707	300C	PAS	2	-	1	1	174	150.0	677	645	32	1 773	1 695	78	5.9
BOEING 727	200	PAS	9	-	-	9	164	84.0	14 987	12 997	1 990	21 400	17 615	3 785	6.5
BOEING 737	300	PAS	7	-	-	7	138	58.0	14 774	14 370	404	18 315	17 450	865	7.2
DOUGLAS DC-9	30	PAS	11	-	1	10	107	44.0	23 615	19 022	4 593	26 955	19 077	7 878	6.9
DOUGLAS DC10	30	PAS	2	2	-	4	282	251.0	3 052	2 889	163	16 349	15 602	747	12.7
T O T A L S			31	4	2	33			58 319	51 082	7 237	86 151	72 708	13 443	
ZAIRE															
AIR ZAIRE												YEAR	ENDED :	31 DEC	1987
BOEING 737	200C	CON	2	-	-	2	74-102	52.0	2 235	2 221	14	3 100	3 058	42	4.2
DOUGLAS DC-8	60F	CON	2	-	-	2	162	153.0	923	838	85	2 641	2 167	474	4.3
DOUGLAS DC10	30	CON	1	-	-	1	278	252.0	780	780	-	3 007	3 007	-	8.2
FOKKER F-27		CON	2	-	2	-	36	20.0	1 261	1 261	-	1 747	1 747	-	3.8
T O T A L S			7	-	2	5			5 199	5 100	99	10 495	9 979	516	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C2

SCHEDULED DOMESTIC AIRLINES

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures			Number of Hours Flown			Average Daily Revenue Hours
									Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	
AUSTRALIA															
ANSETT OF AUSTRALIA												YEAR	ENDED :	31 DEC	1987
BOEING 727	200	PAS	12	-	-	12	144	86.4	21 330	21 323	7	35 064	35 053	11	8.0
BOEING 727	200	CON	1	-	-	1	144-FRT	86.4	757	610	147	1 838	1 397	441	5.0
BOEING 737	200	PAS	12	-	12	-	102	52.4	574	568	6	719	704	15	5.1
BOEING 737	300	PAS	10	2	-	12	106	58.0	29 914	29 896	18	36 807	36 771	36	8.5
BOEING 767		P/C	5	-	-	5	211	136.0	9 197	9 193	4	14 353	14 343	10	7.9
FOKKER F-27		P/C	7	1	-	8	40	19.7- 20.5	10 483	10 453	30	12 032	12 002	30	5.3
FOKKER F-27	LI	PAS	...	Z	Z	...	40	19.7	647	647	-	703	703	-	...
FOKKER F-28	LI	PAS	...	Z	Z	...	65	30.0	1 972	1 972	-	1 507	1 507	-	...
MISC AIRCRAFT	LI	PAS	...	Z	Z	...	...	...	17	17	-	18	18	-	...
T O T A L S			47 M	3 M	12 M	38 M			74 891	74 679	212	103 041	102 498	543	
ANSETT WA												YEAR	ENDED :	31 DEC	1987
BAE-146		PAS	2	-	-	2	75	40.6.	5 037	4 193	748	7 112	6 115	781	9.5
BOEING 737	200 LI	PAS	...	Z	Z	...	102	52.4	2	2	-	2	2	-	-
CESSNA 402	LI	PAS	...	Z	Z	...	9	5.0	23	23	-	18	18	-	-
FOKKER F-28		PAS	6	-	-	6	69	29.5	14 640	10 291	3 978	17 488	11 940	4 938	7.7
FOKKER F-28	LI	PAS	...	Z	Z	...	69	29.5	74	74	-	93	93	-	-
T O T A L S			8 M	...	...	8 M			19 776	14 583	4 726	24 713	18 168	5 719	
AUSTRALIAN AIRLINES N												YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 4	4	PAS	5	-	1	4	242	157.5	5 632	5 628	4	7 265	7 254	11	6.1
BOEING 727	100 LI	FRT	1	-	-	1	FRT	76.8	287	282	5	923	913	10	2.5
BOEING 727	200	PAS	12	-	2	10	145	86.4	21 088	20 934	154	29 944	29 426	518	8.0
BOEING 737	300	PAS	8	4	-	12	112	58.0	20 888	20 871	17	28 921	28 874	47	7.6
DOUGLAS DC-9	30	PAS	6	-	1	5	95	44.0	12 981	12 981	-	13 082	13 082	-	7.1
FOKKER F-27		CON	3	-	-	3	36	19.7	-	-	-	-	-	-	-
MISC AIRCRAFT		PAS	3	-	3	-	...	...	2 418	2 416	2	2 190	2 188	2	4.8
T O T A L S			38	4	7	35			63 294	63 112	182	82 325	81 737	588	
AIR NSW												YEAR	ENDED :	31 DEC	1987
FOKKER F-27		PAS	6	3	2	7	40	19.7- 20.8	6 951	5 993	958	16 097	13 171	2 926	7.3
FOKKER F-28		PAS	3	-	-	3	60	30.0	4 307	2 945	1 362	8 930	6 997	1 933	8.2
T O T A L S			9	3	2	10			11 258	8 938	2 320	25 027	20 168	4 859	
IPEC AVIATION												YEAR	ENDED :	31 DEC	1987
DOUGLAS DC-9	30	FRT	1	-	-	1	FRT	44.0	1 818	...	...	1 448	...	...	...
HAWKER HS650		FRT	3	-	-	3	FRT	39.9- 42.2	1 478	...	...	3 246	...	...	...
T O T A L S			4	-	-	4			3 296	...	...	4 694	...	...	
BRAZIL															
BRASIL-CENTRAL												YEAR	ENDED :	31 DEC	1987
BANDEIR EMB 110		PAS	7	2	-	9	15	5.6	8 970	8 871	10	9 127	9 009	15	2.7
BANDEIR EMB 110	LI	PAS	...	Z	Z	...	15	5.6	7 840	7 761	16	7 789	7 703	21	...

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C2 (CONT'D) SCHEDULED DOMESTIC AIRLINES

AIRCRAFT TYPE: COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	No. OF AIRCRAFT: At Beginning of Year	Acquired	Disposed of	At End of Year	SIZE: No. of Seats	Average Maximum Take-off Weights (Tonnes)	UTILIZATION OF AIRCRAFT: Number of Departures: Total	Scheduled Revenue	Non-Sched. Revenue	Number of Hours Flown: Total	Scheduled Revenue	Non-Sched. Revenue	Average Daily Revenue Hours
BRAZIL (CONT'D)															
BRASIL-CENTRAL												YEAR	ENDED :	31 DEC	1987
FOKKER F-27		PAS	3	1	1	3	44	20.4	3 099	3 051	24	3 589	3 513	42	5.5
FOKKER F-27	LI	PAS	...	Z	Z	...	44	20.4	6 068	5 982	72	7 098	6 967	115	...
TOTALS			10 M	3 M	1 M	12 M			25 977	25 665	122	27 603	27 192	193	
TRANSBRASIL												YEAR	ENDED :	31 DEC	1987
BOEING 707	300C	P/C	9	-	5	4	180-FRT	150.0	9 987	5 391	4 596	5 824	4 380	1 444	4.4
BOEING 727	100	PAS	10	-	2	8	120	73.0	...B	...B	...B	...B	...B	...B	...B
BOEING 727	100	CON	2	-	1	1	117	77.0	25 130C	25 019C	111C	25 823C	25 730C	93C	8.3C
BOEING 737	300	PAS	2	3	-	5	135	58.0	11 131	11 114	17	9 405	9 377	28	8.6
BOEING 737	300 LI	PAS	...	Z	Z	...	135	58.0	117	117	-	158	158	-	...
BOEING 767		PAS	3	-	-	3	210	136.0	11 173	9 583	1 590	6 771	6 271	500	6.6
DOUGLAS DC 8	LI	CON	...	Z	Z	...	...	...	239	-	239	52	-	52	...
LOCKHEED L-188	LI	PAS	...	Z	Z	...	90	51.0	1 482	1 482	-	1 682	1 682	-	...
TOTALS			26 M	3 M	8 M	21 M			59 259	52 706	6 553	49 715	47 598	2 117	
TAM												YEAR	ENDED :	31 DEC	1987
BANDEIR EMB 110		PAS	8	-	1	7	15	5.6	15 036	14 837	37	13 472	13 232	59	5.8
FOKKER F-27		PAS	8	-	-	8	44	20.4	10 752	10 154	489	12 761	11 696	910	4.3
FOKKER F-27	LI	PAS	...	Z	Z	...	44	20.4	3 569	3 511	37	4 059	3 974	58	...
TOTALS			16 M	...	1 M	15 M			29 357	28 502	563	30 292	28 902	1 027	
VASP												YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 2	2	PAS	3	-	-	3	240	142.0	4 684	4 093	591	8 203	6 466	1 737	7.5
BOEING 727	200	PAS	2	-	-	2	158	85.0	6 361	6 361	-	6 833	6 833	-	9.4
BOEING 737	200	PAS	20	-	-	20	112-118	50.3	51 248	50 423	825	66 092	65 040	1 052	9.1
BOEING 737	200	FRT	2	-	-	2	FRT	50.5	3 705	3 191	514	5 905	4 840	1 065	8.1
BOEING 737	300	PAS	3	3	-	6	132	58.0	12 687	12 011	676	18 955	17 029	1 926	9.1
LOCKHEED L-188	LI	PAS	...	Z	Z	...	90	53.0	5 459	5 459	-	6 323	6 323	-	...
TOTALS			30 M	3 M	...	33 M			84 144	81 538	2 606	112 311	106 531	5 780	
NORDESTE												YEAR	ENDED :	31 DEC	1987
BANDEIR EMB 110		PAS	8	2	-	10	15	5.6	21 819	21 705	30	18 146	18 057	43	5.6
CESSNA 402		CON	-	2	-	2	6	3.0	119	119	-	292	292	-	1.2
DOUGLAS DC-3		CON	2	-	1	1	28	13.0	1 025	1 025	-	1 750	1 750	-	2.4
FOKKER F-27		CON	1	-	1	-	44	20.6	154	154	-	375	375	-	2.1
TOTALS			11	4	2	13			23 117	23 003	30	20 563	20 474	43	
RIO-SUL												YEAR	ENDED :	31 DEC	1987
BANDEIR EMB 110		PAS	7	-	1	6	16	5.6	16 562	16 035	46	15 962	15 113	76	6.9
FOKKER F-27		PAS	7	-	1	6	40	20.4	14 650	14 167	154	15 245	14 433	328	7.6
TOTALS			14	-	2	12			31 212	30 202	200	31 207	29 546	404	

PART: C2 (CONT'D) SCHEDULED DOMESTIC AIRLINES

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
BRAZIL														
TABA											YEAR	ENDED :	31 DEC	1987
BANDEIR EMB 110	PAS	9	-	-	9	15	5.6	14 149	13 279	13	14 893	14 509	19	4.4
FAIRCHILD FH-227	PAS	7	-	-	7	44	22.8	7 084	6 612	35	9 209	8 956	57	4.1
T O T A L S		16	-	-	16			21 233	19 891	48	24 102	23 465	76	
FINLAND														
KAR AIR											YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 4 4 LI	PAS	-	2	-	2	308	165.0	84	-	84	448	-	448	.7
ATR-42 LI	PAS	3	2	-	5	46	16.0	1 152	1 149	-	712	712	-	.5
DOUGLAS DC-8 60 LI	PAS	1	-	1	-	67-191	152.0	9	-	9	39	-	39	.9
DOUGLAS DC-9 40 LI	PAS	5	-	-	5	114	51.0	215	159	55	226	80	142	.2
DOUGLAS DC-9 50 LI	PAS	12	-	-	12	121-129	54.9	326	234	92	350	121	229	.2
DOUGLAS MD-80 80 LI	PAS	5	1	1	5	140-155	67.0	273	6	267	1 218	3	1 215	1.2
DOUGLAS DC10 30 LI	PAS	4	-	1	3	248-345	251.8	35	-	35	207	-	207	.2
FOKKER F-27 LI	PAS	2	-	2	-	44	19.7	22	22	-	13	13	-	.1
T O T A L S		32	5	5	32			2 116	1 570	542	3 213	929	2 280	
FRANCE														
AIR INTER											YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 2 2	PAS	17	-	-	17	270	137.0	32 183	31 570	613	37 699	36 519	1 180	6.2
DASSAULT MERCURE	PAS	11	-	-	11	150	54.0	24 331	24 239	92	24 879	24 750	129	6.2
FOKKER F-27	PAS	5	-	2	3	48	20.0	3 439	3 429	10	4 358	4 341	17	2.8
SE210 CARAVELLE	PAS	12	-	-	12	128	52.0	22 357	22 311	46	24 251	24 181	70	5.5
T O T A L S		45	-	2	43			82 310	81 549	761	91 187	89 791	1 396	
INDONESIA														
BOURAQ INDONESIA											YEAR	ENDED :	31 DEC	1987
DOUGLAS DC-3	PAS	1	-	-	1	25	11.0	...	...	...	...	...	...	...
HAWKER HS-748	PAS	15	-	-	15	48	21.0	...	...	...	...	...	...	...
VICKERS 800	PAS	4	-	-	4	65	33.0	...	...	...	...	...	...	...
T O T A L S		20	-	-	20			...	...	...	...	...	...	
IRAN														
IRAN ASSEMAN											YEAR	ENDED :	31 DEC	1987
AERO COMMAND 680	PAS	11	-	-	11	5	3.0	1 396	...	...	1 793	...	...	...
DASSAULT 20 MYST	PAS	5	-	-	5	9	13.0	1 164	...	...	2 296	...	...	...
FAIRCHILD FH-227	PAS	1	-	-	1	44	20.0	660	...	...	618	...	...	...
FOKKER F-27	PAS	1	-	-	1	44	20.0	1 412	...	...	1 418	...	...	...
FOKKER F-28	PAS	2	-	-	2	65	30.0	5 130	...	...	4 906	...	...	...
MISC AIRCRAFT	PAS	6	-	6	-	...	...	209	...	...	196	...	...	...
T O T A L S		26	-	6	20			9 971	...	...	11 227	...	...	

PART: C2 (CONT'D)

SCHEDULED DOMESTIC AIRLINES

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
ITALY														
ATI											YEAR	ENDED :	31 DEC	1987
ATR-42	PAS	3	4	1	6	48	16.0	7 908	7 847	61	10 081	9 962	119	6.3
DOUGLAS DC-9 30	PAS	22	1	3	20	120	44.0	41 570	38 968	2 602	45 731	40 976	4 755	6.1
DOUGLAS MD-80 80	PAS	11	-	-	11	172	67.0	22 107	20 994	1 113	29 753	26 659	3 094	7.4
TOTALS		36	5	4	37			71 585	67 809	3 776	85 565	77 597	7 968	
JAPAN														
JAPAN AIR SYSTEM											YEAR	ENDED :	31 MAR	1988
AIRBUS A300B 2 2	PAS	10	1	-	11	270	137.0	16 865	16 859	6	25 226	25 188	38	6.3
DOUGLAS DC-9 40	PAS	14	-	-	14	120	51.0	29 128	29 118	10	29 087	29 077	10	5.7
DOUGLAS MD-80 80	PAS	12	1	-	13	163	64.0	26 195	26 163	32	29 786	29 658	128	6.3
NAMCO YS11 A	PAS	33	-	-	33	62- 64	25.0	53 079	53 079	-	64 066	64 066	-	5.3
TOTALS		69	2	-	71			125 267	125 219	48	148 165	147 989	176	
SOUTHWEST AIR LINES											YEAR	ENDED :	31 MAR	1988
BOEING 737 200	PAS	6	1	-	7	130	49.4	12 021	11 906	-	10 536	10 181	-	4.2
DHC-6 TWIN OTTER	PAS	4	2	-	6	19	5.7	5 766	5 602	-	4 588	4 277	-	2.9
NAMCO YS11 A	PAS	6	-	-	6	64	24.5	8 537	8 359	-	5 953	5 504	-	2.5
TOTALS		16	3	-	19			26 324	25 867	-	21 077	19 962	-	
PORTUGAL														
SATA											YEAR	ENDED :	31 DEC	1987
BAE-146 LI	PAS	-	1	1	-	84	38.0	488	488	-	248	248	-	4.0
HAWKER HS-748	PAS	3	-	-	3	44	20.0	7 216	7 167	21	4 583	4 519	21	4.1
TOTALS		3	1	1	3			7 704	7 655	21	4 831	4 767	21	
SWEDEN														
LINJEFLYG											YEAR	ENDED :	31 DEC	1987
FOKKER F-28	PAS	18	2	-	20	70	30.0	60 716	59 827	889	41 510	40 099	1 411	6.2
MISC AIRCRAFT LI	PAS	...	Z	Z	...	...	...	42 574	42 560	14	29 644	29 631	13	...
TOTALS		18 M	2 M	...	20 M			103 290	102 387	903	71 154	69 730	1 424	
UNTD KINGDOM														
BRITISH INTL HELICOP											YEAR	ENDED :	31 DEC	1987
BOEING VERT 234	PAS	3	-	-	3	44	21.0	40	-	40	14	-	14	.0
SIKORSKY S-61 N	PAS	16	-	-	16	23- 30	9.0	32 644	4 144	28 500	14 352	1 381	12 971	2.5
SIKORSKY S-76	PAS	4	-	-	4	10- 12	4.7	9 406	-	9 406	1 437	-	1 437	1.0
WESTLAND 30	PAS	3	-	-	3	15- 17	5.7	7 147	-	7 147	1 853	-	1 853	1.7
MISC AIRCRAFT	PAS	3	-	-	3	...	...	3 818	-	3 818	4 326	-	4 326	4.0
TOTALS		29	-	-	29			53 055	4 144	48 911	21 982	1 381	20 601	

PART: C2 (CONT'D)

SCHEDULED DOMESTIC AIRLINES

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
UNTD STATES															
ALASKA N												YEAR	ENDED :	31 DEC	1987
BOEING 727	100	PAS	1	1	1	1	104	76.5	538	536	2	761	...	...	7.0Y
BOEING 727	100	OTH	3	-	-	3	119	76.6	-	-	-	-	-	-	-
BOEING 727	200	PAS	11	10	-	21	136	95.0	41 809	41 106	703	58 020	...	...	7.9Y
BOEING 737	200	P/C	1	5	-	6	111	54.4	14 141	14 035	106	15 383	...	...	7.3Y
DOUGLAS MD-80	80	PAS	7	12	-	19	135-147	67.0	25 133	24 812	321	31 091	...	...	7.9Y
PIPER PA31 NAVAJ		OTH	2	-	-	2	5	2.8	-	-	-	-	-	-	-
TOTALS			25	*28	1	52			81 621	80 489	1 132	105 255	...	...	
MARKAIR N												YEAR	ENDED :	31 DEC	1987
BOEING 737	200	PAS	4	1	-	5	109	52.4	13 725	12 793	932	12 336	...	...	7.6Y
DHC-7 DASH 7		PAS	-	1	-	1	50	20.0	-	-	-	-	-	-	-
LOCKHEED L100		FRT	3	-	-	3	FRT	70.3	3 826	2 286	1 540	5 296	...	...	4.8Y
TOTALS			7	2	-	9			17 551	15 079	2 472	17 632	...	...	
EVERGREEN INTERNATL												YEAR	ENDED :	31 DEC	1987
BOEING 727	100	FRT	...B	Z	Z	...B	FRT	72.6	...B	...	...	...B	...	...	...B
BOEING 727	200	FRT	21C	2C	4C	19C	FRT	86.2	9 394C	...	...	15 476C	...	...	2.7Y
BOEING 747	200C	FRT	1	1	-	2	FRT	351.5	781	...	...	3 479	...	...	10.4Y
CONVAIR CV-580	LI	FRT	...	Z	Z	...	FRT	25.0	959	...	...	1 009	...	...	...
DOUGLAS DC-8	50 LI	FRT	...	Z	Z	...	FRT	148.0	...B	...	...	...B	...	...	...
DOUGLAS DC-8	60	FRT	12	-	-	12	FRT	147.4	6 885C	...	...	20 049C	...	...	...
DOUGLAS DC-9	10 LI	FRT	...	Z	Z	...	FRT	41.0	...B	...	...	...B	...	...	...
DOUGLAS DC-9	30	FRT	2	2	-	4	FRT	44.0	7 057C	...	...	7 938C	...	...	...
NAMCO YS11 A	LI	FRT	...	Z	Z	...	FRT	...	642	...	...	808	...	...	...
MISC AIRCRAFT	LI	FRT	...	Z	Z	...	FRT	...	257	...	...	310	...	...	...
TOTALS			36 M	5 M	4 M	37 M			25 975	...	...	49 069	...	...	
HAWAIIAN N												YEAR	ENDED :	31 DEC	1987
DHC-7 DASH 7		PAS	11	-	3	8	50	20.0	29 051	27 935	1 116	14 958	...	...	5.4Y
DOUGLAS DC-8	60	PAS	2	4	-	6	204-250	158.7	3 000	1 780	1 220	15 128	...	...	9.3Y
DOUGLAS DC-9	10	PAS	2	1	-	3	80	41.0	12 500	12 466	34	4 805	...	...	4.4Y
DOUGLAS DC-9	50	PAS	9	-	-	9	139	54.9	24 569	24 442	127	9 947	...	...	5.5Y
DOUGLAS MD-80	80	PAS	2	-	-	2	170	67.0	9 409	9 310	99	4 106	...	...	5.6Y
LOCKHEED L-1011		PAS	5	-	-	5	350	195.0	3 713	3 442	271	16 261	...	...	8.9Y
SHORTS 330		OTH	3	-	-	3	30	10.0	-	-	-	-	-	-	-
TOTALS			34	5	3	36			82 242	79 375	2 867	65 205	...	...	
MID-WEST EXPRESS												YEAR	ENDED :	31 DEC	1987
DOUGLAS DC-9	10	PAS	5	1	-	6	6C	41.0	8 425	8 292	133	11 876	11 661	159	8.3
TOTALS			5	1	-	6			8 425	8 292	133	11 876	11 661	159	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C2 (CONT'D) SCHEDULED DOMESTIC AIRLINES

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures			Number of Hours Flown			Average Daily Revenue Hours
								Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	
UNTD STATES														
ASPEN N											YEAR	ENDED :	31 DEC	1987
BAE-146	PAS	-	4	-	4	86	34.0	9 809	9 668	141	6 147	...	...	5.5Y
CONVAIR CV-580	PAS	11	-	-	11	50	24.9	20 524	20 426	98	14 477	...	...	3.6Y
TOTALS		11	4	-	15			30 333	30 094	239	20 624	...	...	
REEVE ALEUTIAN N											YEAR	ENDED :	31 DEC	1987
BOEING 727 100	PAS	2	-	-	2	110	76.6	1 103	988	115	2 140	...	...	5.0Y
LOCKHEED L-188	PAS	2	-	-	2	68- 89	51.7	423	379	44	764	...	...	4.6Y
NAMCO YS11 A	PAS	3	-	-	3	46	25.0	1 109	1 104	5	1 533	...	...	5.3Y
TOTALS		7	-	-	7			2 635	2 471	164	4 437	...	...	
ALOHA											YEAR	ENDED :	31 DEC	1987
BOEING 737 200	P/C	19	1	-	20	108-121	53.0	56 031	56 019	12	23 161	22 857	15	5.5
TOTALS		19	1	-	20			56 031	56 019	12	23 161	22 857	15	
AMERICAN TRANS AIR N											YEAR	ENDED :	31 DEC	1987
BOEING 727 100	PAS	8	-	-	8	129	76.4	8 246	1 753	6 493	16 833	...	...	6.5Y
LOCKHEED L-1011	PAS	7	1	-	8	344	195.0	8 796	41	8 755	23 154	...	...	7.9Y
TOTALS		15	1	-	16			17 042	1 794	15 248	39 987	...	...	
SOUTHWEST N											YEAR	ENDED :	31 DEC	1987
BOEING 737 200	PAS	46	-	-	46	122	52.4	160 323	160 204	119	154 561	...	...	9.2Y
BOEING 737 300	PAS	13	1	-	14	137	56.5	85 998	85 841	157	75 050	...	...	...
TOTALS		59	1	-	60			246 321	246 045	276	229 611	...	...	
AIR WISCONSIN											YEAR	ENDED :	31 DEC	1987
BAC ONE ELEVEN 200	PAS	1	-	1	-	76	36.0	-	-	-	-	-	-	-
BAE-146	PAS	10	-	-	10	100	40.6	28 407	28 407	-	15 762	15 378	-	4.8
FOKKER F-27	PAS	8	6	-	14	48	20.4	44 787	44 787	-	25 424	24 635	-	5.6
SHORTS 360	PAS	6	-	-	6	36	11.8	14 102	14 102	-	9 550	9 163	-	4.6
TOTALS		25	6	1	30			87 296	87 296	-	50 736	49 176	-	
MIDWAY AIRLINES N											YEAR	ENDED :	31 DEC	1987
BOEING 737 200	PAS	9	4	1	12	122	54.4	18 677	18 653	24	37 550	...	...	10.9Y
DOUGLAS DC-9 10	PAS	9	-	-	9	83	41.0	17 728	17 657	71	24 966	...	...	7.8Y
DOUGLAS DC-9 30	PAS	11	6	-	17	115	44.0	29 599	29 326	273	37 533	...	...	8.0Y
TOTALS		29	10	1	38			66 004	65 636	368	100 049	...	...	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C2 (CONT'D) SCHEDULED DOMESTIC AIRLINES

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
UNTD STATES														
NORTHERN AIR CARGO											YEAR	ENDED :	31 DEC	1987
DOUGLAS DC-6 C	FRT	10	2	-	12	FRT	48.5	8 313	7 744	569	11 296	10 427	764	5.6
MISC AIRCRAFT	OTH	2	-	-	2	...	...	-	-	-	-	-	-	-
TOTALS		12	2	-	14			8 313	7 744	569	11 296	10 427	764	
ZANTOP INTERNATIONAL N											YEAR	ENDED :	31 DEC	1987
BEECH 90 KINGAIR	OTH	1	-	-	1	6	4.0	-	-	-	-	-	-	-
CONVAIR CV-640	FRT	9	-	-	9	FRT	24.9	3 238	3 151	87	6 326	...	...	1.9Y
DOUGLAS DC-6 C	FRT	7	-	1	6	FRT	48.5	2 197	2 147	50	3 890	...	...	1.7Y
DOUGLAS DC-8 60	FRT	7	-	-	7	FRT	158.7	2 766	2 721	45	7 934	...	...	3.1Y
LOCKHEED L-188	FRT	21	-	-	21	FRT	52.6	17 204	5 710	11 494	26 022	...	...	3.6Y
TOTALS		45	-	1	44			25 405	13 729	11 676	44 172	...	...	
FLORIDA EXPRESS											YEAR	ENDED :	31 DEC	1987
BAC ONE ELEVEN 400	PAS	16	1	-	17	79- 84	44.7	32 083	31 541	542	40 709	...	...	7.5Y
TOTALS		16	1	-	17			32 083	31 541	542	40 709	...	...	
HORIZON AIR											YEAR	ENDED :	31 DEC	1987
BEECH 99	OTH	1	-	-	1	15	5.1	-	-	-	-	-	-	-
DHC-8 DASH 8	PAS	8	2	-	10	37	14.0	30 994	30 924	70	19 716	...	...	5.4Y
FAIRCHILD FH-227	PAS	6	-	3	3	40	20.4	10 639	10 637	2	6 886	...	...	6.3Y
FOKKER F-28	PAS	2	-	-	2	65	29.5	4 861	4 756	105	3 415	...	...	4.7Y
MISC AIRCRAFT	PAS	24	-	-	24	...	...	87 708	87 703	5	41 306	...	...	4.7Y
TOTALS		41	2	3	40			134 202	134 020	182	71 323	...	...	
AIR AMERICA											YEAR	ENDED :	31 DEC	1987
LOCKHEED L-1011	PAS	3	-	2	1	344	195.0	1 912	941	971	9 019	4 161	3 669	9.1
TOTALS		3	-	2	1			1 912	941	971	9 019	4 161	3 669	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C3 NON-SCHEDULED INTERNATIONAL OPERATORS

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
AUSTRIA															
AUSTRIAN AIRTRANSP. N												YEAR	ENDED :	31 DEC	1987
DOUGLAS DC-9	30 LI	PAS	...	Z	Z	...	97	44.0	...	..	628	...	..	1 355	...
DOUGLAS MD-80	80 LI	PAS	...	Z	Z	...	135	64.4	...	..	5 084	...	..	11 957	...
TOTALS			...	...	...	...			...	..	5 712	...	..	13 312	
BELGIUM															
EAT												YEAR	ENDED :	31 DEC	1987
CONVAIR CV-580		FRT	-	4	-	4	FRT	25.0	...	..	...	...	..	...	...
MISC AIRCRAFT		P/F	8	-	1	7	...	...	...	..	...	...	..	...	...
TOTALS			8	4	1	11			...	..	...	...	..	...	
DELTA AIR												YEAR	ENDED :	31 DEC	1987
FAIRCHILD FH-227		PAS	5	-	-	5	48	20.6	6 723	..	599	3 836	..	418	.4
FOKKER F-28		PAS	-	1	-	1	65	30.0	1 709	..	101	1 230	..	101	.4
TOTALS			5	1	-	6			8 432	..	700	5 066	..	519	
SOBELAIR												YEAR	ENDED :	31 DEC	1987
BOEING 707	300C	PAS	1	-	-	1	198	150.0	923	..	923	1 858	..	1 858	6.1
BOEING 737	200	PAS	3	-	-	3	135	53.0	2 864	..	2 853	6 778	..	6 773	6.8
BOEING 737	300	PAS	-	1	-	1	148	58.0	565	..	562	1 395	..	1 378	8.6
TOTALS			4	1	-	5			4 352	..	4 338	10 031	..	10 009	
AIR BELGIUM												YEAR	ENDED :	31 DEC	1987
BOEING 737	300	PAS	1	-	-	1	148	58.0	1 402	..	1 372	3 327	..	3 318	9.1
TOTALS			1	-	-	1			1 402	..	1 372	3 327	..	3 318	
CANADA															
WORLDWAYS CANADA												YEAR	ENDED :	31 DEC	1987
DOUGLAS DC-8	60	PAS	4	-	-	4	249	161.0	2 428	..	2 416	10 302	..	10 251	7.0
LOCKHEED L-1011		PAS	2	-	-	2	362	204.0	1 157	..	1 151	4 360	..	4 338	5.9
TOTALS			6	-	-	6			3 585	..	3 567	14 662	..	14 589	
CHILE															
TAXPA												YEAR	ENDED :	31 DEC	1987
MISC AIRCRAFT		CON	5	-	-	5	...	...	120	..	120	205	..	205	...
TOTALS			5	-	-	5			120	..	120	205	..	205	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C3 (CONT'D) NON-SCHEDULED INTERNATIONAL OPERATORS

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
DENMARK														
STERLING N											YEAR	ENDED :	31 DEC	1987
BEECH 90 KINGAIR LI	PAS	-	1	1	-	8	4.0	...	..	...	...	..	...	...
BOEING 727 200	PAS	8	2	-	10	185	95.0	...	..	...	...	..	...	...
SE210 CARAVELLE	PAS	6	-	-	6	109	52.0	...	..	...	...	..	...	...
MISC AIRCRAFT	PAS	3	-	-	3	...	...	...	..	...	...	..	...	...
T O T A L S		17	3	1	19			...	..	...	...	..	...	
CONAIR											YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 4 4	PAS	-	3	-	3	291	160.0	1 374	..	1 080	3 530	..	3 482	8.3
AIRBUS A310	PAS	-	1	-	1	219	142.0	632	..	624	2 060	..	2 050	11.3
BOEING 720 B	PAS	5	-	5	-	170	107.0	2 137	..	2 058	6 310	..	6 266	6.6
T O T A L S		5	4	5	4			4 143	..	3 762	11 900	..	11 798	
CIMBER AIR											YEAR	ENDED :	31 DEC	1987
ATR-42	PAS	1	1	-	2	42	16.0	2 255	..	...	1 700	..	...	2.4Y
FOKKER F-28	PAS	2	-	2	-	65	30.0	-	..	-	-	..	-	-
NORD 260&262	PAS	2	-	-	2	26	11.0	1 875	..	...	1 200	..	...	1.6Y
T O T A L S		5	1	2	4			4 130	..	...	2 900	..	...	
DOMINICAN R														
TRADO											YEAR	ENDED :	31 DEC	1987
DOUGLAS DC-6 C	FRT	2	-	1	1	FRT	50.0	79	..	...	79	..	...	...
T O T A L S		2	-	1	1			79	..	...	79	..	...	
EL SALVADOR														
M.S.F.											YEAR	ENDED :	31 DEC	1987
BOEING 707 300C	FRT	5	-	-	5	FRT	150.0	...	..	...	...	..	...	...
DOUGLAS DC-6 C	FRT	5	-	-	5	FRT	50.0	...	..	...	...	..	...	...
DOUGLAS DC-7 F	FRT	1	-	-	1	FRT	65.0	...	..	...	...	..	...	...
T O T A L S		11	-	-	11			...	..	...	...	..	...	
AESA											YEAR	ENDED :	31 DEC	1987
DOUGLAS DC-6 B	FRT	2	-	-	2	FRT	47.2	118	..	116	487	..	471	.6
T O T A L S		2	-	-	2			118	..	116	487	..	471	
TAES											YEAR	ENDED :	31 DEC	1987
BOEING 707 300C LI	FRT	3	-	-	3	FRT	150.0	...	..	...	...	..	...	...
DOUGLAS DC-6 B LI	FRT	2	-	-	2	FRT	47.0	...	..	...	...	..	...	...
T O T A L S		5	-	-	5			...	..	...	...	..	...	

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PART: C3 (CONT'D) NON-SCHEDULED INTERNATIONAL OPERATORS

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
FRANCE															
SFAIR												YEAR	ENDED :	31 DEC	1987
DOUGLAS DC-8	50F	FRT	1	-	-	1	FRT	147.0	...	..	...	674	..	663	5.1
LOCKHEED L100		FRT	3	-	1	2	FRT	70.0	...	..	...	2 911	..	2 886	3.7
MISC AIRCRAFT		FRT	-	1	1	-	FRT	...	...	..	...	39	..	39	1.4
TOTALS			4	1	2	3			...	..	...	3 624	..	3 588	
AIR CHARTER INT. N												YEAR	ENDED :	31 DEC	1987
BOEING 727	200	PAS	4	3	-	7	184	88.4	3 628	..	3 628	11 855	..	8 458	...
BOEING 737	200	PAS	1	-	-	1	117	52.4	292	..	292	2 793	..	582	...
TOTALS			5	3	-	8			3 920	..	3 920	14 648	..	9 040	
GERMANY FED.															
CONDOR												YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 4	4	PAS	1	1	1	1	309	157.5	1 265	..	1 200	3 820	..	3 760	7.6
AIRBUS A310		PAS	3	1	-	4	264-265	142.0	4 664	..	3 979	11 739	..	11 416	8.4
BOEING 727	200	PAS	6	-	-	6	176	86.4	7 998	..	6 559	18 613	..	17 980	8.2
BOEING 737	200	PAS	4	-	3	1	125	56.9	4 546	..	4 222	12 183	..	11 866	8.8
BOEING 737	300	PAS	-	3	-	3	144	58.0	629	..	572	1 959	..	1 869	9.2
DOUGLAS DC10	30	PAS	3	-	-	3	370	259.0	2 401	..	2 345	11 319	..	11 249	10.3
TOTALS			17	5	4	18			21 503	..	18 877	59 633	..	58 140	
DLT GERMAN COMMUTER												YEAR	ENDED :	31 DEC	1987
HAWKER HS-748		PAS	6	-	-	6	44	21.0	10 757	..	...	14 110	..	...	...
MISC AIRCRAFT		PAS	12	-	-	12	...	...	10 228	..	...	14 040	..	...	...
TOTALS			18	-	-	18			20 985	..	...	28 150	..	...	
GERMAN CARGO												YEAR	ENDED :	31 DEC	1987
DOUGLAS DC-8	60	FRT	5	-	-	5	FRT	161.0	2 871	..	2 871	13 265	..	13 265	8.2
TOTALS			5	-	-	5			2 871	..	2 871	13 265	..	13 265	
HAPAG-LLOYD												YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 4	4	PAS	6	-	-	6	315	157.5-165.0	5 530	..	5 390	15 061	..	14 868	6.8
BOEING 727	100	PAS	1	-	-	1	131	74.0	1 331	..	1 279	3 429	..	3 376	9.2
BOEING 727	200	PAS	2	-	-	2	179	89.0	2 163	..	2 133	6 616	..	6 586	9.0
BOEING 737	200	PAS	4	-	-	4	130	58.0	5 366	..	5 068	14 923	..	14 596	10.0
TOTALS			13	-	-	13			14 390	..	13 870	40 029	..	39 426	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C3 (CONT'D)

NON-SCHEDULED INTERNATIONAL OPERATORS

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
GERMANY FED.														
AERO-LLOYD											YEAR	ENDED :	31 DEC	1987
DOUGLAS DC-9 30	PAS	3	-	-	3	119	44.0	...	..	...	...	..	...	...
DOUGLAS MD-80 80	PAS	1	2	-	3	167	67.8	...	..	...	...	..	...	...
SE210 CARAVELLE	PAS	3	-	-	3	99	52.0	...	..	...	...	..	...	...
T O T A L S		7	2	-	9			...	..	...	...	..	...	
LTS											YEAR	ENDED :	31 DEC	1987
BOEING 757	PAS	3	-	-	3	199	108.9	3 711	..	40	9 945	..	82	.1
T O T A L S		3	-	-	3			3 711	..	40	9 945	..	82	
LTU											YEAR	ENDED :	31 DEC	1987
LOCKHEED L-1011	PAS	9	-	-	9	288-345	201.0-228.0	9 650	..	9 650	35 216	..	35 216	11.3
T O T A L S		9	-	-	9			9 650	..	9 650	35 216	..	35 216	
SAT FLUGGESELLSCHAFT											YEAR	ENDED :	31 DEC	1987
BOEING 727 100	PAS	2	-	1	1	131	74.0	2 243	..	-	6 580	..	-	9.0Y
BOEING 737 300	PAS	-	2	-	2	148	58.0	-	..	-	-	..	-	-
SE210 CARAVELLE	PAS	1	-	1	-	99	52.0	-	..	-	-	..	-	-
T O T A L S		3	2	2	3			2 243	..	-	6 580	..	-	
WDL FLUGDIENST											YEAR	ENDED :	31 DEC	1987
FOKKER F-27	P/C	6	-	-	6	44	18.4	5 930	..	5 930	6 938	..	6 938	3.2
MISC AIRCRAFT	PAS	1	-	-	1	...	...	72	..	72	81	..	81	.2
T O T A L S		7	-	-	7			6 002	..	6 002	7 019	..	7 019	
GHANA														
GEMINI AIRLINES											YEAR	ENDED :	31 DEC	1987
BOEING 707 300C LI	FRT	...	Z	Z	...	FRT	150.0	...	..	...	...	..	...	...
T O T A L S		...	...	...	...			...	..	...	...	..	...	
INDONESIA														
BALI AIR											YEAR	ENDED :	31 DEC	1987
BN-2 ISLANDER	PAS	2	-	-	2	8	3.0	...	..	...	...	..	...	...
BN-3 TRISLANDER	PAS	4	-	-	4	14	4.5	...	..	...	...	..	...	...
HAWKER HS-748	PAS	1	-	-	1	48	20.0	...	..	...	...	..	...	...
MISC AIRCRAFT	PAS	4	-	-	4	...	...	...	..	...	...	..	...	...
T O T A L S		11	-	-	11			...	..	...	...	..	...	

PART: C3 (CONT'D) NON-SCHEDULED INTERNATIONAL OPERATORS

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
MALAYSIA														
SABAH AIR											YEAR	ENDED :	31 DEC	1987
BELL B206A	PAS	7	-	-	7	4	1.5	5 524	..	5 308	4 182	..	4 060	1.6
BELL 212	PAS	1	-	-	1	13	3.0	425	..	393	226	..	205	.6
MISC AIRCRAFT	P/C	2	1	1	2	...	...	481	..	449	604	..	575	...
T O T A L S		10	1	1	10			6 430	..	6 150	5 012	..	4 840	
NETHERLANDS														
AIR HOLLAND N											YEAR	ENDED :	31 DEC	1987
BOEING 727 200	PAS	2	-	-	2	189	86.6	1 838	..	1 838	5 393	..	5 393	9.3
T O T A L S		2	-	-	2			1 838	..	1 838	5 393	..	5 393	
MARTINAIR HOLLAND N											YEAR	ENDED :	31 DEC	1987
AIRBUS A310	PAS	1	-	-	1	265	138.0	...B	..	...B	...B	..	...B	...B
AIRBUS A310	CON	1	-	-	1	265	142.0	2 169C	..	2 156C	5 749C	..	5 734C	7.9C
BOEING 747 200C	CON	-	1	-	1	385	378.0	762	..	760	3 722	..	3 711	12.1
CESSNA 402	OTH	1	-	-	1	8	3.8	518	..	488	1 355	..	1 264	3.5
CESSNA 500	PAS	1	1	-	2	6	6.0	558	..	538	670	..	603	1.7
DOUGLAS MD-80 80	PAS	2	-	-	2	165	68.0	1 363	..	1 341	3 353	..	3 318	7.2
DOUGLAS DC10 30	CON	4	-	-	4	376	256.0	3 281	..	3 262	15 253	..	15 226	10.4
T O T A L S		10	2	-	12			8 651	..	8 545	30 102	..	29 856	
SCANDINAVIA														
SCANAIR											YEAR	ENDED :	31 DEC	1987
AIRBUS A300B 4 4	PAS	3	-	3	-	287	160.0	1 600	..	...	6 800	..	...	...
DOUGLAS DC-8 60	PAS	4	2	-	6	254	161.0	...B	..	...	...B	..	...	...
DOUGLAS DC-8 60 LI	PAS	1	1	-	2	189	152.0	5 100C	..	...	21 330C	..	...	...
DOUGLAS DC-9 40 LI	PAS	...	Z	Z	...	110-120	51.0	950	..	...	2 100	..	...	...
DOUGLAS MD-80 80 LI	PAS	...	Z	Z	...	156	67.8	1 400	..	...	4 000	..	...	...
T O T A L S		8 M	3 M	3 M	8 M			9 050	..	...	34 230	..	...	
SPAIN														
AUDELI											YEAR	ENDED :	31 DEC	1987
DASSAULT 20 MYST	PAS	3	-	-	3	10	12.0	320	..	320	720	..	720	...
MISC AIRCRAFT	PAS	3	-	-	3	...	...	160	..	160	240	..	240	...
T O T A L S		6	-	-	6			480	..	480	960	..	960	
CANAFRICA											YEAR	ENDED :	31 DEC	1987
DOUGLAS DC-8 60	PAS	2	-	-	2	254	162.0	...	..	...	...	..	...	...
DOUGLAS MD-80 80	PAS	-	2	-	2	165	67.0	...	..	...	...	..	...	...
T O T A L S		2	2	-	4			...	..	...	...	..	...	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C3 (CONT'D) NON-SCHEDULED INTERNATIONAL OPERATORS

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures			Number of Hours Flown			Average Daily Revenue Hours
									Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	
SPAIN															
AIR EUROPA												YEAR	ENDED :	31 DEC	1987
BOEING 737	300	PAS	3	6	2	7	148	58.0	6 316	..	5 937	15 688	..	15 533	8.7
BOEING 757		PAS	-	1	-	1	224	105.0	290	..	261	1 151	..	1 070	10.6
TOTALS			3	7	2	8			6 606	..	6 198	16 839	..	16 603	
HISPANIA												YEAR	ENDED :	31 DEC	1987
BOEING 737	200	PAS	3	-	-	3	130	54.5	...B	..	...B	...B	..	...B	...B
BOEING 737	300	PAS	-	2	-	2	148	58.0	7 212C	..	7 212C	15 432C	..	15 432C	9.6C
TOTALS			3	2	-	5			7 212	..	7 212	15 432	..	15 432	
LTE INTERNATICNAL N												YEAR	ENDED :	31 DEC	1987
BOEING 757		PAS	-	2	-	2	200	109.0	182	..	182	771	..	771	9.4
TOTALS			-	2	-	2			182	..	182	771	..	771	
AIR TRUCK												YEAR	ENDED :	31 DEC	1987
DASSAULT 20 MYST		FRT	3	-	1	2	FRT	14.0	...	..	405	1 100	..	976	3.1
TOTALS			3	-	1	2			...	..	405	1 100	..	976	
SWEDEN															
TRANSWEDE												YEAR	ENDED :	31 DEC	1987
DOUGLAS MD-80	80	PAS	1	2	-	3	161	67.0	2 168	..	2 100	7 124	..	7 084	10.0
SE210 CARAVELLE		PAS	3	-	-	3	99-109	52.0	3 403	..	3 313	8 229	..	8 202	7.5
TOTALS			4	2	-	6			5 571	..	5 413	15 353	..	15 286	
SWITZERLAND															
BALAIR												YEAR	ENDED :	31 DEC	1987
AIRBUS A310		PAS	1	-	-	1	241	149.0	1 117	..	1 112	3 431	..	3 425	9.4
DOUGLAS DC-9	30	PAS	1	-	1	-	115	44.0	1 196	..	1 196	1 744	..	1 744	4.8
DOUGLAS MD-80	80	PAS	1	1	-	2	149	67.0	1 438	..	1 438	2 947	..	2 947	4.0
DOUGLAS MD-80	80 LI	PAS	1	-	-	1	149	67.0	1 175	..	1 175	2 966	..	2 966	8.1
DOUGLAS DC10	30	PAS	1	-	-	1	345	251.7	917	..	917	4 211	..	4 211	11.5
FOKKER F-27		PAS	1	-	-	1	38	19.7	571	..	325	634	..	547	1.5
TOTALS			6	1	1	6			6 414	..	6 163	15 933	..	15 840	
CTA												YEAR	ENDED :	31 DEC	1987
SE210 CARAVELLE		PAS	4	-	1	3	97	52.0	3 543	..	3 455	7 774	..	7 706	5.7
TOTALS			4	-	1	3			3 543	..	3 455	7 774	..	7 706	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C3 (CONT'D) NON-SCHEDULED INTERNATIONAL OPERATORS

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
UNTD KINGDOM														
HEAVYLIFT CARGO											YEAR	ENDED :	31 DEC	1987
CANADAIR CL44	FRT	1	-	-	1	FRT	95.0	122	..	122	707	..	707	1.9
MISC AIRCRAFT	FRT	3	-	-	3	FRT	104.8	469	..	469	2 332	..	2 332	2.1
T O T A L S		4	-	-	4			591	..	591	3 039	..	3 039	
AIRWAYS INTL. CYMRU											YEAR	ENDED :	31 DEC	1987
BAC ONE ELEVEN 400	PAS	2	-	-	2	79- 89	40.1	2 394	..	2 394	3 381	..	3 381	5.3
BOEING 737 200	PAS	1	-	-	1	130	53.0	1 096	..	1 096	2 830	..	2 830	7.8
BOEING 737 300	PAS	-	2	-	2	148	58.0	1 593	..	1 593	4 273	..	4 273	9.6
T O T A L S		3	2	-	5			5 083	..	5 083	10 484	..	10 484	
CAL AIR INTL											YEAR	ENDED :	31 DEC	1987
DOUGLAS DC10 10	PAS	3	-	-	3	345	199.0	3 271	..	3 271	9 715	..	9 715	8.9
T O T A L S		3	-	-	3			3 271	..	3 271	9 715	..	9 715	
AIR 2000											YEAR	ENDED :	31 DEC	1987
BOEING 757	PAS	-	2	-	2	224	100.0	2 073	..	2 073	6 761	..	6 761	10.3*
T O T A L S		-	2	-	2			2 073	..	2 073	6 761	..	6 761	
BRISTOW HELICOPTERS											YEAR	ENDED :	31 DEC	1987
BELL B206A	CON	4	-	1	3	4	1.5	-	..	-	-	..	-	-
BELL 212	CON	10	-	1	9	13	3.0	34 442	..	34 442	8 139	..	8 139	2.6
SIKORSKY S-61 N	CON	15	-	-	15	24	9.0	10 559	..	10 559	9 057	..	9 057	1.7
SIKORSKY S-76	CON	11	-	2	9	12	4.8	7 536	..	7 536	2 798	..	2 798	.8
MISC AIRCRAFT	CON	25	2	1	26	...	...	22 884	..	22 884	25 047	..	25 047	2.8
T O T A L S		65	2	5	62			75 421	..	75 421	45 041	..	45 041	
BRITISH ISLANC											YEAR	ENDED :	31 DEC	1987
BAC ONE ELEVEN 300	PAS	1	-	-	1	89	39.5	...B	..	...B	...B	..	...B	...B
BAC ONE ELEVEN 400	PAS	1	1	-	2	89	40.5	3 179C	..	3 179C	6 424C	..	6 424C	6.5C
BAC ONE ELEVEN 500	PAS	4	-	-	4	119	46.5	5 040	..	5 040	11 382	..	11 382	7.8
T O T A L S		6	1	-	7			8 219	..	8 219	17 806	..	17 806	
UNTD STATES														
BUFFALO AIRWAYS											YEAR	ENDED :	31 DEC	1987
BOEING 707 300C	FRT	1	-	-	1	FRT	150.0	4 347	..	4 347	5 732	..	5 732	...
T O T A L S		1	-	-	1			4 347	..	4 347	5 732	..	5 732	

PART: C3 (CONT'D) NON-SCHEDULED INTERNATIONAL OPERATORS

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
									Number of Departures			Number of Hours Flown			
COUNTRY AND CARRIER / MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Total	Scheduled Revenue	Non-Sched. Revenue	Total	Scheduled Revenue	Non-Sched. Revenue	Average Daily Revenue Hours
UNTD STATES															
FLORIDA WEST												YEAR	ENDED :	31 DEC	1987
BOEING 707	300C	FRT	3	1	-	4	FRT	150.0	2 015	..	2 015	5 813	..	5 813	4.0
T O T A L S			3	1	-	4			2 015	..	2 015	5 813	..	5 813	
FIVE STAR N												YEAR	ENDED :	31 DEC	1987
LOCKHEED L-1011		PAS	2	-	-	2	345	195.0	535	..	535	1 482	..	1 459	4.3
T O T A L S			2	-	-	2			535	..	535	1 482	..	1 459	
TRANS-AIR LINK												YEAR	ENDED :	31 DEC	1987
DOUGLAS DC-6	A	FRT	4	1	-	5	FRT	47.0	1 163	..	1 163	3 152	..	3 152	1.7
DOUGLAS DC-7	C	FRT	1	-	-	1	FRT	58.5	362	..	362	1 176	..	1 176	3.2
T O T A L S			5	1	-	6			1 525	..	1 525	4 328	..	4 328	
GULF AIR TRANSPORT												YEAR	ENDED :	31 DEC	1987
BOEING 727	100	PAS	1	4	-	5	128	76.6	...B	..	...B	6 845	..	6 366	4.4
BOEING 727	200	PAS	1	3	-	4	121	86.6	5 035C	..	5 035C	2 154	..	2 011	1.8
CONVAIR CV-580		PAS	1	-	-	1	48	25.0	114	..	114	234	..	147	1.7
T O T A L S			3	7	-	10			5 149	..	5 149	9 233	..	8 524	
INTERSTATE AIRLINES												YEAR	ENDED :	31 DEC	1987
BOEING 727	100	FRT	4	-	-	4	FRT	72.6	2 853	..	2 853	2 284	..	2 266	1.6
DOUGLAS DC-8	60F	FRT	15	2	3	14	FRT	153.0	10 562	..	10 562	22 067	..	21 494	4.5
LOCKHEED L-188		FRT	4	-	4	-	FRT	51.3	2 482	..	2 482	2 706	..	2 644	4.9
T O T A L S			23	2	7	18			15 897	..	15 897	27 057	..	26 404	
JET FLEET N												YEAR	ENDED :	31 DEC	1987
BAC ONE ELEVEN	200	PAS	1	-	1	-	74- 79	35.6	40	..	40	69	..	69	.4
T O T A L S			1	-	1	-			40	..	40	69	..	69	
KEY AIRLINES												YEAR	ENDED :	31 DEC	1987
BOEING 727	100	PAS	6	4	2	8	120	73.7	8 003	..	8 003	11 037	..	11 037	4.0*
T O T A L S			6	4	2	8			8 003	..	8 003	11 037	..	11 037	
INDEPENDENT AIR												YEAR	ENDED :	31 DEC	1987
BOEING 707	300B	PAS	1	-	-	1	186	148.0	...	..	...	...	..	...	...
BOEING 727	100	PAS	1	-	-	1	129	73.0	...	..	...	...	..	...	...
T O T A L S			2	-	-	2			545	..	545	1 684	..	1 447	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C3 (CONT'D) NON-SCHEDULED INTERNATIONAL OPERATORS

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
UNTD STATES														
MILLON AIR N											YEAR	ENDED :	31 DEC	1987
BOEING 707 300C	FRT	-	2	-	2	FRT	150.0	123	..	123	324	..	324	2.7
DOUGLAS DC-8 60F LO	FRT	2	-	2	-	FRT	153.0	-	..	-	-	..	-	-
TOTALS		2	2	2	2			123	..	123	324	..	324	
RICH INTERNATIONAL											YEAR	ENDED :	31 DEC	1987
DOUGLAS DC-8 60	PAS	2	-	-	2	189	158.7	...B	..	...B	...B	..	...B	...B
DOUGLAS DC-8 60 LI	PAS	1	-	-	1	189	158.7	858C	..	858C	4 380C	..	4 063C	3.7C
TOTALS		3	-	-	3			858	..	858	4 380	..	4 063	
ROSENBALM AVIATION											YEAR	ENDED :	31 DEC	1987
DOUGLAS DC-8 60F	FRT	20	1	-	21	FRT	153.0	15 762	..	15 762	37 646	..	37 646	6.7
TOTALS		20	1	-	21			15 762	..	15 762	37 646	..	37 646	
SOUTHERN AIR TRANSP.											YEAR	ENDED :	31 DEC	1987
BOEING 707 300C	FRT	3	-	-	3	FRT	150.0	6 446	..	6 446	12 259	..	12 216	11.2
LOCKHEED L100	FRT	3	11	-	14	FRT	70.3	16 975	..	16 975	41 489	..	40 386	8.1
TOTALS		6	11	-	17			23 421	..	23 421	53 748	..	52 602	
SKYWORLD											YEAR	ENDED :	31 DEC	1987
BOEING 707 100	PAS	1	-	-	1	168	117.0	138	..	138	461	..	404	1.1
BOEING 707 300	PAS	8	-	-	8	185	141.0	2 736	..	2 736	8 722	..	7 750	2.7
BOEING 727 100	PAS	1	-	-	1	125	72.6	416	..	416	819	..	778	2.1
TOTALS		10	-	-	10			3 290	..	3 290	10 002	..	8 932	
SUN COUNTRY											YEAR	ENDED :	31 DEC	1987
BOEING 727 200	PAS	2	2	-	4	173	86.4	2 334	..	2 334	3 224	..	3 224	8.6
DOUGLAS DC10 40	PAS	2	-	1	1	379	251.7	898	..	898	3 510	..	3 510	10.1
TOTALS		4	2	1	5			3 232	..	3 232	6 734	..	6 734	
TRANS INTERNATIONAL											YEAR	ENDED :	31 DEC	1987
DOUGLAS DC-8 50	FRT	-	3	-	3	FRT	140.4	412	..	401	500	..	481	2.6
DOUGLAS DC-8 60	P/F	-	7	4	3	251-FRT	162.0	644	..	559	2 703	..	2 576	9.1
LOCKHEED L-188	FRT	1	1	1	1	FRT	53.0	245	..	206	360	..	300	1.4
TOTALS		1	11	5	7			1 301	..	1 166	3 563	..	3 357	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C3 (CONT'D) NON-SCHEDULED INTERNATIONAL OPERATORS

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
YUGOSLAVIA														
AVIOGENEX N											YEAR	ENDED :	31 DEC	1987
BOEING 727 200	PAS	3	-	-	3	181	86.0	2 474	..	2 451	4 747	..	4 726	6.5
BOEING 737 200	PAS	-	1	-	1	125	53.0	550	..	543	1 127	..	1 121	6.2
TUPOLEV TU-134	PAS	4	-	-	4	80	47.0	3 040	..	2 935	6 478	..	6 385	5.4
TOTALS		7	1	-	8			6 064	..	5 929	12 352	..	12 232	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C4

NON-SCHEDULED DOMESTIC OPERATORS

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
CHILE														
AKROS SERVICIO AEREO											YEAR	ENDED :	31 DEC	1987
MISC AIRCRAFT	PAS	1	-	-	1	...	...	...	..	...	24	..	...	...
T O T A L S		1	-	-	1			...	..	...	24	..	...	
AEROREINARZ N											YEAR	ENDED :	31 DEC	1987
PIPER PA23 AZTEC	PAS	-	1	-	1	5	2.0	52	..	52	96	..	96	.7
T O T A L S		-	1	-	1			52	..	52	96	..	96	
AERCMET											YEAR	ENDED :	31 DEC	1987
BELL B206A	PAS	-	1	-	1	4	1.9	25	..	15	35	..	20	.4
PIPER PA31 NAVAJ	PAS	1	-	-	1	6	3.0	40	..	21	150	..	85	.2
MISC AIRCRAFT	PAS	2	-	1	1	...	...	125	..	70	255	..	157	.3
T O T A L S		3	1	1	3			190	..	106	440	..	262	
ALFA HELICOPTERS											YEAR	ENDED :	31 DEC	1987
MISC AIRCRAFT	CON	1	-	-	1	...	...	...	..	...	316	..	...	...
T O T A L S		1	-	-	1			...	..	...	316	..	...	
TRANSP. AEREOS 248											YEAR	ENDED :	31 DEC	1987
BELL B206A	CON	2	-	-	2	4	2.0	384	..	337	1 110	..	1 053	1.6
MISC AIRCRAFT	CON	-	1	-	1	...	...	32	..	12	61	..	34	.4
T O T A L S		2	1	-	3			416	..	349	1 171	..	1 087	
HALCON											YEAR	ENDED :	31 DEC	1987
MISC AIRCRAFT	PAS	1	-	-	1	...	...	25	..	25	58	..	58	.3
T O T A L S		1	-	-	1			25	..	25	58	..	58	
SERV. AEREO LITORAL											YEAR	ENDED :	31 DEC	1987
MISC AIRCRAFT	CON	5	-	-	5	...	...	5 083	..	4 880	3 559	..	2 416	1.4
T O T A L S		5	-	-	5			5 083	..	4 880	3 559	..	2 416	
TRANS. A. DON CARLOS											YEAR	ENDED :	31 DEC	1987
CESSNA 402	PAS	1	1	-	2	7- 9	2.9	...	..	...	881	..	863	1.2
PIPER PA23 AZTEC	PAS	1	-	-	1	5	1.9	...	..	...	222	..	208	.8
MISC AIRCRAFT	PAS	2	-	1	1	...	...	...	..	...	42	..	35	.3
T O T A L S		4	1	1	4			...	..	...	1 145	..	1 106	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

PART: C4 (CONT'D) NON-SCHEDULED DOMESTIC OPERATORS

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
COUNTRY AND CARRIER / MANUFACTURER AND MODEL	Use Category	At Beginning of Year	Acquired	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures: Total	Number of Departures: Scheduled Revenue	Number of Departures: Non-Sched. Revenue	Number of Hours Flown: Total	Number of Hours Flown: Scheduled Revenue	Number of Hours Flown: Non-Sched. Revenue	Average Daily Revenue Hours
MALAYSIA														
MALAYSIAN HELICOPTER											YEAR	ENDED :	31 DEC	1987
DHC-6 TWIN OTTER	PAS	2	-	-	2	19	5.7	316	..	298	2 479	..	2 422	3.4
HAWKER HS-125	PAS	1	-	-	1	9	10.0	194	..	176	667	..	648	2.0
SIKORSKY S-61 N	CON	5	-	-	5	22	9.0	2 500	..	351	7 933	..	196	.1
SIKORSKY S-76	CON	2	-	-	2	12	4.6	895	..	198	2 520	..	86	.1
MISC AIRCRAFT	CON	4	-	-	4	...	...	342	..	318	429*	..	420*	.3
T O T A L S		14	-	-	14			4 247	..	1 341	14 028	..	3 772	
HORNBILL SKYWAYS											YEAR	ENDED :	31 DEC	1987
BELL B206A	CON	6	-	-	6	4	1.4	9 715	..	9 479	4 648	..	4 267	2.2
CESSNA 500	CON	1	-	-	1	6	5.7	240	..	216	298	..	281	1.8
SHORT SC7 SKYVAN	CON	1	-	-	1	19	5.2	527	..	499	430	..	408	1.9
MISC AIRCRAFT	CON	1	-	-	1	...	...	187	..	164	230	..	207	1.6
T O T A L S		9	-	-	9			10 669	..	10 358	5 606	..	5 163	
WIRA KRIS UDARA											YEAR	ENDED :	31 DEC	1987
BELL B206A	CON	-	1	-	1	4	2.0	13	..	13	52	..	52	.5
T O T A L S		-	1	-	1			13	..	13	52	..	52	
UNTD STATES														
EMERALD AIR N											YEAR	ENDED :	31 DEC	1987
DOUGLAS DC-9 10	PAS	4	-	-	4	71- 90	37.2	7 548	..	7 473	3 435	..	3 351	3.1
DOUGLAS DC-9 10	FRT	2	-	-	2	FRT	37.2	1 506	..	1 470	2 012	..	1 938	2.7
T O T A L S		6	-	-	6			9 054	..	8 943	5 447	..	5 289	
EXPRESS ONE											YEAR	ENDED :	31 DEC	1987
BOEING 727 100C	FRT	7	-	-	7	FRT	77.1	6 108	..	6 108	7 420	..	7 245	4.1
BOEING 737 200	FRT	-	1	-	1	FRT	52.4	17	..	17	53	..	18	1.8
T O T A L S		7	1	-	8			6 125	..	6 125	7 473	..	7 263	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES C-47/C-48

FLEET DATA FOOTNOTES

TABLE	STATE/CARRIER	NOTE
C-3	Canada - CP Air	CP Air merged with EPA, Nordair and Pacific Western. Three DC-10-30 aircraft were leased out during the year.
C-5	Denmark - Maersk	One B-737-200 and two DHC-7 aircraft were leased out during the year. The Shorts-360 aircraft are owned and operated by Air Business, a sister company of Maersk.
C-8	Iceland - Icelandair	One B727-200 and one DC-8-60 aircraft were leased in during the year.
C-8-C-9	Italy - Alitalia	Four DC-9-40 aircraft were leased in from ATI.
C-9	Japan - Japan Asia Airways	One B747-200B aircraft was leased to JAL.
C-10	Jordan - Royal Jordanian	One B727-200 aircraft was leased out during the year.
C-11-C-12	New Zealand - Air New Zealand	HS-650 aircraft are operated by Safe Air Ltd.; a wholly owned subsidiary.
C-12	Pakistan - PIA	One Airbus A-300 and one B-737-300 aircraft were leased to Emirate Airlines.
C-13	Portugal - TAP	Two B707-300B and two B727-100 aircraft were leased to Air Atlantis.
C-16	Switzerland - Swissair	One B747-200, three DC-9-30 two DC-9-50 and one MD-80 aircraft were leased in.
C-17	United Kingdom - British Airways	Report represents consolidated data for British Airways and British Air Tours.
C-22	United States - Aircal	Merged with American on 1.4.1987; report represents 1st Quarter of 1987. Total hours flown do not include 246 non-revenue hours.
C-20	United States - American	Total hours flown do not include 3 146 none-revenue hours.
C-20	United States - Arrow Air	Total hours flown do not include 417 non-revenue hours.
C-21	United States - Braniff	Total hours flown do not include 463 non-revenue hours.
C-21	United States - Continental	Total hours flown do not include 4 197 non-revenue hours.
C-21	United States - Delta	Total hours flown do not include 5 049 non-revenue hours. Absorbed Western in April 1987.
C-21	United States - Eastern	Total hours flown do not include 4 791 non-revenue hours.
C-22	United States - Federal Express	Total hours flown do not include 1 278 non-revenue hours. Six acquired B727-100 aircraft were not in service during 1987.
C-22	United States - Flying Tiger	Total hours flown do not include 1 604 non-revenue hours.
C-22	United States - Tower Air	Total hours flown do not include 1 544 non-revenue hours.
C-20	United States - US Air	Total hours flown do not include 1 439 non-revenue hours.
C-22	United States - Northwest	Total hours flown do not include 3 401 non-revenue hours.
C-23	United States - Pan Am	Total hours flown do not include 2 987 non-revenue hours.
C-23	United States - PSA	Total hours flown do not incude 752 non-revenue hours.
C-23	United States - Piedmont	Total hours flown do not include 2 034 non-revenue hours.
C-23	United States - Presidential	Total hours flown do not include 1 183 non-revenue hours.

FLEET DATA FOOTNOTES (Cont'd)

TABLE	STATE/CARRIER	NOTE
C-23	United States - TWA	Total hours flown do not include 2 186 non-revenue hours.
C-23-C-24	United States - United	Total hours flown do not include 6 509 non-revenue hours.
C-24	United States - Western	Total hours flown do not incude 322 non-revenue hours. Merged with Delta on 1.4.87.
C-25	Yugoslavia - Adria	One DC-9-30 and one MD-80 aircraft were leased out during the year.
C-27	Australia - Australian Airlines	One A-300B aircraft was leased to Air Niugini and two F-27 aircraft were leased to Air Queensland.
C-31	United States - Alaska	Total hours flown do not include 704 none-revenue hours.
C-31	United States - Hawaiian	Total hours flown do not include 3 255 non-revenue hours. Four DC-9-50 aircraft were not in operation during the year.
C-32	United States - American Trans Air	Total hours flown do not include 1 307 non-revenue hours.
C-32	United States - Aspen	Total hours flown do not include 497 non-revenue hours.
C-33	United States - Florida Express	Total hours flown do not include 115 non-revenue hours.
C-33	United States - Horizon	Total hours flown do not include 2 535 non-revenue hours.
C-31	United States - Markair	Total hours flown do not include 470 non-revenue hours.
C-32	United States - Midway	Total hours flown do not include 476 non-revenue hours.
C-32	United States - Reeve	Total hours flown do not include 71 non-revenue hours.
C-32	United States - Southwest	Total hours flown do not include 756 non-revenue hours.
C-33	United States - Zantop	Total hours flown do not include 1 444 non-revenue hours.
C-35	Austria - Austrian Airtransport	All aircraft (except one MD-80) were provided by AUA.
C-36	Denmark - Sterling Airways	Miscellaneous aircraft leased from Baltic Aviation during the year.
C-37	France - Air Charter	Operator also leased in other types of aircraft during the year.
C-39	Netherlands - Air Holland	One B727-200 aircraft was leased out for five months during the year.
C-39	Netherlands - Martinair	One MD-80 aircraft was leased out to Viasa and Transwede.
C-40	Spain - LTE	Operator began operations on 1 November 1987.
C-42	United States - Five Star	There was an interuption between April and November 1987 of revenue services.
C-42	United States - Jet Fleet	There was an interuption between May and December 1987 of revenue services.
C-43	United States - Millon	Report represents last Quarter only.
C-44	Yugoslavia - Aviogenex	Three B727-200 and one TU-134 aircraft were leased out during part of the year.
C-45	Chile - Aeroreinarz	Operator began operations on 15 August 1987.
C-46	United States - Emerald Air	One DC-9-10 aircraft leased out for the entire year.

PART D

INDIVIDUAL PERSONNEL TABLES OF AIR CARRIERS

1987

PARTIE D

TABLEAUX INDIVIDUELS DU PERSONNEL
DES TRANSPORTEURS AÉRIENS

1987

PARTE D

TABLAS INDIVIDUALES DEL PERSONAL
DE LOS TRANSPORTISTAS AEREOS

1987

ЧАСТЬ Д

ТАБЛИЦЫ ДАННЫХ О ЛИЧНОМ СОСТАВЕ ПО АВИАПЕРЕВОЗЧИКАМ

1987

SCHEDULED INTERNATIONAL AIRLINES

COUNTRY: AUSTRALIA

AIRLINE: QANTAS RATE OF EXCHANGE: US $ 0.700525 = 1 DOLLAR YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	DOLLARS	U.S. Dollars	
PILOTS AND CO-PILOTS	712	749	110 130	77 149	54 930 195
OTHER COCKPIT PERSONNEL	194	194	98 791	69 206	13 425 941
CABIN ATTENDANTS	2 795	2 884	36 463	25 543	71 392 623
MAINTENANCE AND OVERHAUL PERSONNEL	3 302	3 206	31 867	22 324	73 712 801
TICKETING, SALES AND PROMOTIONAL PERSONNEL	3 011	3 194	39 669	27 789	83 674 030
OTHER PERSONNEL	4 498	4 402	38 237	26 786	120 484 503
TOTAL PERSONNEL	14 512	14 629	..	..	417 620 093

COUNTRY: AUSTRIA

AIRLINE: AUA RATE OF EXCHANGE: US $ 0.079858 = 1 SCHILLING YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	SCHILLINGS	U.S. Dollars	
PILOTS AND CO-PILOTS	241	239	1 390 585	111 049	26 762 891
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	407	391	368 646	29 439	11 981 814
MAINTENANCE AND OVERHAUL PERSONNEL	536	558	576 401	46 030	24 672 209
TICKETING, SALES AND PROMOTIONAL PERSONNEL	646	658	541 630	43 253	27 941 755
OTHER PERSONNEL	1 276	1 290	453 816	36 241	46 243 292
TOTAL PERSONNEL	3 106	3 136	..	..	137 601 962

COUNTRY: BARBADOS

AIRLINE: CARIBBEAN AIR CARGO RATE OF EXCHANGE: US $ 0.497265 = 1 DOLLAR YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	DOLLARS	U.S. Dollars	
PILOTS AND CO-PILOTS	...B	...B	...	...	...
OTHER COCKPIT PERSONNEL	...B	...B	...	...	...
CABIN ATTENDANTS	22C	22C	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...B	...B	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...B	...B	...	...	...
OTHER PERSONNEL	180C	180C	...	...	...
TOTAL PERSONNEL	202	202	..	..	...

COUNTRY: BELGIUM

AIRLINE: SABENA RATE OF EXCHANGE: US $ 0.027049 = 1 FRANC YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	FRANCS	U.S. Dollars	
PILOTS AND CO-PILOTS	358	369	...B	...B	...B
OTHER COCKPIT PERSONNEL	85	78	4 544 194C	122 916C	54 451 747C
CABIN ATTENDANTS	1 087	1 142	1 438 707	38 916	42 301 228
MAINTENANCE AND OVERHAUL PERSONNEL	3 087	3 111	1 167 404	31 577	97 478 537
TICKETING, SALES AND PROMOTIONAL PERSONNEL	3 390	3 341	...B	...B	...B
OTHER PERSONNEL	1 415	1 425	1 022 917C	27 669C	132 949 000C
TOTAL PERSONNEL	9 422	9 466	..	..	327 180 511

COUNTRY: BOLIVIA

SCHEDULED INTERNATIONAL AIRLINES

AIRLINE: LAB RATE OF EXCHANGE: US $ 0.483384 = 1 PESO YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	PESOS	U.S. Dollars	
PILOTS AND CO-PILOTS	63	79	36 984	17 877	1 126 285
OTHER COCKPIT PERSONNEL	30	38	21 033	10 167	305 015
CABIN ATTENDANTS	93	84	6 978	3 373	313 716
MAINTENANCE AND OVERHAUL PERSONNEL	297	238	7 593	3 670	1 090 031
TICKETING, SALES AND PROMOTIONAL PERSONNEL	277	229	3 874	1 873	518 671
OTHER PERSONNEL	875	973	8 585	4 150	3 631 181
TOTAL PERSONNEL	1 635	1 691	..	..	6 984 899

COUNTRY: BOTSWANA

AIRLINE: AIR BOTSWANA N RATE OF EXCHANGE: US $ 0.553838 = 1 PULA YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	PULA	U.S. Dollars	
PILOTS AND CO-PILOTS	...	12	...	...	...
OTHER COCKPIT PERSONNEL	...	-	...	...	...
CABIN ATTENDANTS	...	15	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	35	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	38	...	...	...
OTHER PERSONNEL	...	98	...	...	...
TOTAL PERSONNEL	...	198	..	..	...

COUNTRY: BRAZIL

AIRLINE: VARIG RATE OF EXCHANGE: US $ 0.024089 = 1 CRUZADO YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	CRUZADOS	U.S. Dollars	
PILOTS AND CO-PILOTS	996	1 065	1 321 307	31 829	31 701 648
OTHER COCKPIT PERSONNEL	375	401	1 321 376	31 831	11 936 489
CABIN ATTENDANTS	2 979	3 294	394 051	9 492	28 277 530
MAINTENANCE AND OVERHAUL PERSONNEL	4 750	5 237	200 502	4 830	22 942 043
TICKETING, SALES AND PROMOTIONAL PERSONNEL	3 920	3 860	399 988	9 635	37 770 444
OTHER PERSONNEL	9 626	9 499	262 643	6 327	60 901 932
TOTAL PERSONNEL	22 646	23 356	..	..	193 530 086

COUNTRY: BRAZIL

AIRLINE: CRUZEIRO N RATE OF EXCHANGE: US $ 0.024089 = 1 CRUZADO YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	CRUZADOS	U.S. Dollars	
PILOTS AND CO-PILOTS	202	53	...	...	...
OTHER COCKPIT PERSONNEL	67	27	...	...	...
CABIN ATTENDANTS	14	7	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	646	630	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	624	589	...	...	...
OTHER PERSONNEL	1 307	1 229	...	...	...
TOTAL PERSONNEL	2 860	2 535	..	..	...

N - FOR NOTE(S) ON THIS TABLE SEE PAGE D-43

COUNTRY: CANADA

SCHEDULED INTERNATIONAL AIRLINES

AIRLINE: AIR CANADA RATE OF EXCHANGE: US $ 0.756430 = 1 DOLLAR YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	DOLLARS	U.S. Dollars	
PILOTS AND CO-PILOTS	1 695	1 734	87 004	65 812	111 552 303
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	2 989	2 876	29 359	22 208	66 379 248
MAINTENANCE AND OVERHAUL PERSONNEL	4 168	4 292	37 093	28 058	116 946 015
TICKETING, SALES AND PROMOTIONAL PERSONNEL	3 948	3 957	33 280	25 174	99 387 379
OTHER PERSONNEL	8 912	8 511	36 609	27 692	246 792 020
TOTAL PERSONNEL	21 712	21 370	..	..	641 056 964

COUNTRY: CANADA

AIRLINE: CP AIR RATE OF EXCHANGE: US $ 0.756430 = 1 DOLLAR YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	DOLLARS	U.S. Dollars	
PILOTS AND CO-PILOTS	994	1 007	94 678	71 617	71 187 224
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	1 956	1 948	30 049	22 730	44 459 724
MAINTENANCE AND OVERHAUL PERSONNEL	2 016	2 088	37 834	28 619	57 695 312
TICKETING, SALES AND PROMOTIONAL PERSONNEL	3 842	4 359	28 617	21 647	83 167 216
OTHER PERSONNEL	4 540	4 052	32 257	24 400	110 775 125
TOTAL PERSONNEL	13 348	13 454	..	..	367 284 601

COUNTRY: CHILE

AIRLINE: AEROVIAS DAP RATE OF EXCHANGE: US $ 0.004523 = 1 PESO YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	PESOS	U.S. Dollars	
PILOTS AND CO-PILOTS	3	4	350 640	1 586	4 758
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	2	2	102 188	462	924
MAINTENANCE AND OVERHAUL PERSONNEL	4	4	115 744	524	2 094
TICKETING, SALES AND PROMOTIONAL PERSONNEL	2	2	61 709	279	558
OTHER PERSONNEL	7	7	71 484	323	2 263
TOTAL PERSONNEL	18	19	..	..	10 598

COUNTRY: CHILE

AIRLINE: LAN CHILE RATE OF EXCHANGE: US $ 0.004523 = 1 PESO YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	PESOS	U.S. Dollars	
PILOTS AND CO-PILOTS	...	86	...	...	...
OTHER COCKPIT PERSONNEL	...	21	...	...	...
CABIN ATTENDANTS	...	143	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	177	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	275	...	...	...
OTHER PERSONNEL	...	326	...	...	...
TOTAL PERSONNEL	...	1 028	..	..	...

SCHEDULED INTERNATIONAL AIRLINES

COUNTRY: CHILE

AIRLINE: LADECO RATE OF EXCHANGE: US $ 0.004523 = 1 PESO YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	PESOS	U.S. Dollars	
PILOTS AND CO-PILOTS	46	60	...	...	...
OTHER COCKPIT PERSONNEL	12	23	...	...	...
CABIN ATTENDANTS	94	110	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	77	86	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	53	62	...	...	...
OTHER PERSONNEL	287	317	...	...	...
TOTAL PERSONNEL	569	658	..	..	...

COUNTRY: COLOMBIA

AIRLINE: ARCA RATE OF EXCHANGE: US $ 0.004092 = 1 PESO YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	PESOS	U.S. Dollars	
PILOTS AND CO-PILOTS	5	9	3 124 265	12 784	63 922
OTHER COCKPIT PERSONNEL	3	3	1 989 456	8 141	24 423
CABIN ATTENDANTS	-	-	-	-	-
MAINTENANCE AND OVERHAUL PERSONNEL	-	-	-	-	-
TICKETING, SALES AND PROMOTIONAL PERSONNEL	-	-	-	-	-
OTHER PERSONNEL	11	10	308 300	1 262	13 877
TOTAL PERSONNEL	19	22	..	..	102 222

COUNTRY: COLOMBIA

AIRLINE: AVIANCA RATE OF EXCHANGE: US $ 0.004092 = 1 PESO YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	PESOS	U.S. Dollars	
PILOTS AND CO-PILOTS	223	224	3 010 081	12 317	2 746 747
OTHER COCKPIT PERSONNEL	119	114	2 076 201	8 496	1 011 002
CABIN ATTENDANTS	429	468	995 751	4 075	1 748 009
MAINTENANCE AND OVERHAUL PERSONNEL	1 361	1 310	867 752	3 551	4 832 697
TICKETING, SALES AND PROMOTIONAL PERSONNEL	369	363	689 224	2 820	1 040 692
OTHER PERSONNEL	2 667	2 535	705 885	2 888	7 703 577
TOTAL PERSONNEL	5 168	5 014	..	..	19 082 724

COUNTRY: COLOMBIA

AIRLINE: LAC RATE OF EXCHANGE: US $ 0.004092 = 1 PESO YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	PESOS	U.S. Dollars	
PILOTS AND CO-PILOTS	15	17	5 745 359	23 510	352 650
OTHER COCKPIT PERSONNEL	7	9	4 539 712	18 577	130 036
CABIN ATTENDANTS	-	-	-	-	-
MAINTENANCE AND OVERHAUL PERSONNEL	46	46	1 397 333	5 718	263 023
TICKETING, SALES AND PROMOTIONAL PERSONNEL	35	33	1 095 922	4 485	156 958
OTHER PERSONNEL	164	181	2 042 095	8 356	1 370 425
TOTAL PERSONNEL	267	286	..	..	2 273 092

COUNTRY: COLOMBIA

SCHEDULED INTERNATIONAL AIRLINES

AIRLINE: SAM RATE OF EXCHANGE: US $ 0.004092 = 1 PESO YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	PESOS	U.S. Dollars	
PILOTS AND CO-PILOTS	55	55	2 505 455	10 252	563 878
OTHER COCKPIT PERSONNEL	24	24	891 667	3 649	87 569
CABIN ATTENDANTS	76	80	705 776	2 888	219 491
MAINTENANCE AND OVERHAUL PERSONNEL	11	11	841 273	3 442	37 867
TICKETING, SALES AND PROMOTIONAL PERSONNEL	16	17	781 250	3 197	51 150
OTHER PERSONNEL	308	312	781 338	3 197	984 748
TOTAL PERSONNEL	490	499	..	..	1 944 703

COUNTRY: COLOMBIA

AIRLINE: TAMPA-COLOMBIA RATE OF EXCHANGE: US $ 0.004092 = 1 PESO YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	PESOS	U.S. Dollars	
PILOTS AND CO-PILOTS	19	20	...	...	...
OTHER COCKPIT PERSONNEL	8	10	...	...	...
CABIN ATTENDANTS	-	-	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	20	30	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	-	-	...	...	...
OTHER PERSONNEL	270	306	...	...	...
TOTAL PERSONNEL	317	366	..	..	...

COUNTRY: COSTA RICA

AIRLINE: LACSA RATE OF EXCHANGE: US $ 0.016433 = 1 COLON YEAR ENDED: 30 SEP 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	COLONES	U.S. Dollars	
PILOTS AND CO-PILOTS	42	49	723 098	11 883	499 072
OTHER COCKPIT PERSONNEL	25	26	406 338	6 677	166 934
CABIN ATTENDANTS	57	70	249 162	4 094	233 385
MAINTENANCE AND OVERHAUL PERSONNEL	106	117	347 682	5 713	605 627
TICKETING, SALES AND PROMOTIONAL PERSONNEL	255	260	704 487	11 577	2 952 094
OTHER PERSONNEL	553	585	261 379	4 295	2 375 268
TOTAL PERSONNEL	1 038	1 107	..	..	6 832 380

COUNTRY: CYPRUS

AIRLINE: CYPRUS AIRWAYS RATE OF EXCHANGE: US $ 2.091321 = 1 POUND YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	POUNDS	U.S. Dollars	
PILOTS AND CO-PILOTS	88	86	...B	...B	...B
OTHER COCKPIT PERSONNEL	12	9	28 322C	59 230C	5 923 071C
CABIN ATTENDANTS	242	198	7 880	16 480	3 988 051
MAINTENANCE AND OVERHAUL PERSONNEL	211	204	7 034	14 710	3 103 914
TICKETING, SALES AND PROMOTIONAL PERSONNEL	222	224	3 243	6 782	1 505 653
OTHER PERSONNEL	859	861	5 475	11 450	9 835 048
TOTAL PERSONNEL	1 634	1 582	..	..	24 355 736

COUNTRY: CZECHOSLOVAK SCHEDULED INTERNATIONAL AIRLINES

AIRLINE: CSA RATE OF EXCHANGE: US $ 0.103341 = 1 KORUNA YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	KORUNY	U.S. Dollars	
PILOTS AND CO-PILOTS	172	177	...B	...B	...B
OTHER COCKPIT PERSONNEL	122	129	119 799C	12 380C	3 639 773C
CABIN ATTENDANTS	228	237	44 434	4 592	1 046 948
MAINTENANCE AND OVERHAUL PERSONNEL	1 395	1 370	44 796	4 629	6 457 779
TICKETING, SALES AND PROMOTIONAL PERSONNEL	146	147	42 103	4 351	635 237
OTHER PERSONNEL	3 478	3 507	42 400	4 382	15 239 284
TOTAL PERSONNEL	5 541	5 567	..	..	27 019 021

COUNTRY: DENMARK

AIRLINE: MAERSK AIR RATE OF EXCHANGE: US $ 0.147589 = 1 KRONE YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	KRONER	U.S. Dollars	
PILOTS AND CO-PILOTS	...B	...B	...	...	...
OTHER COCKPIT PERSONNEL	...B	...B	...	...	...
CABIN ATTENDANTS	406C	389C	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...B	...B	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...B	...B	...	...	...
OTHER PERSONNEL	576C	605C	...	...	...
TOTAL PERSONNEL	982	994	..	..	...

COUNTRY: DK GREENLAND

AIRLINE: GREENLANDAIR RATE OF EXCHANGE: US $ 0.147589 = 1 KRONE YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	KRONER	U.S. Dollars	
PILOTS AND CO-PILOTS	43	40	...B	...B	...B
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	7	6	469 020C	69 222C	3 461 110C
MAINTENANCE AND OVERHAUL PERSONNEL	80	78	249 325	36 798	2 943 810
TICKETING, SALES AND PROMOTIONAL PERSONNEL	-	-	-	-	-
OTHER PERSONNEL	303	316	169 366	24 997	7 573 972
TOTAL PERSONNEL	433	440	..	..	13 978 892

COUNTRY: DOMINICAN R

AIRLINE: CDA (DOMINICANA) RATE OF EXCHANGE: US $ 0.255412 = 1 PESO YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	PESOS	U.S. Dollars	
PILOTS AND CO-PILOTS	48	38	56 966	14 550	698 392
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	65	45	10 010	2 557	166 183
MAINTENANCE AND OVERHAUL PERSONNEL	68	69	17 849	4 559	310 005
TICKETING, SALES AND PROMOTIONAL PERSONNEL	59	51	10 357	2 645	156 073
OTHER PERSONNEL	528	495	18 828	4 809	2 539 076
TOTAL PERSONNEL	768	698	..	..	3 869 729

COUNTRY: DOMINICAN R

SCHEDULED INTERNATIONAL AIRLINES

AIRLINE: DOMINAIR RATE OF EXCHANGE: US $ 0.255412 = 1 PESO YEAR ENDED: 31 MAR 1988

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	PESOS	U.S. Dollars	
PILOTS AND CO-PILOTS	..	..	..	..	..
OTHER COCKPIT PERSONNEL	..	..	..	..	..
CABIN ATTENDANTS	..	..	..	..	..
MAINTENANCE AND OVERHAUL PERSONNEL	..	..	..	..	..
TICKETING, SALES AND PROMOTIONAL PERSONNEL	5	5	...	...	...
OTHER PERSONNEL	7	7	...	...	...
TOTAL PERSONNEL	12	12	..	..	...

COUNTRY: ETHIOPIA

AIRLINE: ETHIOPIAN RATE OF EXCHANGE: US $ 0.483092 = 1 BIRR YEAR ENDED: 30 JUN 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	BIRR	U.S. Dollars	
PILOTS AND CO-PILOTS	138	139	22 819	11 024	1 521 257
OTHER COCKPIT PERSONNEL	14	15	13 214	6 384	89 372
CABIN ATTENDANTS	199	195	9 241	4 464	888 406
MAINTENANCE AND OVERHAUL PERSONNEL	1 442	1 504	13 800	6 667	9 613 048
TICKETING, SALES AND PROMOTIONAL PERSONNEL	1 060	1 069	14 735	7 118	7 545 414
OTHER PERSONNEL	570	553	4 254	2 055	1 171 498
TOTAL PERSONNEL	3 423	3 475	..	..	20 828 995

COUNTRY: FINLAND

AIRLINE: FINNAIR RATE OF EXCHANGE: US $ 0.229564 = 1 MARKKA YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	MARKKA	U.S. Dollars	
PILOTS AND CO-PILOTS	390	392	260 183	59 729	23 294 154
OTHER COCKPIT PERSONNEL	4	4	154 503	35 468	141 873
CABIN ATTENDANTS	754	774	103 493	23 758	17 913 733
MAINTENANCE AND OVERHAUL PERSONNEL	1 772	1 782	103 235	23 699	41 994 889
TICKETING, SALES AND PROMOTIONAL PERSONNEL	872	920	207 909	47 728	41 619 099
OTHER PERSONNEL	1 855	1 840	74 879	17 190	31 886 626
TOTAL PERSONNEL	5 647	5 712	..	..	156 850 374

COUNTRY: FRANCE

AIRLINE: AIR FRANCE RATE OF EXCHANGE: US $ 0.167983 = 1 FRANC YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	FRANCS	U.S. Dollars	
PILOTS AND CO-PILOTS	1 425	1 466	...	...	...
OTHER COCKPIT PERSONNEL	693	687	...	...	...
CABIN ATTENDANTS	5 086	4 795	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	8 620	8 598	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	15 055	14 470	...	...	...
OTHER PERSONNEL	5 877	5 878	...	...	...
TOTAL PERSONNEL	36 756	35 894	..	..	...

SCHEDULED INTERNATIONAL AIRLINES

COUNTRY: FRANCE

AIRLINE: UTA RATE OF EXCHANGE: US $ 0.167983 = 1 FRANC YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	FRANCS	U.S. Dollars	
PILOTS AND CO-PILOTS	201	200	976 241	163 992	32 962 372
OTHER COCKPIT PERSONNEL	107	107	709 809	119 236	12 758 241
CABIN ATTENDANTS	913	855	268 073	45 032	41 113 929
MAINTENANCE AND OVERHAUL PERSONNEL	2 036	1 932	276 325	46 418	94 506 803
TICKETING, SALES AND PROMOTIONAL PERSONNEL	1 144	1 116	195 723	32 878	37 612 637
OTHER PERSONNEL	2 530	2 355	228 062	38 311	96 925 556
TOTAL PERSONNEL	6 931	6 565	..	..	315 879 538

COUNTRY: GERMANY FED.

AIRLINE: LUFTHANSA RATE OF EXCHANGE: US $ 0.562324 = 1 MARK YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	MARK	U.S. Dollars	
PILOTS AND CO-PILOTS	1 794	1 851	...B	...B	...B
OTHER COCKPIT PERSONNEL	538	543	231 420C	130 133C	303 470 630C
CABIN ATTENDANTS	6 228	6 186	70 465	39 624	246 780 161
MAINTENANCE AND OVERHAUL PERSONNEL	10 131	10 094	74 709	42 011	425 611 620
TICKETING, SALES AND PROMOTIONAL PERSONNEL	13 947	13 997	66 253	37 256	519 604 864
OTHER PERSONNEL	5 946	6 417	88 719	49 889	296 637 550
TOTAL PERSONNEL	38 584	39 088	..	..	1 792 104 826

COUNTRY: GREECE

AIRLINE: OLYMPIC RATE OF EXCHANGE: US $ 0.007432 = 1 DRACHMA YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	DRACHMAS	U.S. Dollars	
PILOTS AND CO-PILOTS	...	430	...	...	...
OTHER COCKPIT PERSONNEL	...	138	...	...	...
CABIN ATTENDANTS	...	1 366	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	2 341	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	2 308	...	...	...
OTHER PERSONNEL	...	5 679	...	...	...
TOTAL PERSONNEL	...	12 262	..	..	...

COUNTRY: GUATEMALA

AIRLINE: AVIATECA RATE OF EXCHANGE: US $ 0.400000 = 1 QUETZAL YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	QUETZALES	U.S. Dollars	
PILOTS AND CO-PILOTS	8	10	...B	...B	...B
OTHER COCKPIT PERSONNEL	4	4	14 506C	5 802C	69 629C
CABIN ATTENDANTS	16	17	3 524	1 410	22 554
MAINTENANCE AND OVERHAUL PERSONNEL	78	84	9 278	3 711	289 468
TICKETING, SALES AND PROMOTIONAL PERSONNEL	43	44	3 312	1 325	56 965
OTHER PERSONNEL	117	116	8 977	3 591	420 130
TOTAL PERSONNEL	266	275	..	..	858 745

COUNTRY: ICELAND

SCHEDULED INTERNATIONAL AIRLINES

AIRLINE: ICELANDAIR RATE OF EXCHANGE: US $ 0.026077 = 1 KRONA YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	KRONUR	U.S. Dollars	
PILOTS AND CO-PILOTS	155	152	...	...	...
OTHER COCKPIT PERSONNEL	56	56	...	...	...
CABIN ATTENDANTS	295	175	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	172	172	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	392	356	...	...	...
OTHER PERSONNEL	629	486	...	...	...
TOTAL PERSONNEL	1 699	1 397	..	..	...

COUNTRY: ICELAND

AIRLINE: ARNARFLUG/EAGLE AIR RATE OF EXCHANGE: US $ 0.026077 = 1 KRONA YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	KRONUR	U.S. Dollars	
PILOTS AND CO-PILOTS	12	10	...	...	...
OTHER COCKPIT PERSONNEL	-	-	...	...	...
CABIN ATTENDANTS	33	11	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	11	6	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	25	28	...	...	...
OTHER PERSONNEL	32	37	...	...	...
TOTAL PERSONNEL	113	92	..	..	...

COUNTRY: INDIA

AIRLINE: INDIAN AIRLINES RATE OF EXCHANGE: US $ 0.077062 = 1 RUPEE YEAR ENDED: 31 MAR 1988

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	RUPEES	U.S. Dollars	
PILOTS AND CO-PILOTS	447	451	...B	...B	...B
OTHER COCKPIT PERSONNEL	43	49	382 096C	29 445C	14 428 087C
CABIN ATTENDANTS	954	956	129 587	9 986	9 526 867
MAINTENANCE AND OVERHAUL PERSONNEL	7 674	7 594	43 434	3 347	25 685 535
TICKETING, SALES AND PROMOTIONAL PERSONNEL	5 333	5 281	50 596	3 899	20 793 485
OTHER PERSONNEL	5 886	5 846	51 156	3 942	23 203 676
TOTAL PERSONNEL	20 337	20 177	..	..	93 637 651

COUNTRY: IRAN

AIRLINE: IRAN AIR RATE OF EXCHANGE: US $ 0.014070 = 1 RIAL YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	RIALS	U.S. Dollars	
PILOTS AND CO-PILOTS	190	189	...	...	...
OTHER COCKPIT PERSONNEL	71	69	...	...	...
CABIN ATTENDANTS	700	669	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	1 432	1 414	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	983	976	...	...	...
OTHER PERSONNEL	6 393	6 424	...	...	...
TOTAL PERSONNEL	9 769	9 741	..	..	...

COUNTRY: ITALY

SCHEDULED INTERNATIONAL AIRLINES

AIRLINE: ALITALIA RATE OF EXCHANGE: US $ 0.000777 = 1 LIRA YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	LIRE	U.S. Dollars	
PILOTS AND CO-PILOTS	...	1 115	...B	...B	...B
OTHER COCKPIT PERSONNEL	...	248	120 280 998C	93 458C	127 383 711C
CABIN ATTENDANTS	...	2 797	75 675 724	58 800	164 463 705
MAINTENANCE AND OVERHAUL PERSONNEL	...	3 710	...B	...B	...B
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	3 322	...B	...B	...B
OTHER PERSONNEL	...	6 949	103 750 036C	80 614C	560 185 143C
TOTAL PERSONNEL	...	18 141	..	..	852 032 559

COUNTRY: JAPAN

AIRLINE: JAPAN ASIA AIRWAYS RATE OF EXCHANGE: US $ 0.007300 = 1 YEN YEAR ENDED: 31 MAR 1988

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	YEN	U.S. Dollars	
PILOTS AND CO-PILOTS	46	45	...B	...B	...B
OTHER COCKPIT PERSONNEL	21	21	19 010 295C	138 775C	9 297 935C
CABIN ATTENDANTS	207	215	7 210 142	52 634	10 895 245
MAINTENANCE AND OVERHAUL PERSONNEL	36	38	8 729 420	63 725	2 294 092
TICKETING, SALES AND PROMOTIONAL PERSONNEL	109	107	9 026 264	65 892	7 182 198
OTHER PERSONNEL	83	86	14 873 209	108 574	9 011 678
TOTAL PERSONNEL	502	512	..	..	38 681 147

COUNTRY: JAPAN

AIRLINE: JAL RATE OF EXCHANGE: US $ 0.007300 = 1 YEN YEAR ENDED: 31 MAR 1988

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	YEN	U.S. Dollars	
PILOTS AND CO-PILOTS	1 442	1 441	...B	...B	...B
OTHER COCKPIT PERSONNEL	722	732	20 627 306C	150 579C	325 853 682C
CABIN ATTENDANTS	5 648	5 769	7 801 623	56 952	321 664 034
MAINTENANCE AND OVERHAUL PERSONNEL	4 746	4 731	...B	...B	...B
TICKETING, SALES AND PROMOTIONAL PERSONNEL	3 187	3 137	...B	...B	...B
OTHER PERSONNEL	5 083	5 020	10 070 816C	73 517C	956 896 694C
TOTAL PERSONNEL	20 828	20 830	..	..	1 604 414 410

COUNTRY: JAPAN

AIRLINE: ALL NIPPON AIRWAYS RATE OF EXCHANGE: US $ 0.007300 = 1 YEN YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	YEN	U.S. Dollars	
PILOTS AND CO-PILOTS	1 108	1 115	19 396 564	141 595	156 887 167
OTHER COCKPIT PERSONNEL	357	354	12 564 136	91 718	32 743 394
CABIN ATTENDANTS	2 494	2 587	5 581 842	40 747	101 624 138
MAINTENANCE AND OVERHAUL PERSONNEL	3 316	3 304	8 366 266	61 074	202 520 523
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...B	...B	...B	...B	...B
OTHER PERSONNEL	4 701C	4 644C	7 342 553C	53 601C	251 976 605C
TOTAL PERSONNEL	11 976	12 004	..	..	745 751 827

SCHEDULED INTERNATIONAL AIRLINES

COUNTRY: JORDAN

AIRLINE: ROYAL JORDANIAN RATE OF EXCHANGE: US $ 2.961500 = 1 DINAR YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	DINARS	U.S. Dollars	
PILOTS AND CO-PILOTS	199	196	...B	...B	...B
OTHER COCKPIT PERSONNEL	93	103	12 659C	37 490C	10 946 622C
CABIN ATTENDANTS	570	553	2 901	8 591	4 897 222
MAINTENANCE AND OVERHAUL PERSONNEL	966	963	3 666	10 857	10 488 780
TICKETING, SALES AND PROMOTIONAL PERSONNEL	521	517	8 268	24 486	12 756 987
OTHER PERSONNEL	2 516	2 537	2 235	6 619	16 651 887
TOTAL PERSONNEL	4 865	4 869	..	..	55 741 498

COUNTRY: MADAGASCAR

AIRLINE: AIR MADAGASCAR N RATE OF EXCHANGE: US $ 0.000908 = 1 FRANC YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	FRANCS	U.S. Dollars	
PILOTS AND CO-PILOTS	32	31	...	...	...
OTHER COCKPIT PERSONNEL	5	6	...	...	...
CABIN ATTENDANTS	68	65	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	232	245	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	122	107	...	...	...
OTHER PERSONNEL	673	760	...	...	...
TOTAL PERSONNEL	1 132	1 214	..	..	...

COUNTRY: MALAYSIA

AIRLINE: MAS RATE OF EXCHANGE: US $ 0.396013 = 1 RINGGIT YEAR ENDED: 31 MAR 1988

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	RINGGITS	U.S. Dollars	
PILOTS AND CO-PILOTS	383	383	...B	...B	...B
OTHER COCKPIT PERSONNEL	66	66	172 273C	68 222C	30 631 898C
CABIN ATTENDANTS	1 033	1 075	15 283	6 052	6 251 868
MAINTENANCE AND OVERHAUL PERSONNEL	2 330	2 345	23 241	9 204	21 444 947
TICKETING, SALES AND PROMOTIONAL PERSONNEL	1 278	1 298	29 573	11 711	14 967 169
OTHER PERSONNEL	5 805	5 846	18 727	7 416	43 051 100
TOTAL PERSONNEL	10 895	11 013	..	..	116 346 981

COUNTRY: MEXICO

AIRLINE: AEROMEXICO RATE OF EXCHANGE: US $ 0.000701 = 1 PESO YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	PESOS	U.S. Dollars	
PILOTS AND CO-PILOTS	...B	...B	...B	...B	...B
OTHER COCKPIT PERSONNEL	773C	769C	25 325 690C*	17 753C*	13 723 307C*
CABIN ATTENDANTS	1 476	1 474	6 251 120*	4 382*	6 467 884 *
MAINTENANCE AND OVERHAUL PERSONNEL	...B	...B	...B	...B	...B
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...B	...B	...B	...B	...B
OTHER PERSONNEL	9 927C	10 281C	12 584 918C*	8 822C*	87 576 266C*
TOTAL PERSONNEL	12 176	12 524	..	..	107 767 457*

N - FOR NOTE(S) ON THIS TABLE SEE PAGE D-43

COUNTRY: MEXICO

SCHEDULED INTERNATIONAL AIRLINES

AIRLINE: MEXICANA N RATE OF EXCHANGE: US $ 0.000701 = 1 PESO YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	PESOS	U.S. Dollars	
PILOTS AND CO-PILOTS	958	974	...	...	...
OTHER COCKPIT PERSONNEL	-	-	...	...	...
CABIN ATTENDANTS	1 766	1 781	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	1 624	1 638	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	2 304	2 323	...	...	...
OTHER PERSONNEL	7 841	7 899	...	...	...
TOTAL PERSONNEL	14 493	14 615	..	..	...

COUNTRY: MOZAMBIQUE

AIRLINE: LAM RATE OF EXCHANGE: US $ 0.003455 = 1 METICAL YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	METICAIS	U.S. Dollars	
PILOTS AND CO-PILOTS	...	34	...	...	...
OTHER COCKPIT PERSONNEL	...	27	...	...	...
CABIN ATTENDANTS	...	104	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	41	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	69	...	...	...
OTHER PERSONNEL	...	1 417	...	...	...
TOTAL PERSONNEL	...	1 692	..	..	...

COUNTRY: NEPAL

AIRLINE: ROYAL NEPAL RATE OF EXCHANGE: US $ 0.046118 = 1 RUPEE YEAR ENDED: 16 JUL 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	RUPEES	U.S. Dollars	
PILOTS AND CO-PILOTS	...B	...B	...B	...B	...B
OTHER COCKPIT PERSONNEL	91C	97C	...B	...B	...B
CABIN ATTENDANTS	81	103	230 285C	10 620C	1 826 688C
MAINTENANCE AND OVERHAUL PERSONNEL	543	546	...B	...B	...B
TICKETING, SALES AND PROMOTIONAL PERSONNEL	653	748	...B	...B	...B
OTHER PERSONNEL	860	943	67 866C	3 130C	6 434 937C
TOTAL PERSONNEL	2 228	2 437	..	..	8 261 625

COUNTRY: NETHERLANDS

AIRLINE: TRANSAVIA HOLLAND RATE OF EXCHANGE: US $ 0.498753 = 1 GUILDER YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	GUILDERS	U.S. Dollars	
PILOTS AND CO-PILOTS	...B	...B	...	...	...
OTHER COCKPIT PERSONNEL	...B	...B	...	...	...
CABIN ATTENDANTS	263C	200C	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...B	...B	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...B	...B	...	...	...
OTHER PERSONNEL	421C	397C	...	...	...
TOTAL PERSONNEL	684	597	..	..	...

N - FOR NOTE(S) ON THIS TABLE SEE PAGE D-43

SCHEDULED INTERNATIONAL AIRLINES

COUNTRY: NETHERLANDS

AIRLINE: NETHERLINES RATE OF EXCHANGE: US $ 0.498753 = 1 GUILDER YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	GUILDERS	U.S. Dollars	
PILOTS AND CO-PILOTS	43	43	...	...	...
OTHER COCKPIT PERSONNEL	-	-	...	...	...
CABIN ATTENDANTS	21	23	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	27	29	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	23	23	...	...	...
OTHER PERSONNEL	43	46	...	...	...
TOTAL PERSONNEL	157	164	..	..	...

COUNTRY: NEW ZEALAND

AIRLINE: AIR NEW ZEALAND RATE OF EXCHANGE: US $ 0.617983 = 1 DOLLAR YEAR ENDED: 31 MAR 1988

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	DOLLARS	U.S. Dollars	
PILOTS AND CO-PILOTS	579	579	...	...	...
OTHER COCKPIT PERSONNEL	97	98	...	...	...
CABIN ATTENDANTS	1 415	1 409	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	1 661	1 654	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	545	558	...	...	...
OTHER PERSONNEL	3 893	3 931	...	...	...
TOTAL PERSONNEL	8 190	8 229	..	..	...

COUNTRY: NIGERIA

AIRLINE: NIGERIA AIRWAYS RATE OF EXCHANGE: US $ 0.260428 = 1 NAIRA YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	NAIRA	U.S. Dollars	
PILOTS AND CO-PILOTS	...	220	...	...	...
OTHER COCKPIT PERSONNEL	...	38	...	...	...
CABIN ATTENDANTS	...	498	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	678	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	450	...	...	...
OTHER PERSONNEL	...	4 748	...	...	...
TOTAL PERSONNEL	...	6 632	..	..	...

COUNTRY: PAKISTAN

AIRLINE: PIA RATE OF EXCHANGE: US $ 0.058196 = 1 RUPEE YEAR ENDED: 30 JUN 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	RUPEES	U.S. Dollars	
PILOTS AND CO-PILOTS	419	398	...B	...B	...B
OTHER COCKPIT PERSONNEL	175	152	260 892C	15 183C	9 018 634C
CABIN ATTENDANTS	1 163	1 111	53 801	3 131	3 641 324
MAINTENANCE AND OVERHAUL PERSONNEL	4 697	4 547	58 727	3 418	16 052 726
TICKETING, SALES AND PROMOTIONAL PERSONNEL	2 487	2 381	116 760	6 795	16 899 071
OTHER PERSONNEL	10 961	10 402	49 967	2 908	31 873 367
TOTAL PERSONNEL	19 902	18 991	..	..	77 485 122

COUNTRY: PANAMA

SCHEDULED INTERNATIONAL AIRLINES

AIRLINE: AIR PANAMA RATE OF EXCHANGE: US $ 1.000000 = 1 BALBOA YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	BALBOAS	U.S. Dollars	
PILOTS AND CO-PILOTS	22	22	52 681	52 681	1 158 971
OTHER COCKPIT PERSONNEL	19	19	27 869	27 869	529 519
CABIN ATTENDANTS	52	52	12 588	12 588	654 598
MAINTENANCE AND OVERHAUL PERSONNEL	55	54	13 287	13 287	730 767
TICKETING, SALES AND PROMOTIONAL PERSONNEL	40	36	8 309	8 309	332 348
OTHER PERSONNEL	210	210	8 662	8 662	1 819 074
TOTAL PERSONNEL	398	393	..	..	5 225 277

COUNTRY: PAPUA N GUIN

AIRLINE: AIR NILGINI RATE OF EXCHANGE: US $ 1.102536 = 1 KINA YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	KINAS	U.S. Dollars	
PILOTS AND CO-PILOTS	81	94	62 927	69 379	5 619 748
OTHER COCKPIT PERSONNEL	5	8	50 918	56 139	280 695
CABIN ATTENDANTS	115	123	8 765	9 664	1 111 364
MAINTENANCE AND OVERHAUL PERSONNEL	144	233	30 682	33 828	4 871 231
TICKETING, SALES AND PROMOTIONAL PERSONNEL	172	369	16 177	17 836	3 067 753
OTHER PERSONNEL	575	745	10 158	11 200	6 439 562
TOTAL PERSONNEL	1 092	1 572	..	..	21 390 354

COUNTRY: PERU

AIRLINE: FAUCETT RATE OF EXCHANGE: US $ 0.056859 = 1 INTI YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	INTIS	U.S. Dollars	
PILOTS AND CO-PILOTS	56	56	581 177	33 045	1 850 528
OTHER COCKPIT PERSONNEL	20	20	434 816	24 723	494 464
CABIN ATTENDANTS	89	128	163 271	9 283	826 226
MAINTENANCE AND OVERHAUL PERSONNEL	298	324	199 534	11 345	3 390 899
TICKETING, SALES AND PROMOTIONAL PERSONNEL	40	44	111 618	6 346	253 858
OTHER PERSONNEL	908	1 055	119 331	6 785	6 160 815
TOTAL PERSONNEL	1 411	1 627	..	..	12 966 790

COUNTRY: POLAND

AIRLINE: LOT RATE OF EXCHANGE: US $ 0.003725 = 1 ZLOTY YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	ZLOTE	U.S. Dollars	
PILOTS AND CO-PILOTS	...	320	...	...	...
OTHER COCKPIT PERSONNEL	...	311	...	...	...
CABIN ATTENDANTS	...	780	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	393	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	983	...	...	...
OTHER PERSONNEL	...	3 218	...	...	...
TOTAL PERSONNEL	...	6 005	..	..	...

COUNTRY: PORTUGAL

SCHEDULED INTERNATIONAL AIRLINES

AIRLINE: TAP AIR PORTUGAL RATE OF EXCHANGE: US $ 0.007142 = 1 ESCUDO YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	ESCUDOS	U.S. Dollars	
PILOTS AND CO-PILOTS	334	348	13 389 015	95 624	31 938 531
OTHER COCKPIT PERSONNEL	159	154	9 394 692	67 097	10 668 405
CABIN ATTENDANTS	931	898	3 620 071	25 855	24 070 583
MAINTENANCE AND OVERHAUL PERSONNEL	4 436	4 364	2 666 761	19 046	84 488 096
TICKETING, SALES AND PROMOTIONAL PERSONNEL	1 173	1 154	3 480 181	24 855	29 155 444
OTHER PERSONNEL	2 675	2 629	2 256 295	16 114	43 106 170
TOTAL PERSONNEL	9 708	9 547	..	..	223 427 229

COUNTRY: REP OF KOREA

AIRLINE: KOREAN AIR RATE OF EXCHANGE: US $ 0.001220 = 1 WON YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	WON	U.S. Dollars	
PILOTS AND CO-PILOTS	521	541	...	...	...
OTHER COCKPIT PERSONNEL	165	170	...	...	...
CABIN ATTENDANTS	1 648	1 672	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	2 219	2 255	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	1 225	1 208	...	...	...
OTHER PERSONNEL	5 379	5 447	...	...	...
TOTAL PERSONNEL	11 157	11 293	..	..	...

COUNTRY: RWANDA

AIRLINE: AIR RWANDA RATE OF EXCHANGE: US $ 0.012664 = 1 FRANC YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	FRANCS	U.S. Dollars	
PILOTS AND CO-PILOTS	7	7	...B	...B	...B
OTHER COCKPIT PERSONNEL	2	2	...B	...B	...B
CABIN ATTENDANTS	-	-	-	-	-
MAINTENANCE AND OVERHAUL PERSONNEL	13	13	1 635 070C	20 707C	455 544C
TICKETING, SALES AND PROMOTIONAL PERSONNEL	11	8	...B	...B	...B
OTHER PERSONNEL	256	200	280 391C	3 551C	948 082C
TOTAL PERSONNEL	289	230	..	..	1 403 626

COUNTRY: SAUDI ARABIA

AIRLINE: SAUDIA RATE OF EXCHANGE: US $ 0.267023 = 1 RIYAL YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	RIYALS	U.S. Dollars	
PILOTS AND CO-PILOTS	772	751	186 494	49 798	38 444 102
OTHER COCKPIT PERSONNEL	203	194	158 635	42 359	8 598 942
CABIN ATTENDANTS	2 901	2 825	62 425	16 669	48 356 530
MAINTENANCE AND OVERHAUL PERSONNEL	5 338	5 440	109 619	29 271	156 247 440
TICKETING, SALES AND PROMOTIONAL PERSONNEL	2 756	2 721	111 545	29 785	82 087 677
OTHER PERSONNEL	11 418	11 175	95 487	25 497	291 125 831
TOTAL PERSONNEL	23 388	23 106	..	..	624 860 522

COUNTRY: SCANDINAVIA

SCHEDULED INTERNATIONAL AIRLINES

AIRLINE: SAS RATE OF EXCHANGE: US $ 0.153374 = 1 KRONA YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	KRONOR	U.S. Dollars	
PILOTS AND CO-PILOTS	...B	...B	...B	...B	...B
OTHER COCKPIT PERSONNEL	1 338C	1 363C	673 393C	103 281C	138 189 974C
CABIN ATTENDANTS	2 335	2 375	265 096	40 659	94 938 506
MAINTENANCE AND OVERHAUL PERSONNEL	4 479	4 301	188 435	28 901	129 447 656
TICKETING, SALES AND PROMOTIONAL PERSONNEL	2 508	2 408	222 089	34 063	85 429 318
OTHER PERSONNEL	10 930	10 495	247 850	38 014	415 490 166
TOTAL PERSONNEL	21 590	20 942	..	..	863 495 620

COUNTRY: SINGAPORE

AIRLINE: SIA RATE OF EXCHANGE: US $ 0.483793 = 1 DOLLAR YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	DOLLARS	U.S. Dollars	
PILOTS AND CO-PILOTS	451	474	108 803	52 638	23 739 723
OTHER COCKPIT PERSONNEL	209	209	65 196	31 541	6 592 163
CABIN ATTENDANTS	2 769	2 826	33 559	16 236	44 955 981
MAINTENANCE AND OVERHAUL PERSONNEL	1 616	1 670	41 904	20 273	32 761 011
TICKETING, SALES AND PROMOTIONAL PERSONNEL	1 100	1 122	73 830	35 718	39 290 281
OTHER PERSONNEL	4 539	4 599	19 652	9 508	43 154 336
TOTAL PERSONNEL	10 684	10 900	..	..	190 493 494

COUNTRY: SPAIN

AIRLINE: AVIACO N RATE OF EXCHANGE: US $ 0.008170 = 1 PESETA YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	PESETAS	U.S. Dollars	
PILOTS AND CO-PILOTS	260	272	...	...	...
OTHER COCKPIT PERSONNEL	14	14	...	...	...
CABIN ATTENDANTS	357	314	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	169	160	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	16	16	...	...	...
OTHER PERSONNEL	851	758	...	...	...
TOTAL PERSONNEL	1 667	1 534	..	..	...

COUNTRY: SPAIN

AIRLINE: IBERIA RATE OF EXCHANGE: US $ 0.008170 = 1 PESETA YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	PESETAS	U.S. Dollars	
PILOTS AND CO-PILOTS	906	940	13 375 717	109 280	99 007 328
OTHER COCKPIT PERSONNEL	316	316	9 804 747	80 105	25 313 111
CABIN ATTENDANTS	2 803	2 783	4 497 396	36 744	102 992 654
MAINTENANCE AND OVERHAUL PERSONNEL	5 377	5 403	2 845 695	23 249	125 011 621
TICKETING, SALES AND PROMOTIONAL PERSONNEL	3 897	3 897	3 361 945	27 467	107 039 255
OTHER PERSONNEL	13 580	13 078	3 172 378	25 918	351 970 953
TOTAL PERSONNEL	26 879	26 417	..	..	811 334 922

N - FOR NOTE(S) ON THIS TABLE SEE PAGE D-43

PERSONNEL STATISTICS BY AIRLINE - 1987

SCHEDULED INTERNATIONAL AIRLINES

COUNTRY: SRI LANKA

AIRLINE: AIR LANKA

RATE OF EXCHANGE: US $ 0.033252 = 1 RUPEE

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	RUPEES	U.S. Dollars	
PILOTS AND CO-PILOTS	59	60	...	...	...
OTHER COCKPIT PERSONNEL	30	24	...	...	...
CABIN ATTENDANTS	324	305	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	1 769	1 988	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	164	171	...	...	...
OTHER PERSONNEL	1 119	1 078	...	...	...
TOTAL PERSONNEL	3 465	3 626	..	..	3 321 742

COUNTRY: SWITZERLAND

AIRLINE: SWISSAIR

RATE OF EXCHANGE: US $ 0.678656 = 1 FRANC

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	FRANCS	U.S. Dollars	
PILOTS AND CO-PILOTS	916	932	239 713	162 683	149 017 612
OTHER COCKPIT PERSONNEL	169	163	167 001	113 336	19 153 875
CABIN ATTENDANTS	2 218	2 220	60 785	41 252	91 497 809
MAINTENANCE AND OVERHAUL PERSONNEL	...B	...B	...B	...B	...B
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...B	...B	...B	...B	...B
OTHER PERSONNEL	14 541C	14 593C	67 080C	45 524C	661 966 591C
TOTAL PERSONNEL	17 844	17 908	..	..	921 635 886

COUNTRY: SYRIAN ARAB

AIRLINE: SYRIAN ARAB

RATE OF EXCHANGE: US $ 0.157274 = 1 POUND

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	POUNDS	U.S. Dollars	
PILOTS AND CO-PILOTS	...	95	...	...	...
OTHER COCKPIT PERSONNEL	...	25	...	...	...
CABIN ATTENDANTS	...	266	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	629	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	367	...	...	...
OTHER PERSONNEL	...	2 206	...	...	...
TOTAL PERSONNEL	...	3 588	..	..	...

COUNTRY: THAILAND

AIRLINE: THAI INTERNATIONAL

RATE OF EXCHANGE: US $ 0.038611 = 1 BAHT

YEAR ENDED: 30 SEP 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	BAHT	U.S. Dollars	
PILOTS AND CO-PILOTS	216	225	...B	...B	...B
OTHER COCKPIT PERSONNEL	85	93	838 066C	32 359C	9 739 934C
CABIN ATTENDANTS	1 568	1 551	191 230	7 384	11 577 431
MAINTENANCE AND OVERHAUL PERSONNEL	2 077	2 174	180 948	6 987	14 511 095
TICKETING, SALES AND PROMOTIONAL PERSONNEL	1 112	1 143	487 571	18 826	20 934 073
OTHER PERSONNEL	6 183	6 247	174 511	6 738	41 661 308
TOTAL PERSONNEL	11 241	11 433	..	..	98 423 841

SCHEDULED INTERNATIONAL AIRLINES

COUNTRY: THAILAND

AIRLINE: TAC RATE OF EXCHANGE: US $ 0.038611 = 1 BAHT YEAR ENDED: 30 SEP 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	BAHT	U.S. Dollars	
PILOTS AND CO-PILOTS	71	66	214 326	8 275	587 549
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	150	166	69 708	2 691	403 726
MAINTENANCE AND OVERHAUL PERSONNEL	176	178	73 705	2 846	500 864
TICKETING, SALES AND PROMOTIONAL PERSONNEL	602	668	58 867	2 273	1 368 296
OTHER PERSONNEL	457	449	94 473	3 648	1 666 998
TOTAL PERSONNEL	1 456	1 527	..	..	4 527 434

COUNTRY: TUNISIA

AIRLINE: TUNIS AIR RATE OF EXCHANGE: US $ 1.213347 = 1 DINAR YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	DINARS	U.S. Dollars	
PILOTS AND CO-PILOTS	126	126	...B	...B	...B
OTHER COCKPIT PERSONNEL	24	27	37 989C	46 094C	6 914 018C
CABIN ATTENDANTS	269	245	12 775	15 501	4 169 493
MAINTENANCE AND OVERHAUL PERSONNEL	1 145	1 145	...B	...B	...B
TICKETING, SALES AND PROMOTIONAL PERSONNEL	875	896	...B	...B	...B
OTHER PERSONNEL	2 024	2 034	7 183C	8 715C	35 243 775C
TOTAL PERSONNEL	4 463	4 473	..	..	46 327 286

COUNTRY: USSR

AIRLINE: AEROFLOT RATE OF EXCHANGE: US $ 1.564741 = 1 ROUBLE YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	ROUBLES	U.S. Dollars	
PILOTS AND CO-PILOTS	641	647	...	...	...
OTHER COCKPIT PERSONNEL	894	902	...	...	...
CABIN ATTENDANTS	1 386	1 426	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	...	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...	...	...	...
OTHER PERSONNEL	...	...	...	...	...
TOTAL PERSONNEL	...	...	..	..	...

COUNTRY: UNTD KINGDOM

AIRLINE: AIR BRIDGE CARRIERS RATE OF EXCHANGE: US $ 1.648578 = 1 POUND YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	POUNDS	U.S. Dollars	
PILOTS AND CO-PILOTS	32	33	20 406	33 641	1 076 521
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	-	-	-	-	-
MAINTENANCE AND OVERHAUL PERSONNEL	40	36	18 050	29 757	1 190 273
TICKETING, SALES AND PROMOTIONAL PERSONNEL	3	4	21 000	34 620	103 860
OTHER PERSONNEL	51	60	10 353	17 068	870 449
TOTAL PERSONNEL	126	133	..	..	3 241 104

COUNTRY: UNTD KINGDOM

SCHEDULED INTERNATIONAL AIRLINES

AIRLINE: AIR EUROPE RATE OF EXCHANGE: US $ 1.648578 = 1 POUND YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	POUNDS	U.S. Dollars	
PILOTS AND CO-PILOTS	126	146	23 452	38 662	4 871 548
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	338	332	5 337	8 798	2 974 035
MAINTENANCE AND OVERHAUL PERSONNEL	37	45	13 649	22 501	832 532
TICKETING, SALES AND PROMOTIONAL PERSONNEL	16	32	9 500	15 661	250 584
OTHER PERSONNEL	143	166	10 573	17 430	2 492 650
TOTAL PERSONNEL	660	721	..	..	11 421 348

COUNTRY: UNTD KINGDOM

AIRLINE: BRITISH AIRWAYS RATE OF EXCHANGE: US $ 1.648578 = 1 POUND YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	POUNDS	U.S. Dollars	
PILOTS AND CO-PILOTS	1 946	2 010	39 972	65 897	128 234 640
OTHER COCKPIT PERSONNEL	411	455	30 856	50 869	20 907 266
CABIN ATTENDANTS	6 877	7 036	11 910	19 635	135 026 781
MAINTENANCE AND OVERHAUL PERSONNEL	7 244	7 298	15 038	24 791	179 584 547
TICKETING, SALES AND PROMOTIONAL PERSONNEL	3 558	3 549	16 982	27 996	99 612 028
OTHER PERSONNEL	19 703	20 685	13 526	22 299	439 339 443
TOTAL PERSONNEL	39 739	41 033	..	..	1 002 704 705

COUNTRY: UNTD KINGDOM

AIRLINE: BRITISH MIDLAND RATE OF EXCHANGE: US $ 1.648578 = 1 POUND YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	POUNDS	U.S. Dollars	
PILOTS AND CO-PILOTS	174	182	24 603	40 560	7 057 562
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	235	219	8 906	14 682	3 450 474
MAINTENANCE AND OVERHAUL PERSONNEL	358	378	12 743	21 008	7 520 813
TICKETING, SALES AND PROMOTIONAL PERSONNEL	174	165	9 983	16 458	2 863 580
OTHER PERSONNEL	691	637	8 944	14 745	10 188 212
TOTAL PERSONNEL	1 632	1 581	..	..	31 080 641

COUNTRY: UNTD KINGDOM

AIRLINE: BRITISH CALEDONIAN RATE OF EXCHANGE: US $ 1.648578 = 1 POUND YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	POUNDS	U.S. Dollars	
PILOTS AND CO-PILOTS	372	379	35 255	58 121	21 621 100
OTHER COCKPIT PERSONNEL	115	119	23 443	38 648	4 444 566
CABIN ATTENDANTS	1 307	1 271	8 617	14 206	18 567 934
MAINTENANCE AND OVERHAUL PERSONNEL	1 376	1 442	15 792	26 034	35 823 600
TICKETING, SALES AND PROMOTIONAL PERSONNEL	1 914	1 918	13 132	21 649	41 437 008
OTHER PERSONNEL	2 423	2 510	12 972	21 385	51 816 455
TOTAL PERSONNEL	7 507	7 639	..	..	173 710 664

COUNTRY: UNTD KINGDOM

SCHEDULED INTERNATIONAL AIRLINES

AIRLINE: BRITANNIA RATE OF EXCHANGE: US $ 1.648578 = 1 POUND YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	POUNDS	U.S. Dollars	
PILOTS AND CO-PILOTS	449	481	40 401	66 604	29 905 205
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	1 061	787	7 496	12 358	13 111 141
MAINTENANCE AND OVERHAUL PERSONNEL	767	790	15 842	26 117	20 031 871
TICKETING, SALES AND PROMOTIONAL PERSONNEL	143	149	10 720	17 673	2 527 270
OTHER PERSONNEL	295	267	11 149	18 380	5 422 173
TOTAL PERSONNEL	2 715	2 474	..	..	70 997 660

COUNTRY: UK HONG KONG

AIRLINE: CATHAY PACIFIC RATE OF EXCHANGE: US $ 0.128270 = 1 DOLLAR YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	DOLLARS	U.S. Dollars	
PILOTS AND CO-PILOTS	...B	...B	...	...	...
OTHER COCKPIT PERSONNEL	568C	622C	...	...	...
CABIN ATTENDANTS	2 222	2 492	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	922	938	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	1 678	1 755	...	...	...
OTHER PERSONNEL	2 633	2 774	...	...	...
TOTAL PERSONNEL	8 023	8 581	..	..	...

COUNTRY: UNTD KINGDOM

AIRLINE: DAN-AIR SERVICES RATE OF EXCHANGE: US $ 1.648578 = 1 POUND YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	POUNDS	U.S. Dollars	
PILOTS AND CO-PILOTS	496	493	24 827	40 929	20 300 589
OTHER COCKPIT PERSONNEL	66	77	19 636	32 371	2 136 557
CABIN ATTENDANTS	1 015	978	6 282	10 356	10 511 333
MAINTENANCE AND OVERHAUL PERSONNEL	1 384	1 446	13 780	22 717	31 441 680
TICKETING, SALES AND PROMOTIONAL PERSONNEL	158	151	9 297	15 327	2 421 761
OTHER PERSONNEL	582	581	9 041	14 905	8 674 817
TOTAL PERSONNEL	3 701	3 726	..	..	75 486 738

COUNTRY: UNTD KINGDOM

AIRLINE: MONARCH AIRLINES RATE OF EXCHANGE: US $ 1.648578 = 1 POUND YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	POUNDS	U.S. Dollars	
PILOTS AND CO-PILOTS	165	170	26 376	43 483	7 174 611
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	448	282	5 373	8 858	3 968 127
MAINTENANCE AND OVERHAUL PERSONNEL	-	-	-	-	-
TICKETING, SALES AND PROMOTIONAL PERSONNEL	89	71	6 753	11 133	990 795
OTHER PERSONNEL	141	120	8 149	13 434	1 894 216
TOTAL PERSONNEL	843	643	..	..	14 027 750

SCHEDULED INTERNATIONAL AIRLINES

COUNTRY: UNTD KINGDOM

AIRLINE: ORION AIRWAYS RATE OF EXCHANGE: US $ 1.648578 = 1 POUND YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	POUNDS	U.S. Dollars	
PILOTS AND CO-PILOTS	155	157	29 955	49 383	7 654 348
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	333	199	8 156	13 446	4 477 538
MAINTENANCE AND OVERHAUL PERSONNEL	72	80	13 597	22 416	1 613 958
TICKETING, SALES AND PROMOTIONAL PERSONNEL	-	-	-	-	-
OTHER PERSONNEL	139	148	11 856	19 546	2 716 857
TOTAL PERSONNEL	699	584	..	..	16 462 700

COUNTRY: UNTD KINGDOM

AIRLINE: HIGHLAND EXPRESS RATE OF EXCHANGE: US $ 1.648578 = 1 POUND YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	POUNDS	U.S. Dollars	
PILOTS AND CO-PILOTS	...	...	...	...	...
OTHER COCKPIT PERSONNEL	...	...	...	...	...
CABIN ATTENDANTS	...	...	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	...	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...	...	...	...
OTHER PERSONNEL	...	...	...	...	...
TOTAL PERSONNEL	...	...	..	..	...

COUNTRY: UNTD KINGDOM

AIRLINE: AIR UK RATE OF EXCHANGE: US $ 1.648578 = 1 POUND YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	POUNDS	U.S. Dollars	
PILOTS AND CO-PILOTS	160	175	16 025	26 418	4 226 954
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	144	164	6 181	10 190	1 467 234
MAINTENANCE AND OVERHAUL PERSONNEL	328	339	11 125	18 340	6 015 661
TICKETING, SALES AND PROMOTIONAL PERSONNEL	141	143	7 915	13 048	1 839 813
OTHER PERSONNEL	199	213	9 085	14 977	2 980 629
TOTAL PERSONNEL	972	1 034	..	..	16 530 292

COUNTRY: UNTD KINGDOM

AIRLINE: BRITISH AIRFERRIES RATE OF EXCHANGE: US $ 1.648578 = 1 POUND YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	POUNDS	U.S. Dollars	
PILOTS AND CO-PILOTS	91	63	19 264	31 758	2 889 957
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	61	39	6 705	11 054	674 268
MAINTENANCE AND OVERHAUL PERSONNEL	20	7	10 050	16 568	331 364
TICKETING, SALES AND PROMOTIONAL PERSONNEL	135	55	7 941	13 091	1 767 276
OTHER PERSONNEL	41	24	10 683	17 612	722 077
TOTAL PERSONNEL	348	188	..	..	6 384 943

COUNTRY: UNTD KINGDOM SCHEDULED INTERNATIONAL AIRLINES

AIRLINE: VIRGIN ATLANTIC RATE OF EXCHANGE: US $ 1.648578 = 1 POUND YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	POUNDS	U.S. Dollars	
PILOTS AND CO-PILOTS	33	33	30 788	50 756	1 674 955
OTHER COCKPIT PERSONNEL	16	16	25 188	41 524	664 377
CABIN ATTENDANTS	206	199	10 136	16 710	3 442 231
MAINTENANCE AND OVERHAUL PERSONNEL	-	-	-	-	-
TICKETING, SALES AND PROMOTIONAL PERSONNEL	225	242	12 338	20 340	4 576 453
OTHER PERSONNEL	65	87	14 708	24 247	1 576 041
TOTAL PERSONNEL	545	577	..	..	11 934 056

COUNTRY: U R TANZANIA

AIRLINE: AIR TANZANIA N RATE OF EXCHANGE: US $ 0.015239 = 1 SHILLING YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	SHILLINGS	U.S. Dollars	
PILOTS AND CO-PILOTS	...	77	...	...	...
OTHER COCKPIT PERSONNEL	...	-	...	...	...
CABIN ATTENDANTS	...	58	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	276	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	366	...	...	...
OTHER PERSONNEL	...	616	...	...	...
TOTAL PERSONNEL	...	1 393	..	..	...

COUNTRY: UNTD STATES

AIRLINE: AMERICAN N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	4 695		84 693	397 632 000
OTHER COCKPIT PERSONNEL	...	1 649		30 619	50 490 000
CABIN ATTENDANTS	...	10 292		29 961	308 360 000
MAINTENANCE AND OVERHAUL PERSONNEL	...	11 211		24 626	276 086 000
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	10 187		...B	...B
OTHER PERSONNEL	...	19 241		34 519C	1 015 828 000C
TOTAL PERSONNEL	59 306	57 275	..	..	2 512 360 000

COUNTRY: UNTD STATES

AIRLINE: AIRBORNE EXPRESS N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	183	203		...	...
OTHER COCKPIT PERSONNEL	17	22		...	...
CABIN ATTENDANTS	-	-		...	...
MAINTENANCE AND OVERHAUL PERSONNEL	444	519		...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	-	-		...	...
OTHER PERSONNEL	888	997		...	...
TOTAL PERSONNEL	1 532	1 741	..	..	...

N- FOR NOTE(S) ON THIS TABLE SEE PAGE D-43

COUNTRY: UNTD STATES SCHEDULED INTERNATIONAL AIRLINES

AIRLINE: USAIR N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	1 720		100 953	173 639 000
OTHER COCKPIT PERSONNEL	...	74		36 392	2 693 000
CABIN ATTENDANTS	...	2 486		38 835	96 544 000
MAINTENANCE AND OVERHAUL PERSONNEL	...	1 727		...B	...B
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	97		50 300C	91 748 000C
OTHER PERSONNEL	...	9 664		30 853	298 165 000
TOTAL PERSONNEL	15 778	15 768	..	..	794 765 000

COUNTRY: UNTD STATES

AIRLINE: ARROW AIRWAYS N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	20		49 300	986 000
OTHER COCKPIT PERSONNEL	...	11		37 636	414 000
CABIN ATTENDANTS	...	-		-	-
MAINTENANCE AND OVERHAUL PERSONNEL	...	6		25 667	154 000
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...B		...B	...B
OTHER PERSONNEL	...	77C		21 143C	1 628 000C
TOTAL PERSONNEL	90	114	..	..	3 835 000

COUNTRY: UNTD STATES

AIRLINE: AMERICA WEST N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	...B		...B	...B
OTHER COCKPIT PERSONNEL	...	573C		50 935C	29 186 000C
CABIN ATTENDANTS	...	1 299		13 564	17 619 000
MAINTENANCE AND OVERHAUL PERSONNEL	...	...B		...B	...B
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	448C		...B	...B
OTHER PERSONNEL	...	3 812		16 584C	70 647 000C
TOTAL PERSONNEL	6 145	6 132	..	..	140 544 000

COUNTRY: UNTD STATES

AIRLINE: BRANIFF AIRWAYS N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	358		40 531	14 510 000
OTHER COCKPIT PERSONNEL	...	-		-	-
CABIN ATTENDANTS	...	411		24 954	10 256 000
MAINTENANCE AND OVERHAUL PERSONNEL	...	-		-	-
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	285		...B	...B
OTHER PERSONNEL	...	783		23 262C	24 844 000C
TOTAL PERSONNEL	1 939	1 837	..	..	60 627 000

N- FOR NOTE(S) ON THIS TABLE SEE PAGE D-43

COUNTRY: UNTD STATES SCHEDULED INTERNATIONAL AIRLINES

AIRLINE: CONTINENTAL N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	...B		...B	...B
OTHER COCKPIT PERSONNEL	...	3 946C		48 284C	190 529 000C
CABIN ATTENDANTS	...	10 033		12 570	126 117 000
MAINTENANCE AND OVERHAUL PERSONNEL	...	3 617		...B	...B
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	191		18 205C	69 325 000C
OTHER PERSONNEL	...	12 976		30 944	401 528 000
TOTAL PERSONNEL	33 969	30 763	..	..	942 384 000

COUNTRY: UNTD STATES

AIRLINE: DELTA N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	5 264		92 947	489 274 000
OTHER COCKPIT PERSONNEL	...	-		-	-
CABIN ATTENDANTS	...	9 225		31 146	287 324 000
MAINTENANCE AND OVERHAUL PERSONNEL	...	9 920		22 879	226 963 000
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	13 207		...B	...B
OTHER PERSONNEL	...	12 423		36 138C	926 218 000C
TOTAL PERSONNEL	51 415	50 039	..	..	2 420 162 000

COUNTRY: UNTD STATES

AIRLINE: EASTERN N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	3 311		72 952	241 545 000
OTHER COCKPIT PERSONNEL	...	1 674		20 014	33 504 000
CABIN ATTENDANTS	...	8 112		22 687	184 036 000
MAINTENANCE AND OVERHAUL PERSONNEL	...	6 518		35 292	230 036 000
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...B		...B	...B
OTHER PERSONNEL	...	24 161C		25 327C	611 931 000C
TOTAL PERSONNEL	39 697	43 776	..	..	1 695 355 000

COUNTRY: UNTD STATES

AIRLINE: FEDERAL EXPRESS N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	934		83 796	78 265 000
OTHER COCKPIT PERSONNEL	...	176		28 716	5 054 000
CABIN ATTENDANTS	...	-		-	-
MAINTENANCE AND OVERHAUL PERSONNEL	...	1 138		55 261	62 887 000
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	55		...B	...B
OTHER PERSONNEL	...	42 848		27 747C	1 190 432 000C
TOTAL PERSONNEL	47 739	45 151	..	..	1 677 057 000

N- FOR NOTE(S) ON THIS TABLE SEE PAGE D-43

COUNTRY: UNTD STATES SCHEDULED INTERNATIONAL AIRLINES

AIRLINE: TOWER AIR N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	32		...	...
OTHER COCKPIT PERSONNEL	...	20		...	...
CABIN ATTENDANTS	...	201		...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	-		...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	12		...	...
OTHER PERSONNEL	...	156		...	...
TOTAL PERSONNEL	446	421	..	..	...

COUNTRY: UNTD STATES

AIRLINE: FLYING TIGER N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	781		...	...
OTHER COCKPIT PERSONNEL	...	150		...	...
CABIN ATTENDANTS	...	194		...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	1 514		...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	408		...	...
OTHER PERSONNEL	...	3 027		...	...
TOTAL PERSONNEL	6 157	6 074	..	..	...

COUNTRY: UNTD STATES

AIRLINE: NORTHWEST N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	4 557		...	...
OTHER COCKPIT PERSONNEL	...	-		...	...
CABIN ATTENDANTS	...	6 347		...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	3 904		...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...B		...	...
OTHER PERSONNEL	...	19 364C		...	...
TOTAL PERSONNEL	33 681	34 172	..	..	...

COUNTRY: UNTD STATES

AIRLINE: AIRCAL N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	..	..		..	..
OTHER COCKPIT PERSONNEL	..	..		..	..
CABIN ATTENDANTS	..	..		..	..
MAINTENANCE AND OVERHAUL PERSONNEL	..	..		..	..
TICKETING, SALES AND PROMOTIONAL PERSONNEL	..	..		..	..
OTHER PERSONNEL	..	..		..	..
TOTAL PERSONNEL	..	..	..	..	..

N- FOR NOTE(S) ON THIS TABLE SEE PAGE D-43

SCHEDULED INTERNATIONAL AIRLINES

COUNTRY: UNTD STATES

AIRLINE: PAN AMERICAN N

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	1 459		98 548	143 781 000
OTHER COCKPIT PERSONNEL	...	898		49 899	44 809 000
CABIN ATTENDANTS	...	3 640		38 054	138 517 000
MAINTENANCE AND OVERHAUL PERSONNEL	...	2 976		42 088	125 255 000
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...B		...B	...B
OTHER PERSONNEL	...	12 910C		28 317C	365 571 000C
TOTAL PERSONNEL	21 695	21 883	..	..	1 126 716 000

COUNTRY: UNTD STATES

AIRLINE: PRESIDENTIAL AIRWAYS N

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	144		...	...
OTHER COCKPIT PERSONNEL	...	110		...	...
CABIN ATTENDANTS	...	104		...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	85		...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...B		...	...
OTHER PERSONNEL	...	215C		...	...
TOTAL PERSONNEL	634	658	..	..	...

COUNTRY: UNTD STATES

AIRLINE: PIEDMONT AVIATION N

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	2 231		52 513	117 157 000
OTHER COCKPIT PERSONNEL	...	-		-	-
CABIN ATTENDANTS	...	2 570		26 976	69 328 000
MAINTENANCE AND OVERHAUL PERSONNEL	...	...B		...B	...B
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...B		...B	...B
OTHER PERSONNEL	...	13 017C		20 191C	262 823 000C
TOTAL PERSONNEL	21 093	17 818	..	..	572 642 000

COUNTRY: UNTD STATES

AIRLINE: PSA-PACIFIC SOUTHWST N

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	...B		...B	...B
OTHER COCKPIT PERSONNEL	...	696C		65 320C	45 463 000C
CABIN ATTENDANTS	...	865		26 818	23 198 000
MAINTENANCE AND OVERHAUL PERSONNEL	...	750		25 039	18 779 000
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	1 856		...B	...B
OTHER PERSONNEL	...	799		36 789C	97 674 000C
TOTAL PERSONNEL	5 312	4 966	..	..	236 581 000

N - FOR NOTE(S) ON THIS TABLE SEE PAGE D-43

COUNTRY: UNTD STATES SCHEDULED INTERNATIONAL AIRLINES

AIRLINE: TWA N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	2 243		74 329	166 719 000
OTHER COCKPIT PERSONNEL	...	726		49 758	36 124 000
CABIN ATTENDANTS	...	4 517		24 774	111 902 000
MAINTENANCE AND OVERHAUL PERSONNEL	...	5 010		42 309	211 966 000
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...B		...B	...B
OTHER PERSONNEL	...	17 593C		25 020C	440 177 000C
TOTAL PERSONNEL	31 565	30 089	..	..	1 220 806 000

COUNTRY: UNTD STATES

AIRLINE: UNITED N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	4 192		117 204	491 318 000
OTHER COCKPIT PERSONNEL	...	2 076		38 551	80 031 000
CABIN ATTENDANTS	...	11 755		38 141	448 346 000
MAINTENANCE AND OVERHAUL PERSONNEL	...	11 784		33 043	389 380 000
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	9 584		...B	...B
OTHER PERSONNEL	...	20 278		29 408C	878 167 000C
TOTAL PERSONNEL	62 609	59 669	..	..	2 893 937 000

COUNTRY: UNTD STATES

AIRLINE: WESTERN N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	...		...	...
OTHER COCKPIT PERSONNEL	...	...		...	...
CABIN ATTENDANTS	...	...		...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	...		...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...		...	...
OTHER PERSONNEL	...	...		...	...
TOTAL PERSONNEL	...	...	..	..	...

COUNTRY: UNTD STATES

AIRLINE: WORLD AIRWAYS INC N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	...		...	...
OTHER COCKPIT PERSONNEL	...	...		...	...
CABIN ATTENDANTS	...	...		...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	...		...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...		...	...
OTHER PERSONNEL	...	...		...	...
TOTAL PERSONNEL	732	472	..	..	...

N- FOR NOTE(S) ON THIS TABLE SEE PAGE D-43

COUNTRY: URUGUAY SCHEDULED INTERNATIONAL AIRLINES

AIRLINE: PLUNA RATE OF EXCHANGE: US $ 0.004349 = 1 PESO YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	PESOS	U.S. Dollars	
PILOTS AND CO-PILOTS	32	32	...	...	...
OTHER COCKPIT PERSONNEL	11	11	...	...	...
CABIN ATTENDANTS	79	79	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	196	196	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	102	102	...	...	...
OTHER PERSONNEL	491	491	...	...	...
TOTAL PERSONNEL	911	911	..	..	...

COUNTRY: VENEZUELA

AIRLINE: LAV RATE OF EXCHANGE: US $ 0.068966 = 1 BOLIVAR YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	BOLIVARES	U.S. Dollars	
PILOTS AND CO-PILOTS	...	149	...	...	...
OTHER COCKPIT PERSONNEL	...	-	...	...	...
CABIN ATTENDANTS	...	189	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	470	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...B	...	...	...
OTHER PERSONNEL	...	1 548C	...	...	...
TOTAL PERSONNEL	...	2 356	..	..	...

COUNTRY: VENEZUELA

AIRLINE: VIASA RATE OF EXCHANGE: US $ 0.068966 = 1 BOLIVAR YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	BOLIVARES	U.S. Dollars	
PILOTS AND CO-PILOTS	227	255	364 768*	25 157*	5 710 547*
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	397	479	147 925*	10 202*	4 050 116*
MAINTENANCE AND OVERHAUL PERSONNEL	210	224	116 818*	8 056*	1 691 858*
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...B	...B	...B	...B	...B
OTHER PERSONNEL	2 180C	2 230C	76 174C*	5 253C*	11 452 521C*
TOTAL PERSONNEL	3 014	3 188	..	..	22 905 042*

COUNTRY: VENEZUELA

AIRLINE: AVENSA RATE OF EXCHANGE: US $ 0.068966 = 1 BOLIVAR YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	BOLIVARES	U.S. Dollars	
PILOTS AND CO-PILOTS	177	199	388 801	26 814	4 746 093
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	187	222	142 082	9 799	1 832 380
MAINTENANCE AND OVERHAUL PERSONNEL	840	925	79 647	5 493	4 614 085
TICKETING, SALES AND PROMOTIONAL PERSONNEL	612	710	52 686	3 634	2 223 718
OTHER PERSONNEL	275	304	74 870	5 163	1 419 952
TOTAL PERSONNEL	2 091	2 360	..	..	14 836 229

COUNTRY: YEMEN

SCHEDULED INTERNATIONAL AIRLINES

AIRLINE: YEMEN AIRWAYS RATE OF EXCHANGE: US $ 0.104203 = 1 RIAL YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	RIALS	U.S. Dollars	
PILOTS AND CO-PILOTS	...	73	...	...	...
OTHER COCKPIT PERSONNEL	...	25	...	...	...
CABIN ATTENDANTS	...	128	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	261	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	187	...	...	...
OTHER PERSONNEL	...	1 201	...	...	...
TOTAL PERSONNEL	...	1 875	..	..	...

COUNTRY: YUGOSLAVIA

AIRLINE: ADRIA AIRWAYS RATE OF EXCHANGE: US $ 0.001305 = 1 DINAR YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	DINARS	U.S. Dollars	
PILOTS AND CO-PILOTS	122	123	...	...	...
OTHER COCKPIT PERSONNEL	-	-	...	...	...
CABIN ATTENDANTS	145	132	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	204	209	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	139	145	...	...	...
OTHER PERSONNEL	228	230	...	...	...
TOTAL PERSONNEL	838	839	..	..	...

COUNTRY: YUGOSLAVIA

AIRLINE: JAT RATE OF EXCHANGE: US $ 0.001305 = 1 DINAR YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	DINARS	U.S. Dollars	
PILOTS AND CO-PILOTS	510	532	...	...	...
OTHER COCKPIT PERSONNEL	117	120	...	...	...
CABIN ATTENDANTS	956	820	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	1 558	1 582	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	2 428	2 463	...	...	...
OTHER PERSONNEL	2 358	2 350	...	...	...
TOTAL PERSONNEL	7 927	7 867	..	..	...

COUNTRY: ZAIRE

AIRLINE: AIR ZAIRE RATE OF EXCHANGE: US $ 0.008737 = 1 ZAIRE YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	ZAIRES	U.S. Dollars	
PILOTS AND CO-PILOTS	...	55	...	...	...
OTHER COCKPIT PERSONNEL	...	14	...	...	...
CABIN ATTENDANTS	...	129	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	554	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	179	...	...	...
OTHER PERSONNEL	...	1 779	...	...	...
TOTAL PERSONNEL	...	2 710	..	..	...

COUNTRY: AUSTRALIA

SCHEDULED DOMESTIC AIRLINES

AIRLINE: ANSETT OF AUSTRALIA RATE OF EXCHANGE: US $ 0.700525 = 1 DOLLAR YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	DOLLARS	U.S. Dollars	
PILOTS AND CO-PILOTS	566	583	...B	...B	...B
OTHER COCKPIT PERSONNEL	127	123	76 227C	53 399C	37 005 326C
CABIN ATTENDANTS	1 088	1 041	23 748	16 636	18 099 710
MAINTENANCE AND OVERHAUL PERSONNEL	1 929	1 939	31 359	21 968	42 375 681
TICKETING, SALES AND PROMOTIONAL PERSONNEL	1 830	1 844	26 923	18 860	34 514 399
OTHER PERSONNEL	2 926	3 038	27 752	19 441	56 884 047
TOTAL PERSONNEL	8 466	8 568	..	..	188 879 162

COUNTRY: AUSTRALIA

AIRLINE: ANSETT WA RATE OF EXCHANGE: US $ 0.700525 = 1 DOLLAR YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	DOLLARS	U.S. Dollars	
PILOTS AND CO-PILOTS	114	115	66 115	46 315	5 279 972
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	150	138	22 613	15 841	2 376 135
MAINTENANCE AND OVERHAUL PERSONNEL	-	-	-	-	-
TICKETING, SALES AND PROMOTIONAL PERSONNEL	157	154	27 089	18 977	2 979 353
OTHER PERSONNEL	33	5	16 353	11 456	378 026
TOTAL PERSONNEL	454	412	..	..	11 013 487

COUNTRY: AUSTRALIA

AIRLINE: AUSTRALIAN AIRLINES RATE OF EXCHANGE: US $ 0.700525 = 1 DOLLAR YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	DOLLARS	U.S. Dollars	
PILOTS AND CO-PILOTS	556	556	...	...	...
OTHER COCKPIT PERSONNEL	123	118	...	...	...
CABIN ATTENDANTS	974	992	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	1 673	1 757	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	1 180	1 161	...	...	...
OTHER PERSONNEL	4 355	4 376	...	...	...
TOTAL PERSONNEL	8 861	8 960	..	..	...

COUNTRY: AUSTRALIA

AIRLINE: AIR NSW RATE OF EXCHANGE: US $ 0.700525 = 1 DOLLAR YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	DOLLARS	U.S. Dollars	
PILOTS AND CO-PILOTS	108	105	59 381	41 598	4 492 605
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	91	98	24 355	17 061	1 552 604
MAINTENANCE AND OVERHAUL PERSONNEL	-	-	-	-	-
TICKETING, SALES AND PROMOTIONAL PERSONNEL	70	72	27 472	19 245	1 347 115
OTHER PERSONNEL	55	57	25 320	17 737	975 548
TOTAL PERSONNEL	324	332	..	..	8 367 872

COUNTRY: AUSTRALIA

SCHEDULED DOMESTIC AIRLINES

AIRLINE: ANSETT NT RATE OF EXCHANGE: US $ 0.700525 = 1 DOLLAR YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	DOLLARS	U.S. Dollars	
PILOTS AND CO-PILOTS	..	..	..	..	..
OTHER COCKPIT PERSONNEL	..	..	..	..	..
CABIN ATTENDANTS	..	..	..	..	..
MAINTENANCE AND OVERHAUL PERSONNEL	..	..	..	..	..
TICKETING, SALES AND PROMOTIONAL PERSONNEL	..	..	..	..	..
OTHER PERSONNEL	28	28	24 305	17 026	476 742
TOTAL PERSONNEL	28	28	..	..	476 742

COUNTRY: AUSTRALIA

AIRLINE: IPEC AVIATION RATE OF EXCHANGE: US $ 0.700525 = 1 DOLLAR YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	DOLLARS	U.S. Dollars	
PILOTS AND CO-PILOTS	30	30	...	...	...
OTHER COCKPIT PERSONNEL	-	-	...	...	...
CABIN ATTENDANTS	3	3	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	35	35	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	-	-	...	...	...
OTHER PERSONNEL	24	24	...	...	...
TOTAL PERSONNEL	92	92	..	..	...

COUNTRY: BRAZIL

AIRLINE: BRASIL-CENTRAL N RATE OF EXCHANGE: US $ 0.024089 = 1 CRUZADO YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	CRUZADOS	U.S. Dollars	
PILOTS AND CO-PILOTS	51	57	...	...	...
OTHER COCKPIT PERSONNEL	-	-	...	...	...
CABIN ATTENDANTS	13	14	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	53	54	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	69	78	...	...	...
OTHER PERSONNEL	26	19	...	...	...
TOTAL PERSONNEL	212	222	..	..	...

COUNTRY: BRAZIL

AIRLINE: TRANSBRASIL RATE OF EXCHANGE: US $ 0.024089 = 1 CRUZADO YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	CRUZADOS	U.S. Dollars	
PILOTS AND CO-PILOTS	304	343	2 044 656	49 254	14 973 127
OTHER COCKPIT PERSONNEL	96	92	1 151 574	27 740	2 663 065
CABIN ATTENDANTS	662	584	499 836	12 041	7 970 846
MAINTENANCE AND OVERHAUL PERSONNEL	1 101	1 041	410 261	9 883	10 880 943
TICKETING, SALES AND PROMOTIONAL PERSONNEL	1 005	873	198 530	4 782	4 806 306
OTHER PERSONNEL	3 065	2 780	333 686	8 038	24 636 939
TOTAL PERSONNEL	6 233	5 713	..	..	65 931 226

- FOR NOTE(S) ON THIS TABLE SEE PAGE D-43

PERSONNEL STATISTICS BY AIRLINE - 1987

SCHEDULED DOMESTIC AIRLINES

COUNTRY: BRAZIL

AIRLINE: TAM N

RATE OF EXCHANGE: US $ 0.024089 = 1 CRUZADO

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	CRUZADOS	U.S. Dollars	
PILOTS AND CO-PILOTS	126	117	...	...	...
OTHER COCKPIT PERSONNEL	-	-	...	...	...
CABIN ATTENDANTS	40	38	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	274	287	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	183	170	...	...	...
OTHER PERSONNEL	303	324	...	...	...
TOTAL PERSONNEL	926	936	..	..	...

COUNTRY: BRAZIL

AIRLINE: VASP N

RATE OF EXCHANGE: US $ 0.024089 = 1 CRUZADO

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	CRUZADOS	U.S. Dollars	
PILOTS AND CO-PILOTS	...	439	...	...	...
OTHER COCKPIT PERSONNEL	...	38	...	...	...
CABIN ATTENDANTS	...	966	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	1 880	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	1 978	...	...	...
OTHER PERSONNEL	...	2 750	...	...	...
TOTAL PERSONNEL	...	8 051	..	..	...

COUNTRY: BRAZIL

AIRLINE: NORDESTE N

RATE OF EXCHANGE: US $ 0.024089 = 1 CRUZADO

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	CRUZADOS	U.S. Dollars	
PILOTS AND CO-PILOTS	71	74	...	...	...
OTHER COCKPIT PERSONNEL	-	-	...	...	...
CABIN ATTENDANTS	69	47	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	82	151	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	21	99	...	...	...
OTHER PERSONNEL	240	113	...	...	...
TOTAL PERSONNEL	483	484	..	..	...

COUNTRY: BRAZIL

AIRLINE: RIO-SUL

RATE OF EXCHANGE: US $ 0.024089 = 1 CRUZADO

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	CRUZADOS	U.S. Dollars	
PILOTS AND CO-PILOTS	179	160	336 622	8 109	1 451 492
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	65	40	157 519	3 794	246 642
MAINTENANCE AND OVERHAUL PERSONNEL	163	124	153 432	3 696	602 453
TICKETING, SALES AND PROMOTIONAL PERSONNEL	204	210	90 167	2 172	443 095
OTHER PERSONNEL	121	227	232 672	5 605	678 184
TOTAL PERSONNEL	732	761	..	..	3 421 865

N - FOR NOTE(S) ON THIS TABLE SEE PAGE D-43

COUNTRY: BRAZIL

SCHEDULED DOMESTIC AIRLINES

AIRLINE: TABA N RATE OF EXCHANGE: US $ 0.024089 = 1 CRUZADO YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	CRUZADOS	U.S. Dollars	
PILOTS AND CO-PILOTS	85	83	...	...	...
OTHER COCKPIT PERSONNEL	1	1	...	...	...
CABIN ATTENDANTS	22	21	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	120	108	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	30	29	...	...	...
OTHER PERSONNEL	423	377	...	...	...
TOTAL PERSONNEL	681	619	..	..	...

COUNTRY: FINLAND

AIRLINE: KAR AIR RATE OF EXCHANGE: US $ 0.229564 = 1 MARKKA YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	MARKKA	U.S. Dollars	
PILOTS AND CO-PILOTS	25	28	383 894	88 128	2 203 206
OTHER COCKPIT PERSONNEL	1	1	143 921	33 039	33 039
CABIN ATTENDANTS	99	95	80 471	18 473	1 828 843
MAINTENANCE AND OVERHAUL PERSONNEL	106	103	126 783	29 105	3 085 112
TICKETING, SALES AND PROMOTIONAL PERSONNEL	20	21	81 787	18 775	375 506
OTHER PERSONNEL	26	26	70 947	16 287	423 459
TOTAL PERSONNEL	277	274	..	..	7 949 165

COUNTRY: FRANCE

AIRLINE: AIR INTER RATE OF EXCHANGE: US $ 0.167983 = 1 FRANC YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	FRANCS	U.S. Dollars	
PILOTS AND CO-PILOTS	498	532	691 539	116 167	57 851 065
OTHER COCKPIT PERSONNEL	233	240	547 393	91 953	21 424 990
CABIN ATTENDANTS	1 236	1 298	198 372	33 323	41 187 468
MAINTENANCE AND OVERHAUL PERSONNEL	1 518	1 569	165 656	27 827	42 241 935
TICKETING, SALES AND PROMOTIONAL PERSONNEL	3 857	3 767	115 352	19 377	74 738 058
OTHER PERSONNEL	907	923	137 757	23 141	20 988 704
TOTAL PERSONNEL	8 249	8 329	..	..	258 432 220

COUNTRY: INDONESIA

AIRLINE: BOURAQ INDONESIA RATE OF EXCHANGE: US $ 0.000608 = 1 RUPIAH YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	RUPIAHS	U.S. Dollars	
PILOTS AND CO-PILOTS	65	72	17 830 180	10 841	704 649
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	63	112	8 282 596	5 036	317 257
MAINTENANCE AND OVERHAUL PERSONNEL	187	180	6 608 103	4 018	751 315
TICKETING, SALES AND PROMOTIONAL PERSONNEL	303	308	6 436 581	3 913	1 195 773
OTHER PERSONNEL	343	285	11 371 816	6 914	2 371 524
TOTAL PERSONNEL	961	957	..	..	5 330 517

N- FOR NOTE(S) ON THIS TABLE SEE PAGE D-43

SCHEDULED DOMESTIC AIRLINES

COUNTRY: IRAN

AIRLINE: IRAN ASSEMAN RATE OF EXCHANGE: US $ 0.014070 = 1 RIAL YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	RIALS	U.S. Dollars	
PILOTS AND CO-PILOTS	...	...	...	...	...
OTHER COCKPIT PERSONNEL	...	...	...	...	...
CABIN ATTENDANTS	...	...	...	...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	...	...	...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...	...	...	...
OTHER PERSONNEL	...	...	...	...	...
TOTAL PERSONNEL	695	695	..	..	...

COUNTRY: ITALY

AIRLINE: ATI RATE OF EXCHANGE: US $ 0.000777 = 1 LIRA YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	LIRE	U.S. Dollars	
PILOTS AND CO-PILOTS	...B	...B	...B	...B	...B
OTHER COCKPIT PERSONNEL	...B	...B	...B	...B	...B
CABIN ATTENDANTS	1 256C	1 260C	87 956 525C	68 342C	85 837 828C
MAINTENANCE AND OVERHAUL PERSONNEL	460	446	36 621 635	28 455	13 089 305
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...B	...B	...B	...B	...B
OTHER PERSONNEL	866C	874C	46 056 569C	35 786C	30 990 636C
TOTAL PERSONNEL	2 582	2 580	..	..	129 917 769

COUNTRY: JAPAN

AIRLINE: JAPAN AIR SYSTEM RATE OF EXCHANGE: US $ 0.007300 = 1 YEN YEAR ENDED: 31 MAR 1988

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	YEN	U.S. Dollars	
PILOTS AND CO-PILOTS	513	526	18 549 708	135 413	69 466 800
OTHER COCKPIT PERSONNEL	61	80	15 065 574	109 979	6 708 700
CABIN ATTENDANTS	821	852	6 515 225	47 561	39 047 700
MAINTENANCE AND OVERHAUL PERSONNEL	842	855	9 071 259	66 220	55 757 400
TICKETING, SALES AND PROMOTIONAL PERSONNEL	767	735	7 688 396	56 125	43 048 100
OTHER PERSONNEL	1 054	1 048	7 705 882	56 253	59 290 600
TOTAL PERSONNEL	4 058	4 096	..	..	273 319 300

COUNTRY: JAPAN

AIRLINE: SOUTHWEST AIR LINES RATE OF EXCHANGE: US $ 0.007300 = 1 YEN YEAR ENDED: 31 MAR 1988

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	YEN	U.S. Dollars	
PILOTS AND CO-PILOTS	96	97	15 437 500	112 694	10 818 600
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	96	93	4 864 583	35 511	3 409 100
MAINTENANCE AND OVERHAUL PERSONNEL	167	165	6 419 162	46 860	7 825 600
TICKETING, SALES AND PROMOTIONAL PERSONNEL	125	121	6 088 000	44 442	5 555 300
OTHER PERSONNEL	108	108	8 500 000	62 050	6 701 400
TOTAL PERSONNEL	592	584	..	..	34 310 000

COUNTRY: PORTUGAL

SCHEDULED DOMESTIC AIRLINES

AIRLINE: SATA RATE OF EXCHANGE: US $ 0.007142 = 1 ESCUDO YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	ESCUDOS	U.S. Dollars	
PILOTS AND CO-PILOTS	21	21	5 500 473	39 284	824 972
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	21	21	1 948 500	13 916	292 240
MAINTENANCE AND OVERHAUL PERSONNEL	94	93	1 110 744	7 933	745 696
TICKETING, SALES AND PROMOTIONAL PERSONNEL	36	36	1 142 750	8 162	293 815
OTHER PERSONNEL	380	377	1 163 604	8 310	3 157 976
TOTAL PERSONNEL	552	548	..	..	5 314 699

COUNTRY: SWEDEN

AIRLINE: LINJEFLYG RATE OF EXCHANGE: US $ 0.153374 = 1 KRONA YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	KRONOR	U.S. Dollars	
PILOTS AND CO-PILOTS	233	241	700 000	107 362	25 015 299
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	260	265	213 462	32 740	8 512 257
MAINTENANCE AND OVERHAUL PERSONNEL	372	365	247 581	37 972	14 125 745
TICKETING, SALES AND PROMOTIONAL PERSONNEL	130	132	176 923	27 135	3 527 602
OTHER PERSONNEL	1 090	1 109	225 688	34 615	37 730 004
TOTAL PERSONNEL	2 085	2 112	..	..	88 910 908

COUNTRY: UNTD KINGDOM

AIRLINE: BRITISH INTL HELICOP RATE OF EXCHANGE: US $ 1.648578 = 1 POUND YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End	POUNDS	U.S. Dollars	
PILOTS AND CO-PILOTS	106	99	22 557	37 187	3 941 750
OTHER COCKPIT PERSONNEL	-	-	-	-	-
CABIN ATTENDANTS	8	4	13 875	22 874	182 992
MAINTENANCE AND OVERHAUL PERSONNEL	265	213	10 925	18 011	4 772 633
TICKETING, SALES AND PROMOTIONAL PERSONNEL	5	4	7 400	12 199	60 997
OTHER PERSONNEL	83	104	29 253	48 226	4 002 747
TOTAL PERSONNEL	467	424	..	..	12 961 120

COUNTRY: UNTD STATES

AIRLINE: ALASKA N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	...B		...B	...B
OTHER COCKPIT PERSONNEL	...	626C		58 005C	36 311 000C
CABIN ATTENDANTS	...	880		19 395	17 068 000
MAINTENANCE AND OVERHAUL PERSONNEL	...	317		43 047	13 646 000
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...B		...B	...B
OTHER PERSONNEL	...	2 528C		23 204C	58 659 000C
TOTAL PERSONNEL	3 788	4 351	..	..	152 650 000

N - FOR NOTE(S) ON THIS TABLE SEE PAGE D-43

SCHEDULED DOMESTIC AIRLINES

COUNTRY: UNTD STATES

AIRLINE: MARKAIR N

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	...		...	...
OTHER COCKPIT PERSONNEL	...	...		...	...
CABIN ATTENDANTS	...	...		...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	...		...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...		...	...
OTHER PERSONNEL	...	...		...	...
TOTAL PERSONNEL	670	631	..	..	24 294 000

COUNTRY: UNTD STATES

AIRLINE: EVERGREEN INTERNATL N

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	...		...	...
OTHER COCKPIT PERSONNEL	...	...		...	...
CABIN ATTENDANTS	...	...		...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	...		...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...		...	...
OTHER PERSONNEL	...	...		...	...
TOTAL PERSONNEL	631	419	..	..	...

COUNTRY: UNTD STATES

AIRLINE: HAWAIIAN N

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	239		...	...
OTHER COCKPIT PERSONNEL	...	61		...	...
CABIN ATTENDANTS	...	552		...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	288		...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	428		...	...
OTHER PERSONNEL	...	776		...	...
TOTAL PERSONNEL	2 691	2 344	..	..	89 700 000

COUNTRY: UNTD STATES

AIRLINE: MID-WEST EXPRESS N

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	44		...	...
OTHER COCKPIT PERSONNEL	...	35		...	...
CABIN ATTENDANTS	...	23		...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	36		...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...B		...	...
OTHER PERSONNEL	...	157C		...	...
TOTAL PERSONNEL	274	295	..	..	...

N - FOR NOTE(S) ON THIS TABLE SEE PAGE D-43

SCHEDULED DOMESTIC AIRLINES

COUNTRY: UNTD STATES

AIRLINE: ASPEN N

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	82		...	...
OTHER COCKPIT PERSONNEL	...	-		...	...
CABIN ATTENDANTS	...	53		...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	77		...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...B		...	...
OTHER PERSONNEL	...	244C		...	...
TOTAL PERSONNEL	501	456	..	..	...

COUNTRY: UNTD STATES

AIRLINE: REEVE ALEUTIAN N

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	20		...	...
OTHER COCKPIT PERSONNEL	...	5		...	...
CABIN ATTENDANTS	...	13		...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	67		...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	27		...	...
OTHER PERSONNEL	...	81		...	...
TOTAL PERSONNEL	297	213	..	..	...

COUNTRY: UNTD STATES

AIRLINE: ALOHA N

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	108		57 093	6 166 000
OTHER COCKPIT PERSONNEL	...	-		-	-
CABIN ATTENDANTS	...	139		19 468	2 706 000
MAINTENANCE AND OVERHAUL PERSONNEL	...	115		38 826	4 465 000
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...B		...B	...B
OTHER PERSONNEL	...	755C		21 224C	16 024 000C
TOTAL PERSONNEL	1 156	1 117	..	..	35 373 000

COUNTRY: UNTD STATES

AIRLINE: AMERICAN TRANS AIR N

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	164		...	...
OTHER COCKPIT PERSONNEL	...	83		...	...
CABIN ATTENDANTS	...	429		...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	471		...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	141		...	...
OTHER PERSONNEL	...	290		...	...
TOTAL PERSONNEL	1 589	1 578	..	..	42 120 000

N - FOR NOTE(S) ON THIS TABLE SEE PAGE D-43

SCHEDULED DOMESTIC AIRLINES

COUNTRY: UNTD STATES

AIRLINE: SOUTHWEST N

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	665		85 565	56 901 000
OTHER COCKPIT PERSONNEL	...	-		-	-
CABIN ATTENDANTS	...	1 018		38 037	38 722 000
MAINTENANCE AND OVERHAUL PERSONNEL	...	665		29 189	19 411 000
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...B		...B	...B
OTHER PERSONNEL	...	2 933C		28 164C	82 606 000C
TOTAL PERSONNEL	5 251	5 281	..	..	221 572 000

COUNTRY: UNTD STATES

AIRLINE: AIR WISCONSIN N

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	196		...	...
OTHER COCKPIT PERSONNEL	...	-		...	...
CABIN ATTENDANTS	...	136		...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	158		...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...B		...	...
OTHER PERSONNEL	...	649C		...	...
TOTAL PERSONNEL	1 182	1 139	..	..	41 103 000

COUNTRY: UNTD STATES

AIRLINE: MIDWAY AIRLINES N

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	320		47 372	15 159 000
OTHER COCKPIT PERSONNEL	...	5		23 000*	115 000*
CABIN ATTENDANTS	...	413		22 956	9 481 000
MAINTENANCE AND OVERHAUL PERSONNEL	...	133		41 526	5 523 000
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...B		...B	...B
OTHER PERSONNEL	...	1 433C		19 452C	27 874 000C
TOTAL PERSONNEL	3 002	2 304	..	..	70 966 000

COUNTRY: UNTD STATES

AIRLINE: NORTHERN AIR CARGO N

YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	37	39		58 669	2 170 765
OTHER COCKPIT PERSONNEL	-	-		-	-
CABIN ATTENDANTS	-	-		-	-
MAINTENANCE AND OVERHAUL PERSONNEL	72	68		39 961	2 877 201
TICKETING, SALES AND PROMOTIONAL PERSONNEL	-	-		-	-
OTHER PERSONNEL	60	56		31 389	1 883 357
TOTAL PERSONNEL	169	163	..	..	6 931 323

N- FOR NOTE(S) ON THIS TABLE SEE PAGE D-43

COUNTRY: UNTD STATES SCHEDULED DOMESTIC AIRLINES

AIRLINE: ZANTOP INTERNATIONAL N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	212		...	...
OTHER COCKPIT PERSONNEL	...	21		...	...
CABIN ATTENDANTS	...	-		...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	588		...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	71		...	...
OTHER PERSONNEL	...	499		...	...
TOTAL PERSONNEL	1 553	1 391	..	..	44 459 000

COUNTRY: UNTD STATES

AIRLINE: FLORIDA EXPRESS N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	123		...	...
OTHER COCKPIT PERSONNEL	...	24		...	...
CABIN ATTENDANTS	...	96		...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	137		...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...B		...	...
OTHER PERSONNEL	...	604C		...	...
TOTAL PERSONNEL	973	984	..	..	...

COUNTRY: UNTD STATES

AIRLINE: HORIZON AIR N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	313		...	...
OTHER COCKPIT PERSONNEL	...	-		...	...
CABIN ATTENDANTS	...	96		...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	246		...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	...B		...	...
OTHER PERSONNEL	...	686C		...	...
TOTAL PERSONNEL	1 347	1 341	..	..	...

COUNTRY: UNTD STATES

AIRLINE: AIR AMERICA N YEAR ENDED: 31 DEC 1987

Category of Staff	Number of Personnel		Average Annual Remuneration		Total Expenditures In U.S. Dollars
	Mid-Year	Year-End		U.S. Dollars	
PILOTS AND CO-PILOTS	...	...B		...	...
OTHER COCKPIT PERSONNEL	...	45C		...	...
CABIN ATTENDANTS	...	147		...	...
MAINTENANCE AND OVERHAUL PERSONNEL	...	18		...	...
TICKETING, SALES AND PROMOTIONAL PERSONNEL	...	6		...	...
OTHER PERSONNEL	...	57		...	...
TOTAL PERSONNEL	279	273	..	..	...

N- FOR NOTE(S) ON THIS TABLE SEE PAGE D-43

NON-SCHEDULED OPERATORS

COUNTRY	OPERATOR		DATE YEAR ENDED	FLIGHT PERSONNEL # MID YEAR	FLIGHT PERSONNEL # YEAR-END	ALL OTHER PERSONNEL # MID-YEAR	ALL OTHER PERSONNEL # YEAR-END	TOTAL PERSONNEL # MID-YEAR	TOTAL PERSONNEL # YEAR-END
AUSTRIA	AUSTRIAN AIRTRANSP. N		31 DEC 1987	..	..	..	..	..	..
BELGIUM	EAT		31 DEC 1987	24	32	11	41	35	73
	DELTA AIR		31 DEC 1987	46	51	46	44	92	95
	SOBELAIR		31 DEC 1987	139	68	21	20	160	88
	AIR BELGIUM		31 DEC 1987	28	19	8	8	36	27
CANADA	WORLDWAYS CANADA		31 DEC 1987	432	348	251	278	683	626
CHILE	AKROS SERVICIO AEREO	D	31 DEC 1987	2	2	-	-	2	2
	AEROREINARZ	D	31 DEC 1987	1	1	-	-	1	1
	AEROMET	D	31 DEC 1987	4	4	5	8	9	12
	ALFA HELICOPTERS	D	31 DEC 1987	1	2	9	8	10	10
	TRANSP. AEREOS 248	D	31 DEC 1987	9	10	3	3	12	13
	HALCON	D	31 DEC 1987	1	1	-	-	1	1
	SERV. AEREO LITORAL	D	31 DEC 1987	10	10	17	17	27	27
	TAXPA		31 DEC 1987	1	1	3	3	4	4
	TRANS. A. DON CARLOS	D	31 DEC 1987	3	4	11	11	14	15
DENMARK	STERLING		31 DEC 1987	541	577	737	818	1 278	1 395
	CONAIR		31 DEC 1987	226	165	265	238	491	403
	CIMBER AIR		31 DEC 1987	43	43	61	61	104	104
DOMINICAN R	TRADO		31 DEC 1987	5	6	11	13	16	19
EL SALVADOR	M.S.F.		31 DEC 1987	...	6	...	20	...	26
	AESA		31 DEC 1987	4	4	30	30	34	34
	TAES		31 DEC 1987	...	...	...	...	...	...
FRANCE	SFAIR		31 DEC 1987	25	17	62	50	87	67
	AIR CHARTER INT. N		31 DEC 1987	..	..	42	45	42	45
	AEROMARITIME		31 DEC 1987	17	44	4	4	21	48
GERMANY FED.	CONDOR		31 DEC 1987	1 006	997	326	320	1 332	1 317
	DLT GERMAN COMMUTER		31 DEC 1987	183	208	240	257	423	465
	GERMAN CARGO		31 DEC 1987	...	84	...	153	...	237
	HAPAG-LLOYD		31 DEC 1987	...	454	...	541	...	995
	AERO-LLOYD		31 DEC 1987	188	218	136	144	324	362
	LTS		31 DEC 1987	96	105	135	136	231	241
	LTU		31 DEC 1987	569	516	617	611	1 186	1 127
	SAT FLUGGESELLSCHAFT		31 DEC 1987	55	42	35	35	90	77
	WDL FLUGDIENST		31 DEC 1987	35	22	40	34	75	56
GHANA	GEMINI AIRLINES		31 DEC 1987	...	...	48	48	...	...
INDONESIA	BALI AIR		31 DEC 1987	12	12	42	41	54	53
MALAYSIA	MALAYSIAN HELICOPTER	D	31 DEC 1987	88	90	193	208	281	298
	HORNBILL SKYWAYS	D	31 DEC 1987	18	15	121	100	139	115
	SABAH AIR		31 DEC 1987	...	...	...	...	...	...
	WIRA KRIS UDARA	D	31 DEC 1987	1	2	13	13	14	15
NETHERLANDS	AIR HOLLAND		31 DEC 1987	95	61	35	35	130	96
	MARTINAIR HOLLAND		31 DEC 1987	486	259	615	567	1 101	826
SCANDINAVIA	SCANAIR		31 DEC 1987	478	473	244	264	722	737
SPAIN	AUDELI		31 DEC 1987	16	18	16	20	32	38
	CANAFRICA		31 DEC 1987	51	57	40	47	91	104
	AIR EUROPA		31 DEC 1987	204	222	129	178	333	400
	HISPANIA		31 DEC 1987	113	71	132	141	245	212
	LTE INTERNATIONAL		31 DEC 1987	...	45	...	54	...	99
	AIR TRUCK		31 DEC 1987	10	20	25	30	35	50
SWEDEN	TRANSWEDE		31 DEC 1987	50	53	160	187	210	240
SWITZERLAND	BALAIR		31 DEC 1987	...	229	...	183	...	412
	CTA		31 DEC 1987	77	68	63	61	140	129
UNTD KINGDOM	HEAVYLIFT CARGO		31 DEC 1987	28	27	53	54	81	81
	AIRWAYS INTL. CYMRU		31 DEC 1987	137	92	44	45	181	137
	CAL AIR INTL		31 DEC 1987	275	235	60	58	335	293
	AIR 2000		31 DEC 1987	123	100	46	44	169	144
	BRISTOW HELICOPTERS		31 DEC 1987	288	343	1 013	1 083	1 301	1 426
	BRITISH ISLAND		31 DEC 1987	216	232	64	66	280	298

N- FOR NOTE(S) ON THIS TABLE SEE PAGE D-43

(CONT'D)

NON-SCHEDULED OPERATORS

COUNTRY		OPERATOR		DATE YEAR ENDED	FLIGHT PERSONNEL # MID-YEAR	FLIGHT PERSONNEL # YEAR-END	ALL OTHER PERSONNEL # MID-YEAR	ALL OTHER PERSONNEL # YEAR-END	TOTAL PERSONNEL # MID-YEAR	TOTAL PERSONNEL # YEAR-END
UNTD STATES	N	BUFFALO AIRWAYS		31 DEC 1987	...	42	...	44	84	86
		EMERALD AIR	D	31 DEC 1987	48	53	62	72	110	125
		FLORIDA WEST		31 DEC 1987	...	...	...	...	180	228
		FIVE STAR		31 DEC 1987	...	19	...	95	...	114
		TRANS-AIR LINK		31 DEC 1987	43	39	53	53	96	92
		GULF AIR TRANSPORT		31 DEC 1987	...	78	...	168	202	246
		INTERSTATE AIRLINES		31 DEC 1987	...	180	...	245	422	425
		JET FLEET		31 DEC 1987	...	...	...	...	...	...
		EXPRESS ONE	D	31 DEC 1987	55	60	59	58	114	118
		KEY AIRLINES		31 DEC 1987	...	78	...	157	246	235
		INDEPENDENT AIR		31 DEC 1987	...	...	...	...	83	78
		MILLON AIR		31 DEC 1987	...	...	...	...	10	18
		RICH INTERNATIONAL		31 DEC 1987	...	24	...	71	120	95
		ROSENBALM AVIATION		31 DEC 1987	124	168	142	180	266	348
		SOUTHERN AIR TRANSP.		31 DEC 1987	...	254	...	334	622	588
		SKYWORLD		31 DEC 1987	...	72	...	228	406	300
		SUN COUNTRY		31 DEC 1987	...	102	...	48	131	150
		TRANS INTERNATIONAL		31 DEC 1987	132	50	20	33	152	83
YUGOSLAVIA		AVIOGENEX		31 DEC 1987	206	131	229	229	435	360
T O T A L A L L A B O V E					7 068	8 135	6 847	9 493	16 373	17 904

NOTE:
D = Domestic

N-FOR NOTE(S) ON THIS TABLE SEE PAGE D-43

TABLE	STATE/CARRIER	NOTE
D-2	Botswana - Air Botswana	Remuneration figures not published due to a major inconsistancy in the reported data.
D-2	Brazil - Cruzeiro	Remuneration figures not published due to a major inconsistancy in the reported data.
D-11	Madagascar - Air Madagascar	Remuneration figures not published due to a major inconsistancy in the reported data.
D-12	Mexico - Mexicana	Remuneration figures not published due to a major inconsistancy in the reported data.
D-16	Spain - Aviaco	Remuneration figures not published due to a major inconsistancy in the reported data.
D-22	United Republic of Tanzania - Air Tanzania	Remuneration figures not published due to a major inconsistancy in the reported data.
D-22-D-27 D-36-D-40	United States - All scheduled airlines	Employee benefits, payroll taxes, and pensions are included in the total expenditure rather than against each category of staff. Also, year-end total personnel figures in most airline reports are weighted averages.
D-25	United States - Flying Tiger	Remuneration figures not published due to a major inconsistancy in the reported data.
D-25	United States - Northwest	Remuneration figures not published due to a major inconsistancy in the reported data.
D-32	Brazil - Brasil-Central	Remuneration figures not published due to a major inconsistancy in the reported data.
D-33	Brazil - Nordeste	Remuneration figures not published due to a major inconsistancy in the reported data.
D-33	Brazil - TABA	Remuneration figures not published due to a major inconsistancy in the reported data.
D-33	Brazil - TAM	Remuneration figures not published due to a major inconsistancy in the reported data.
D-33	Brazil - VASP	Remuneration figures not published due to a major inconsistancy in the reported data.
D-37	United States - Hawaiian	Remuneration figures by category not published due to a major inconsistancy in the reported data.
D-38	United States - American Trans Air	Remuneration figures by category not published due to a major inconsistancy in the reported data.
D-39	United States - Air Wisconsin	Remuneration figures by category not published due to a major inconsistancy in the reported data.
D-39	United States - Zantop	Remuneration figures by category not published due to a major inconsistancy in the reported data.
D-41	Austria - Austrian Air Transport	All personnel provided by AUA.
D-41	France - Air Charter	All personnel provided by Air France.
D-42	United States - All non-scheduled operators	Year-end total personnel figures in most operator reports are weighted averages.

APPENDIX A

LIST OF AIRCRAFT TYPES AND THEIR MANUFACTURERS
LISTE DES TYPES D'AÉRONEFS ET DES CONSTRUCTEURS
LISTA DE TIPOS DE AERONAVES Y SUS FABRICANTES
ПЕРЕЧЕНЬ ТИПОВ ВОЗДУШНЫХ СУДОВ И ИХ ИЗГОТОВИТЕЛЕЙ

1987

FIXED WING AIRCRAFT	AÉRONEFS A VOILURE FIXE	AERONAVES DE ALAS FIJAS	ВОЗДУШНЫЕ СУДА С НЕПОДВИЖНЫМ КРЫЛОМ
TURBO-JETS	TURBORÉACTEURS	TURBORREACTORES	ТУРБОРЕАКТИВНЫЕ
4-Engined	Quadriréacteurs	4 Motores	4 двигателя
BAe 146		British Aerospace Public Limited Company	
BAe-Aérospatiale Concorde		British Aerospace/Aérospatiale	
B-707 (100-200 Series)		The Boeing Company	
B-707 (300-400 Series)		The Boeing Company	
B-720/B		The Boeing Company	
B-747 (All Series)		The Boeing Company	
BAC VC-10		British Aircraft Corporation (Weybridge) Ltd.	
CV-990 Coronado		General Dynamics Corporation/Convair Division	
DC-8 (10, 20, 30, 40, 50 and F Series)		McDonnell Douglas Corporation	
DC-8 (60 and F Series)		McDonnell Douglas Corporation	
IL-62		Ilyushin	
IL-76		Ilyushin	
3-Engined	Triréacteurs	3 Motores	3 двигателя
B-727 (All Series)		The Boeing Company	
DC-10 (All Series)		McDonnell Douglas Corporation	
HS-121 Trident		Hawker Siddeley Aviation Ltd./De Havilland Division	
L-1011 Tristar		Lockheed Aircraft Corporation	
TU-154		Tupolev	
YAK-40		Yakovlev	
2-Engined	Biréacteurs	2 Motores	2 двигателя
A-300B (All Series)		Airbus Industries	
A-310 (All Series)		Airbus Industries	
BAC One-Eleven		British Aircraft Corporation/Weybridge Division	
B-737 (All Series)		The Boeing Company	
B-757		The Boeing Company	
B-767		The Boeing Company	
Cessna 500 Citation		Cessna Aircraft Company	
Dassault 100 Mercure		Avions Marcel Dassault/Bréguet	
Dassault 20 Mystère Falcon		Avions Marcel Dassault/Bréguet	
DC-9 (All Series)		McDonnell Douglas Corporation	
MD-80		McDonnell Douglas Corporation	
F-28 Fellowship		Royal Netherlands Aircraft Factories Fokker	
G-1159 II/III		Grumman American/Gulfstream American Corporation	
HS-125		Hawker Siddeley Aviation Ltd.	
Learjet L-24		Gates Lear Jet Corporation	
SE-210 Caravelle		Sud-Aviation, Société Nationale de Constructions Aéronautiques	
TU-134		Tupolev	
TURBO-PROPS	TURBOPROPULSEURS	TURBOHELICES	ТУРБОВИНТОВЫЕ
4-Engined	Quadrimoteurs	4 Motores	4 двигателя
AN-12		Antonov	
CL-44		Canadair Limited	
DHC-7 Dash		De Havilland Aircraft of Canada Ltd.	
IL-18		Ilyushin	
L-100/130/382 Hercules		Lockheed Aircraft Corporation	
L-188, A, C, Electra		Lockheed Aircraft Corporation	
HS-650 Argosy		Hawker Siddeley Aviation Ltd.	
Viscount 700 Series		British Aircraft Corporation/Weybridge Division	
Viscount 800 Series		British Aircraft Corporation/Weybridge Division	
Vanguard 950		British Aircraft Corporation/Weybridge Division	
2-Engined	Bimoteurs	2 Motores	2 двигателя
ATR-42		Avions de Transport Regional	
AN-24/AN-26		Antonov	
Beech 90 King Air		Beech Aircraft Corporation	
Beech 99		Beech Aircraft Corporation	
CV-580/600/640		General Dynamics Corporation/Convair Division	

TURBO-PROPS (Cont'd)	TURBOPROPULSEURS (Cont.)	TURBOHELICES (Cont.)	ТУРБОВИНТОВЫЕ (Продолж.)
2-Engined (Cont'd)	Bimoteurs (Cont.)	2 Motores (Cont.)	2 двигателя (продолж.)
DHC-5 Buffalo		De Havilland Aircraft of Canada Ltd.	
DHC-6 Twin Otter		De Havilland Aircraft of Canada Ltd.	
DHC-8		De Havilland Aircraft of Canada Ltd.	
EMB-110 Bandeirante		Embraer Bandeirante	
F-27, FH-227 Friendship		Royal Netherlands Aircraft Factories Fokker Fairchild Stratos Corporation	
Herald 200/Dart		Handley-Page (Reading) Ltd.	
HS-748		Hawker Siddeley Aviation Ltd./Avro Whitworth Division	
NAMCO YS-11		Nihon Aeroplane Manufacturing Co. Ltd.	
Nord 260/262		Nord-Aviation, Société Nationale de Constructions Aéronautiques	
SF-340		Saab-Scania Aktiebolag/Fairchild Industries Inc.	
Shorts-330/360		Shorts Brothers Ltd.	

PISTON-ENGINED	MOTEURS ALTERNATIFS	MOTORES DE PISTON	ПОРШНЕВЫЕ
4-Engined	Quadrimoteurs	4 Motores	4 двигателя
DC-4/C-54		McDonnell Douglas Corporation	
DC-6, A, B, C		McDonnell Douglas Corporation	
DC-7			
2-Engined	Bimoteurs	2 Motores	2 двигателя
BN-2 Islander		Britten Norman Ltd.	
BN-3 Trislander		Britten Norman Ltd.	
BR-170 Wayfarer		British Aircraft Corporation Limited	
C-46, F Commando		Curtiss Wright Corporation	
CV-340		General Dynamics Corporation/Convair Division	
DC-3/C-47 Dakota, Hipper		McDonnell Douglas Corporation	
PA-23 Aztec, Apache		The Piper Aircraft Corporation	
SC-7 Skyvan		Short Brothers & Harland Ltd.	
1-Engined	Monoteur	1 Motor	1 двигатель
Cessna 180		Cessna Aircraft Company	

ROTARY WING AIRCRAFT	AÉRONEFS A VOILURES TOURNANTES	AERONAVES DE ALAS GIRATORIAS	ВИНТОКРЫЛЫЕ ЛЕТАТЕЛЬНЫЕ АППАРАТЫ
Alouette II		Sud-Aviation, Société Nationale de Constructions Aéronautiques	
Bell 206A		Bell Helicopter Company	
Bell 212		Bell Helicopter Company	
Boeing B105C		Boeing Vertol Company	
Boeing 234 Vertol		Boeing Vertol Company	
Sikorsky 61/N/L		Sikorsky Aircraft Company	
Sikorsky 76		Sikorsky Aircraft Company	
Westland 30		Westland Helicopters Ltd.	

NOTES AND SYMBOLS

The metric system is used throughout.

Owing to the rounding of figures, totals may not always correspond exactly to the sum of the constituent items.

A space has been left to separate thousands; a period (.) has been used before decimals.

–	Magnitude nil.
••	Category not applicable.
•••	Data not available.
B	Data not reported separately but combined with other information.
C	Combined data.
CI	Aircraft chartered in.
CO	Aircraft chartered out.
LI	Aircraft leased in.
LO	Aircraft leased out.
M	Data missing.
N	Refer to 'Explanatory Notes to Tables'.
0 0.0 0.00	Magnitude less than half the unit value of the last digit shown.
X	Provisional data.
*	Estimated data.
Y	Average Daily Revenue Hours calculated on the basis of total hours flown.
Z	Unspecified number of aircraft.

ANNOTATIONS ET SYMBOLES

Le système métrique est utilisé dans le présent recueil.

Comme les chiffres ont été arrondis, les totaux ne correspondent pas toujours exactement à la somme de leurs éléments constitutifs.

Les tranches de mille sont séparées par un espace et les décimales sont précédées d'un point (.).

–	Valeur nulle.
••	Catégorie non applicable.
•••	Chiffres inconnus.
B	Les chiffres n'ont pas été communiqués séparément, mais combinés avec d'autres renseignements.
C	Chiffres combinés.
CI	Aéronefs pris en affrètement.
CO	Aéronefs donnés en affrètement.
LI	Aéronefs pris en location.
LO	Aéronefs donnés en location.
M	Chiffres manquants.
N	Voir les «Notes explicatives se rapportant aux tableaux».
0 0.0 0.00	Valeur inférieure à la moitié de la valeur unitaire du dernier chiffre indiqué.
X	Chiffres provisoires.
*	Chiffres évalués.
Y	Nombre moyen d'heures de vol payantes par jour calculé sur la base du nombre total d'heures de vol.
Z	Nombre d'aéronefs non spécifié.

NOTAS Y SÍMBOLOS

Se emplea exclusivamente el sistema métrico decimal.

Debido a que se han redondeado las cifras, puede que los totales no siempre coincidan con la suma de las cifras parciales de las que se derivan.

Se ha dejado un espacio para separar los millares; se usa un punto (.) en vez de la coma decimal.

–	Magnitud cero.
••	Categoría no aplicable.
•••	Datos no disponibles.
B	Datos no notificados por separado, sino combinados con otros datos.
C	Datos combinados.
CI	Aeronaves fletadas.
CO	Aeronaves fletadas por terceros.
LI	Aeronaves en arrendamiento.
LO	Aeronaves arrendadas.
M	Datos faltantes.
N	Véanse las "Notas explicativas a las tablas".
0 0.0 0.00	Magnitud menor que la mitad del valor de la unidad del último dígito indicado.
X	Datos provisionales.
*	Datos calculados.
Y	Promedio de horas de pago diarias calculado sobre la base del total de horas voladas.
Z	Número de aeronaves no especificado.

ПРИМЕЧАНИЯ И УСЛОВНЫЕ ОБОЗНАЧЕНИЯ

Во всех случаях используется метрическая система.

Ввиду округления цифр итоговые данные могут не всегда точно соответствовать сумме составляющих данных.

Тысячи отделяются пробелами; перед десятыми долями ставится точка.

–	Величина, равная нулю.
••	Категория не применяется.
•••	Данных не имеется.
B	Данные не сообщались отдельно, а в совокупности с другой информацией.
C	Сводные данные.
CI	Воздушные суда зафрахтованы.
CO	Воздушные суда сданы внаем по чартеру.
LI	Воздушные суда арендованы.
LO	Воздушные суда сданы в аренду.
M	Данные пропущены.
N	См. «Пояснительные примечания к таблицам».
0 0.0 0.00	Величина, значение которой составляет менее половины значений последней указанной цифры.
X	Предварительные данные.
*	Оценочные данные.
Y	Среднесуточный налет часов (коммерческий) на основе общего налета часов.
Z	Количество воздушных судов не указано.

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