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RECUEIL DE STATISTIQUES N° 406
COMPENDIO ESTADÍSTICO Núm. 406
СТАТИСТИЧЕСКИЙ СБОРНИК N° 406

FLEET — PERSONNEL
COMMERCIAL AIR CARRIERS

MATÉRIEL VOLANT — PERSONNEL
TRANSPORTEURS AÉRIENS COMMERCIAUX

MATERIAL VOLANTE — PERSONAL
TRANSPORTISTAS AÉREOS COMERCIALES

САМОЛЕТНЫЙ ПАРК — ЛИЧНЫЙ СОСТАВ
КОММЕРЧЕСКИЕ АВИАПЕРЕВОЗЧИКИ

1992

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

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COMPENDIO DE ESTADÍSTICAS Núm. 406
СТАТИСТИЧЕСКИЙ СБОРНИК № 406

FLEET - PERSONNEL
Commercial Air Carriers

MATÉRIEL VOLANT - PERSONNEL
Transporteurs Aériens Commerciaux

MATERIAL VOLANTE - PERSONAL
Transportista Aéreos Comerciales

САМОЛЕТНЫЙ ПАРК - ЛИЧНЫЙ СОСТАВ
Коммерческие Авиаперевозчики

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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

1992

This Digest of Statistics includes statistics received in ICAO up to 1 November 1993.

The introductory material in the English language, including tables of contents, is given on pages 4 to 18.

Le présent recueil de statistiques comprend les statistiques reçues à l'OACI jusqu'à la date du 1er novembre 1993.

La version française des éléments liminaires et de la table des matières figure aux pages 19 à 26.

El presente Compendio Estadístico incluye las estadísticas recibidas en la OACI hasta el 1° de noviembre de 1993.

El texto de la introducción y el contenido en español figuran en las páginas 27 a 34.

Настоящий статистический сборник включает статистические данные, полученные ИКАО на 1 ноября 1993 года.

Введение на русском языке, включая оглавление, приводится на стр. 35-42.

FLEET - PERSONNEL DIGEST 1992
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INTRODUCTION

COVERAGE

1. This Digest of Statistics contains the fleet and personnel data reported by 66 Contracting States of ICAO for 137 scheduled airlines and 59 non-scheduled operators. In all, individual tabulations are included for 196 carriers; of which 112 are international scheduled, 25 domestic scheduled, 54 international non-scheduled and 5 domestic non-scheduled, showing the data reported on Air Transport Reporting Forms D-1 and D-2, facsimiles of which are produced on pages 15 and 16 (Form D-1) and pages 17 and 18 (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.

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 four principal parts organized in the following way:

Part A - Comparative Data by Air Carrier for 1992: 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 Aircraft Type for 1992: 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 1992: This part provides complete reporting of the fleet statistics for each carrier by aircraft type.

Part D - Personnel Statistics by Air carrier for 1992: 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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AUSTRALIA AUSTRALIE АВСТРАЛИЯ	ANSETT AIR FREIGHT	SD	C-27	D-29
AUSTRIA AUTRICHE АВСТРИЯ	AUA TYROLEAN AIRWAYS AUSTRIAN AIR TRANSPORT	SI SI NSI	C-1 C-1 C-33	D-1 D-1 D-37
BOLIVIA BOLIVIE БОЛИВИЯ	LAB	SI	C-1	D-1
BRAZIL BRÉSIL BRASIL БРАЗИЛИЯ	CRUZEIRO TRANSBRASIL VARIG VASP BRASIL CENTRAL NORDESTE RIO-SUL TABA TAM	SI SI SI SI SD SD SD SD SD	C-2 C-1 C-1;C-2 C-2 C-27 C-27 C-27 C-27;C-28 C-27	D-2 D-1 D-2 D-2 D-29 D-29 D-30 D-30 D-29
CANADA CANADÁ КАНАДА	AIR CANADA CANADIAN	SI SI	C-2;C-3 C-3	D-2 D-3
CHILE CHILI ЧИЛИ	LADECO LAN-CHILE	SI SI	C-3 C-3	D-3 D-3
COLOMBIA COLOMBIE КОЛУМБИЯ	ARCA SAM INTERCONTINENTAL	SI SI SD	C-3 C-4 C-28	... D-3 D-30
COSTA RICA КОСТА-РИКА	LACSA	SI	C-4	D-4
CÔTE D'IVOIRE КОТ-Д'ИВУАР	AIR IVOIRE AIR INTERIVOIRE AIR TRANS IVOIRE	SI NSI NSI	C-4 C-33 C-33	D-4 D-37 D-37

COUNTRY PAYS PAÍS СТРАНА	AIR CARRIER TRANSPORTEUR AÉRIEN TRANSPORTISTA AÉREO АВИАПЕРЕВОЗЧИК	TYPE OF CARRIER a/ TYPE DE TRANSPORTEUR a/ TIPO DE TRANSPORTISTA a/ ВИД ПЕРЕВОЗОК a/	PAGE No. No. PAGE PÁGINA NÚM. СТРАНИЦА №	
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CZECHOSLOVAKIA TCHÉCHOSLOVAQUIE CHECOSLOVAQUIA ЧЕХОСЛОВАКИЯ	CSA	SI	C-4	D-4
DOMINICAN REPUBLIC RÉPUBLIQUE DOMINICAINE REPÚBLICA DOMINICANA ДОМИНИКАНСКАЯ РЕСП.	AEROCHAGO	NSI	C-33	D-37
ECUADOR ÉQUATEUR ЭКВАДОР	ECUATORIANA TAME	SI SD	C-4;C-5 C-28	D-4 D-30
EGYPT ÉGYPTE EGIPTO ЕГИПЕТ	EGYPTAIR	SI	C-5	D-5
EL SALVADOR САЛЬВАДОР	TAES	NSI	C-33	...
ESTONIA ESTONIE ESTONIA ЭСТОНИЯ	ESTONIAN AIR AVIES	SI NSI	C-5 C-34	D-5 D-37
FINLAND FINLANDE FINLANDIA ФИНЛЯНДИЯ	FINNAIR FINNAVIATION KAR-AIR	SI SD SD	C-5 C-28 C-28	D-5 D-31 D-31
FRANCE FRANCIA ФРАНЦИЯ	AOM-MINERVE S.A. AIR INTER AIR LITTORAL BRITT AIR TAT AIR CHARTER CORSE AIR INTERNATIONAL	SI SI SI SI SI NSI NSI	C-6 C-6 C-6 C-6 C-6 C-34 C-34	D-5 D-6 D-6 D-6 D-6 D-37 D-37
GERMANY ALLEMAGNE ALEMANIA ГЕРМАНИЯ	EUROWINGS LUFTHANSA AERO-LLOYD CONDOR GERMAN CARGO GERMANIA HAPAG-LLOYD LUFTHANSA CITYLINE LTU WDL FLUGDIENST	SI SI NSI NSI NSI NSI NSI NSI NSI NSI	C-7 C-6;C-7 C-35 C-34 C-35 C-35 C-35 C-34 C-34 C-35	D-7 D-7 D-37 D-37 D-37 D-37 D-37 D-37 D-37 D-37

COUNTRY PAYS PAÍS СТРАНА	AIR CARRIER TRANSPORTEUR AÉRIEN TRANSPORTISTA AÉREO АВИАПЕРЕВОЗЧИК	TYPE OF CARRIER a/ TYPE DE TRANSPORTEUR a/ TIPO DE TRANSPORTISTA a/ ВИД ПЕРЕВОЗОК a/	PAGE No. No. PAGE PÁGINA NÚM. СТРАНИЦА №	
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	RACE CARGO AIRLINES	NSI	C-35	D-37
GREECE GRÈCE GRECIA ГРЕЦИЯ	OLYMPIC AIRWAYS	SI	C-7	D-7
GUINEA GUINÉE ГВИНЕЯ	AIR GUINÉE	SI	C-8	D-7
HONDURAS ГОНДУРАС	SAHSA	SI	C-8	D-8
INDIA INDE ИНДИЯ	AIR INDIA	SI	C-8	D-8
	INDIAN AIRLINES	SI	C-8	D-8
	AIR INDIA CHARTERS	NSI	...	D-37
INDONESIA INDONÉSIE ИНДОНЕЗИЯ	MERPATI NUSANTARA	SI	C-8	D-8
	SEMPATI	SI	C-9	D-9
ISRAEL ISRAËL ИЗРАИЛЬ	EL AL	SI	C-9	D-9
ITALY ITALIE ITALIA ИТАЛИЯ	ATI	SI	C-9	D-9
	MERIDIANA	SI	C-9	D-9
	EUROFLY SPA	NSI	C-36	D-37
	TEA ITALIA	NSI	C-36	D-37
JAPAN JAPON JAPÓN ЯПОНИЯ	ALL NIPPON AIRWAYS	SI	C-10	D-11
	JAL	SI	C-10	D-10
	JAPAN AIR SYSTEM	SI	C-10	D-10
	JAPAN ASIA AIRWAYS	SI	C-9	D-10
	NIPPON CARGO AIRLINES	SI	C-10	D-10
	AIR NIPPON	SD	C-28	D-31
KENYA КЕНИЯ	KENYA AIRWAYS	SI	C-11	D-11
KUWAIT KOWEÏT КУВЕЙТ	KUWAIT AIRWAYS	SI	C-11	D-11

COUNTRY PAYS PAÍS СТРАНА	AIR CARRIER TRANSPORTEUR AÉRIEN TRANSPORTISTA AÉREO АВИАПЕРЕВОЗЧИК	TYPE OF CARRIER a/ TYPE DE TRANSPORTEUR a/ TIPO DE TRANSPORTISTA a/ ВИД ПЕРЕВОЗОК a/	PAGE No. No. PAGE PÁGINA NÚM. СТРАНИЦА №	
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MADAGASCAR МАДАГАСКАР	AIR MADAGASCAR	SI	C-11	D-12
MALTA MALTE МАЛЬТА	MEDITERRANEAN AVIATION	NSD	C-41	...
MEXICO MEXIQUE МЕКСИКА	AEROMEXICO MEXICANA	SI SI	C-12 C-12	D-12 D-12
NEW ZEALAND NOUVELLE-ZÉLANDE NUEVA ZELANDIA НОВАЯ ЭЕЛАНДИЯ	AIR NEW ZEALAND	SI	C-12	D-13
PAKISTAN PAKISTÁN ПАКИСТАН	PIA	SI	C-12	D-13
PERU PÉROU PERÚ ПЕРУ	FAUCETT	SI	C-13	D-13
PHILIPPINES FILIPINAS ФИЛИППИНЫ	PAL	SI	C-13	D-13
POLAND POLOGNE POLONIA ПОЛЬША	LOT	SI	C-13	D-14
PORTUGAL ПОРТУГАЛИЯ	TAP AIR PORTUGAL SATA	SI SD	C-13;C-14 C-29	D-14 D-31
ROMANIA ROUMANIE RUMANIA РУМЫНИЯ	TAROM	SI	C-14	D-14
SCANDINAVIA b/ SCANDINAVIE b/ ESCANDINAVIA b/ СКАНДИНАВИЯ b/	SAS	SI	C-14	D-14

COUNTRY PAYS PAÍS СТРАНА	AIR CARRIER TRANSPORTEUR AÉRIEN TRANSPORTISTA AÉREO АВИАПЕРЕВОЗЧИК	TYPE OF CARRIER a/ TYPE DE TRANSPORTEUR a/ TIPO DE TRANSPORTISTA a/ ВИД ПЕРЕВОЗОК a/	PAGE No. No. PAGE PÁGINA NÚM. СТРАНИЦА №	
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SEYCHELLES СЕЙШЕЛЬСКИЕ ОСТРОВА	AIR SEYCHELLES	SI	C-14	D-15
SINGAPORE SINGAPOUR SINGAPUR СИНГАПУР	SIA	SI	C-15	D-15
SPAIN ESPAGNE ESPAÑA ИСПАНИЯ	AVIACO	SI	C-15	D-15
	IBERIA	SI	C-15	D-15
	VIVA AIR	SI	C-15	D-16
	BINTER CANARIAS	SD	C-29	D-32
	BINTER MEDITERRANEO	SD	C-29	D-32
	AIR EUROPA (AIR ESPAÑA)	NSI	C-36	D-37
	AIR TRUCK	NSI	C-37	D-37
	DRENAIR	NSI	C-36	D-37
	HISPANO IRLANDESA	NSI	C-36	D-37
	LTE INTERNATIONAL	NSI	C-36	D-37
	OASIS INT. AIRLINES	NSI	C-36	...
	PAN AIR	NSI	C-36	D-37
	SPANAIR	NSI	C-37	D-37
	SWIFTAIR	NSI	C-37	D-37
SRI LANKA ШРИ-ЛАНКА	AIR LANKA	SI	C-16	D-16
	AIR TAXIS LTD	NSD	C-41	D-37
	CDE AVIATION	NSD	C-41	D-37
	JOHN KEELS AVIATION	NSD	C-41	...
	SKY CABS	NSD	C-41	D-37
SWEDEN SUÈDE SUECIA ШВЕЦИЯ	LINJEFLYG	SD	C-29	D-32
SWITZERLAND SUISSE SUIZA ШВЕЙЦАРИЯ	CROSSAIR	SI	C-16	D-16
	AERO-JET	NSI	C-37	D-37
	BALAIR	NSI	C-37	D-37
	CLASSIC AIR	NSI	C-37	D-37
	CTA	NSI	C-38	D-37
	TEA BASEL	NSI	C-37	D-37
SYRIAN ARAB REP. RÉP. ARABE SYRIENNE REP. ÁRABE SIRIA СИРИЙСКАЯ АРАБ. РЕСП.	SYRIAN ARAB	SI	C-16	D-16
THAILAND THAÏLANDE TAILANDIA ТАИЛАНД	THAI AIRWAYS	SI	C-16	D-17
TUNISIA TUNISIE TÚNEZ ТУНИС	TUNIS AIR	SI	C-16;C-17	D-17

COUNTRY PAYS PAÍS СТРАНА	AIR CARRIER TRANSPORTEUR AÉRIEN TRANSPORTISTA AÉREO АВИАПЕРЕВОЗЧИК	TYPE OF CARRIER a/ TYPE DE TRANSPORTEUR a/ TIPO DE TRANSPORTISTA a/ ВИД ПЕРЕВОЗОК a/	PAGE No. No. PAGE PÁGINA NÚM. СТРАНИЦА №	
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UNITED ARAB EMIRATES ÉMIRATS ARABES UNIS EMIRATOS ÁRABES UNIDOS ОБЬЕД. АРАБ. ЭМИРАТЫ	EMIRATES AIRLINES	SI	C-17	D-17
UNITED KINGDOM ROYAUME-UNI REINO UNIDO СОЕД. КОРОЛЕВСТВО	AIR ATLANTIC CORBIERE	SI	C-17	D-17
	AHK AIR HONG KONG	SI	C-17	D-18
	AIR UK	SI	C-20	D-23
	AURIGNY AIR SERVICES	SI	C-21	D-23
	BIRMINGHAM EUROPEAN	SI	C-18	D-19
	BRITANNIA AIRWAYS	SI	C-18	D-19
	BRITISH AIR FERRIES	SI	C-21	D-23
	BRITISH AIRWAYS	SI	C-17;C-18	D-18
	BRITISH MIDLAND	SI	C-18	D-18
	BRYMON AIRWAYS	SI	C-18	D-19
	BUSINESS AIR	SI	C-19	D-20
	CATHAY PACIFIC	SI	C-18	D-19
	DAN-AIR SERVICES	SI	C-19	D-20
	DRAGONAIR	SI	C-19	D-20
	GB AIRWAYS	SI	C-19	D-21
	GILL AVIATION	SI	C-19	D-20
	HUNTING CARGO	SI	C-17	D-18
	JERSEY EUROPEAN	SI	C-19	D-21
	LOGANAIR	SI	C-19;C-20	D-21
	LOVE AIR	SI	C-20	D-21
	MANX AIRLINES	SI	C-20	D-22
	MANX AIRLINES (EUROPE)	SI	C-20	D-22
	MONARCH AIRLINES	SI	C-20	D-22
	SUCKLING AIRWAYS	SI	C-20	D-22
	VIRGIN ATLANTIC AIRWAYS	SI	C-21	D-23
	BRITISH INTERNATIONAL	SD	C-29	D-32
	CHANNEL EXPRESS	SD	C-29	D-33
	EUROAIR TRANSPORT	SD	C-30	D-33
	ISLES OF SCILLY	SD	C-30	D-33
	AIR 2000	NSI	C-39	D-37
	AIR FOYLE	NSI	C-38	D-37
	AIR UK LEISURE	NSI	C-40	D-37
	AIRTOURS INTERNATIONAL	NSI	C-39	D-37
	ARAVCO	NSI	C-39	...
	BOND HELICOPTERS	NSI	C-38	D-37
	BRISTOW HELICOPTERS	NSI	C-39	D-37
	CALEDONIAN AIRWAYS	NSI	C-39	D-37
	CELTIC INT'L	NSI	C-38	...
	HEAVYLIFT CARGO	NSI	C-38	D-37
	INDEPENDENT AIRWAYS	NSI	C-38	...
	INTEREUROPEAN A/W	NSI	C-38	D-37
	JANES AVIATION	NSI	C-39	D-37
	TITAN AIRWAYS	NSI	C-39	D-37
UNITED REP. OF TANZANIA RÉP.-UNIE DE TANZANIE REP. UNIDA DE TANZANÍA ОБЬЕД. РЕСП. ТАНЗАНИЯ	AIR TANZANIA	SI	C-21	D-24

COUNTRY PAYS PAÍS СТРАНА	AIR CARRIER TRANSPORTEUR AÉRIEN TRANSPORTISTA AÉREO АВИАПЕРЕВОЗЧИК	TYPE OF CARRIER a/ TYPE DE TRANSPORTEUR a/ TIPO DE TRANSPORTISTA a/ ВИД ПЕРЕВОЗОК a/	PAGE No. No. PAGE PÁGINA NÚM. СТРАНИЦА №	
			FLEET MATÉRIEL VOLANT MATERIAL VOLANTE САМОЛЕТНЫЙ ПАРК	PERSONNEL PERSONNEL PERSONAL ЛИЧНЫЙ СОСТАВ
UNITED STATES ÉTATS-UNIS ESTADOS UNIDOS СОЕД. ШТАТЫ АМЕРИКИ	ALASKA AIRLINES	SI	C-22	D-25
	AMERICA WEST	SI	C-22	D-25
	AMERICAN AIRLINES	SI	C-21	D-24
	AMERICAN TRANSAIR	SI	C-22	D-24
	CONTINENTAL	SI	C-22;C-23	D-25
	DELTA	SI	C-23	D-25
	FEDERAL EXPRESS	SI	C-23	D-26
	HAWAIIAN	SI	C-24	D-26
	HORIZON AIR	SI	C-24	D-27
	NORTHWEST	SI	C-24	D-26
	TOWER AIR	SI	C-23	D-26
	TWA	SI	C-24;C-25	D-27
	UNITED AIRLINES	SI	C-25	D-27
	UNITED PARCEL SERVICE	SI	C-25	D-28
	USAIR	SI	C-22	D-24
	USAIR SHUTTLE	SI	C-24	D-27
	AIR WISCONSIN	SD	C-31	D-35
	ALOHA	SD	C-30	D-35
	MARKAIR	SD	C-30	D-34
	MID-WEST EXPRESS	SD	C-30	D-33
	SOUTHWEST	SD	C-31	D-34
	WESTAIR COMMUTER	SD	C-30	D-34
	EMERY WORLDWIDE	NSI	C-30	D-37
	EVERGREEN	NSI	C-40	D-37
	SOUTHERN AIR TRANSPORT	NSI	C-40	D-37
	WORLD	NSI	C-40	D-37
		NSI		
VENEZUELA ВЕНЕСУЭЛА	LAV	SI	C-25	D-28
	VIASA	SI	C-26	D-28
YAOUNDÉ TREATY STATES c/ ÉTATS DU TRAITÉ DE YAOUNDÉ c/ ESTADOS DEL TRATADO DE YAOUNDÉ c/ УЧАСТНИКИ ЯУНДСКОГО СОГЛАШЕНИЯ c/	AIR AFRIQUE	SI	C-26	D-28

COUNTRY PAYS PAÍS СТРАНА	AIR CARRIER TRANSPORTEUR AÉRIEN TRANSPORTISTA AÉREO АВИАПЕРЕВОЗЧИК	TYPE OF CARRIER a/ TYPE DE TRANSPORTEUR a/ TIPO DE TRANSPORTISTA a/ ВИД ПЕРЕВОЗОК a/	PAGE No. No. PAGE PÁGINA NÚM. СТРАНИЦА №	
			FLEET MATÉRIEL VOLANT MATERIAL VOLANTE САМОЛЕТНЫЙ ПАРК	PERSONNEL PERSONNEL PERSONAL ЛИЧНЫЙ СОСТАВ

NOTES:

a/ SI - Scheduled International/International régulier/Internacional regular/Международные регулярные

SD - Scheduled Domestic/Intérieur régulier/Del Interior Regular/Внутренние регулярные

NSI - Non-Scheduled International/Intérieur non régulier/Del Interior No Regular/Международные нерегулярные

NSD - Non-Scheduled Domestic/Intérieur non régulier/Del Interior No Regular/Внутренние нерегулярные

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

Scandinavie - 3 États européens: Danemark, Norvège et Suède.

Escandinavia - 3 Estados europeos: Dinamarca, Noruega y Suecia.

Скандинавия - 3 европейских государства: Дания, Норвегия и Швеция.

c/ **Yaoundé Treaty States**: 11 African States signatories to the Yaoundé Treaty: Benin, Burkina Faso, Central African Republic, Chad, Congo, Côte d'Ivoire, Mali, Mauritania, Niger, Senegal and Togo.

c/ **États du Traité de Yaoundé**: 11 États africains signataires du Traité de Yaoundé à savoir: Bénin, Burkina Faso, Congo, Côte d'Ivoire, Mali, Mauritanie, Niger, République centrafricaine, Sénégal, Tchad et Togo.

c/ **Estados del Tratado de Yaounde** - 11 Estados Africanos firmantes del Tratado de Yaoundé, a saber: Benin, Burkina Faso, Congo, Côte d'Ivoire, Chad, Mauritania, Mali, Niger, República Centroafricana, Senegal y Togo

c/ **Участники Яундского Соглашения** - 11 африканских государств, подписавших, Яундское Соглашение: Бенин, Буркина-Фасо, Конго, Кот-д Ивуар, Мавритания, Мали, Нигер, Сенегал, Того, Центральноафриканская Республика и Чад.

TABLE A-1 - SCHEDULED AIRLINE FLEET, PERSONNEL AND UTILIZATION TOTALS FOR 1992

COUNTRY/AIRLINE	TYPE OF AIRLINE	AIRCRAFT	PERSONNEL	NUMBER OF AIRCRAFT DEPARTURES			NUMBER OF AIRCRAFT HOURS FLOWN					KILOMETRES FLOWN (000)		
		Number at the end of the 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 1992

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

TABLE A-3 - SCHEDULED AIRLINE TRAFFIC COEFFICIENTS FOR 1992

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 1992

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 1992

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

AIR TRANSPORT REPORTING FORM

FORM D-1

For ICAO use only

FLEET AND PERSONNEL — SCHEDULED AIRLINES

Country: . . . . . .

Airline: . . . . . .

Year ended: . . . . . .

Part 1 — FLEET

Aircraft in Fleet by Type		Number of Aircraft of each Type				Size of Aircraft		Utilization of Aircraft During the Year						
								Number of Aircraft Departures			Aircraft Hours Flown			
								Revenue Flights			Revenue Flights			
Manufacturer and Model	Use/ Version Code[1]	At the beginning of Year	Changes during the year: Acquired	Changes during the year: Disposed of	At the end of Year	Number of Installed Passenger Seats	Average M.T.O. Weight (Tonnes)	Sched.	Non-Sched.	All Flights (Total)	Sched.	Non-Sched.	All Flights (Total)	Total Aircraft Days Available
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: Mid-Year	Number of Personnel: Year-End	Total Annual Expenditures for each Category (Currency: . . . . . .)
0	*a*	*b*	*c*	*d*
1	Pilots and co-pilots			
2	Other cockpit personnel			
3	Cabin attendants			
5	Maintenance and overhaul personnel			
	☐ a) Licensed aircraft maintenance mechanics			
	☐ b) Other 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):

1991 Edition — 2/91, E/P1/3000

FORM D-1 (FLEET AND PERSONNEL – SCHEDULED AIRLINES)

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. 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 aggregate maximum take-off weight), Section 2 of the questionnaire for the Annual Survey of Civil Aviation Activities may be used if it is not possible to prepare 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. Report mechanics separately under item a) and the other personnel under item b).

Note.— For licensing purposes, some States use the terms "technician" or "engineer" instead of the term "mechanic".

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: .....

Year ended: .....

Operator: .....

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):

1991 Edition — 2/91, E/P1/2500

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. For a scheduled airline, Form D-1 is to be used. For small-scale non-scheduled or scheduled carriers (fleet not exceeding 200 tonnes aggregate maximum take-off weight), Section 2 of the questionnaire for the Annual Survey of Civil Aviation Activities may be used if it is not possible to prepare Form D-2 or Form 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.

FRANÇAIS

MATÉRIEL VOLANT - PERSONNEL 1992
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B2 - Aéronefs à voilure fixe et à hélices d'un poids maximal au décollage égal ou supérieur à 9 000 kg	B-22-B-30
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B4 - Aéronefs à voilure tournante (sans limite de poids)	B-37-B-39

PARTIE C: STATISTIQUES SUR LE MATÉRIEL VOLANT, PAR TRANSPORTEUR AÉRIEN - 1992

C1 - Entreprises de transport aérien régulier international (les entreprises sont rangées par pays et ceux-ci sont classés dans l'ordre alphabétique anglais)	C-1-C-26
C2 - Entreprises de transport aérien régulier intérieur (les entreprises sont rangées par pays et ceux-ci sont classés dans l'ordre alphabétique anglais)	C-27-C-31
C3 - Exploitants de transport aérien international non régulier (les exploitants sont rangés par pays et ceux-ci sont classés dans l'ordre alphabétique anglais)	C-33-C-40
C4 - Exploitants de transport aérien intérieur non régulier (les exploitants sont rangés par pays et ceux-ci sont classés dans l'ordre alphabétique anglais)	C-41

PARTIE D: STATISTIQUES SUR LE PERSONNEL, PAR TRANSPORTEUR AÉRIEN 1992

D1 - Entreprises de transport aérien international régulier (les entreprises sont rangées par pays et ceux-ci sont classés dans l'ordre alphabétique anglais)	D-1-D-28
D2 - Entreprises de transport aérien intérieur régulier (les entreprises sont rangées par pays et ceux-ci sont classés dans l'ordre alphabétique anglais)	D-29-D-35
D3 - Exploitants de transport aérien non régulier (les exploitants sont rangés par pays et ceux-ci sont classés dans l'ordre alphabétique anglais)	D-37-D-40
APPENDICE A - Liste des types d'aéronefs et de leurs constructeurs	E-1-E-2

INTRODUCTION

TENEUR

1. Ce recueil de statistiques renferme les données que 66 états contractants de l'OACI ont communiqué sur le matériel volant et sur le personnel de 137 entreprises de transport aérien régulier et de 59 exploitants de vols non réguliers. Au total, des tableaux individuels indiquent pour 196 transporteurs (dont 112 assurent des services internationaux réguliers, 25 des services intérieurs réguliers, 54 des vols internationaux non réguliers et 5 des vols intérieurs non réguliers), les renseignements portés sur les Formulaires D-1 et D-2, dont on trouvera un facsimilé aux pages 23 et 24 (Formulaire D-1) et aux pages 25 et 26 (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.

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 qu'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 rémunération 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 É.-U. à des fins de comparaison. Les taux de change utilisés pour les conversions en dollars É.-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 quatre parties suivantes:

Partie A - Données comparatives par transporteur aérien - 1992: 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'aéronefs - 1992: 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 - 1992: 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 - 1992: 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.

TABLEAU A-1 - TOTAUX RELATIFS AU MATÉRIEL VOLANT, AU PERSONNEL ET À L'UTILISATION - ENTREPRISE DE TRANSPORT AÉRIEN RÉGULIER - 1992

PAYS/ENTREPRISE	TYPE D'ENTREPRISE	AÉRONEFS	PERSONNEL	NOMBRE DE DÉPARTS			NOMBRE D'HEURES DE VOL					KILOMÈTRES 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 RELATIFS AU MATÉRIEL VOLANT, AU PERSONNEL ET À L'UTILISATION- EXPLOITANTS DE VOLS NON RÉGULIERS - 1992

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 RÉGULIER - 1992

PAYS/ENTREPRISE	TYPE D'ENTREPRISE	UTILISATION DES AÉRONEFS (PAR AÉRONEFS - 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 kg	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 - 1992

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 B-1-B-4 - STATISTIQUES SUR LE MATÉRIEL VOLANT PAR TYPE D'AÉRONEFS - 1992

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

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 ...			
	a) Mécaniciens d'entretien d'aéronefs titulaires d'une licence			
	b) Autre 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):

Édition 1991 — 2/91, F/P1/1000

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

INSTRUCTIONS

COMMUNICATION DES RENSEIGNEMENTS

Les États contractants de l'OACI doivent utiliser le présent formulaire pour communiquer les statistiques relatives au matériel volant et au personnel de chacune de leurs entreprises de transport aérien qui assurent des services réguliers. Pour les exploitants qui effectuent exclusivement des vols non réguliers, utiliser le formulaire D-2. S'il n'est pas possible d'établir de formulaire D-1 ou D-2 pour de petits transporteurs réguliers ou non réguliers (flotte ne dépassant pas un total de 200 tonnes de poids maximal au décollage), on peut se servir de la Section 2 du questionnaire de l'Enquête annuelle sur les activités de l'aviation civile.

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. Indiquer à la rubrique a) les mécaniciens titulaires d'une licence et à la rubrique b) le reste du personnel.
Note : Pour les licences, certains États emploient le terme «technicien» et non pas «mécanicien».

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 DU TRANSPORT AÉRIEN

FORMULAIRE D-2

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: Acquis	Changements pendant l'année: Retirés du service	A la fin de l'année	Nombre de sièges-passagers	Poids maximal moyen au décollage (tonnes)	Nombre de départs: Non réguliers payants	Nombre de départs: Tous les vols (total)	Nombre d'heures de vol: Non réguliers payants	Nombre d'heures de vol: Tous les vols (total)	Nombre total de jours disponibles
	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	Effectifs: 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):

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

INSTRUCTIONS

COMMUNICATION DES RENSEIGNEMENTS

Les États contractants de l'OACI doivent utiliser le présent formulaire pour communiquer les statistiques relatives au matériel volant et au personnel de leurs exploitants qui offrent au public des transports aériens non réguliers exclusivement. Pour les entreprises de transport aérien régulier, utiliser le formulaire D-1. S'il n'est pas possible d'établir de formulaire D-2 ou D-1 pour de petits transporteurs non réguliers ou réguliers (flotte ne dépassant pas un total de 200 tonnes de poids maximal au décollage), on peut se servir de la Section 2 du questionnaire de l'Enquête annuelle sur les activités de l'aviation civile.

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.

ESPAÑOL

COMPENDIO DE MATERIAL VOLANTE - PERSONAL - 1992
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INTRODUCCIÓN

CONTENIDO

1. Este compendio contiene las estadísticas de flota y personal notificadas por 66 Estados contratantes de la OACI con respecto a 137 líneas aéreas regulares y 59 explotadores no regulares. En total, se incluyen tablas individuales para 196 transportistas, de los cuales 112 son internacionales regulares, 25 regulares del interior, 54 internacionales no regulares y 5 no regulares del interior, que muestran los datos notificados en los formularios D-1 y D-2 de información de transporte aéreo, cuyos facsímiles se reproducen en las páginas 31 y 32 (Formulario D-1) y páginas 33 y 34 (Formulario D-2).

2. De conformidad con la definición de la OACI, una línea aeréa regular internacional es aquélla que presta cualquier servicio de transporte aéreo internacional regular, independientemente de la relación que guarde dicho servicio con los demás que presta la línea aérea, en tanto que una línea 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 público únicamente servicios no regulares de transporte aéreo, ya sea internacionales o del interior.

3. Las estadísticas 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 estadísticas de personal corresponden a toda la plantilla del transportista a mediados y a fines de año. Sin embargo, sólo figuran las cifras de las remuneraciones de las líneas aéreas regulares, ya que actualmente no se exige a los explotadores no regulares que notifiquen esas estadísticas. La remuneración media anual, por empleado, en cada categoría de las líneas aéreas regulares se calcula dividiendo el gastos total notificado con respecto a cada categoría de personal entre el número de empleados de esa categoría a mediados de año. Cuando no existan datos sobre el personal a mediados de año, se emplean los de fin de año para calcular la remuneración media. Los datos financieros se indican en la moneda en la cual los notificó la línea aérea y también en dólares americanos para fines de comparación. Los tipos de cambio empleados en la conversión a dólares 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 índice de la página anterior. Este Compendio se compone de cuatro partes principales, a saber:

Parte A - Datos comparativos por transportista para 1992: Esta parte contiene algunas tablas con datos comparativos sobre los transportistas que han notificado estadísticas. Las estadísticas sobre flota y/o personal, y tráfico, aparecen en forma resumida con respecto a cada transportista, a fin de facilitar la comparación.

Parte B - Estadísticas por tipo de aeronaves para 1992: En esta parte se ofrecen estadísticas sobre la flota de todos los transportistas que han notificado datos, presentadas por categorías principales y por tipo de aeronave.

Parte C - Estadísticas de flota por transportista para 1992: Esta parte se ofrecen estadísticas completas sobre la flota de cada transportista y por tipo de aeronaves.

Parte D - Estadísticas sobre personal, por transportista para 1992: La parte D contiene estadísticas sobre el número de empleados de cada una de las líneas aéreas que ha notificado datos y sobre su remuneración media anual. Contiene asimismo estadísticas sobre personal de los explotadores no regulares.

TABLA A-1 - TOTALES CORRESPONDIENTES AL MATERIAL VOLANTE, A SU UTILIZACIÓN Y AL PERSONAL DE LAS LÍNEAS AÉREAS REGULARES PARA EL AÑO 1992

PAÍS/LÍNEA AÉREA	TIPO DE LÍNEA AÉREA	AERONAVES	PERSONAL	NÚMERO DE SALIDAS DE AERONAVES			NÚMERO DE HORAS DE VUELO REALIZADAS					KILÓMETROS RECORRIDOS (000S)		
		Número al terminar el año		de pago		Total	De pago			Sin remune-ración	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 UTILIZACIÓN Y AL PERSONAL DE LOS EXPLOTADORES NO REGULARES PARA EL AÑO 1992

PAÍS/EXPLOTADOR	TIPO DE EXPLOTADOR	AERONAVES	PERSONAL	DE PAGO	
		Número al terminar el año		Horas voladas (número)	Kilómetros recorridos (000)

TABLA A-3 - COEFICIENTES DE TRÁFICO PARA 1992 DE LAS LÍNEAS AÉREAS REGULARES

PAÍS/LÍNEA AÉREA	TIPO DE LÍNEA AÉREA	UTILIZACIÓN 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 TRÁFICO PARA 1992 DE LOS EXPLOTADORES NO REGULARES

PAÍS/EXPLOTADOR	TIPO DE EXPLOTADOR	UTILIZACIÓN POR AERONAVES - 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 %

TABLA B-1-B-4 - ESTADÍSTICAS POR TIPO DE AERONAVE PARA 1992

Tipo de aeronave	Número de aeronaves					Tamaño		Utilización de las aeronaves de cada tipo						
								Número de salidas de aeronaves			Número de horas de vuelo realizadas			Horas de vuelo realizadas por día (de pago)
LÍNEAS AÉREAS EXPLOTADORES	Categoría de utilización	Al comenzar el año	Adquiridas	Retiradas	Al terminar el año	Número de asientos de pasajeros	Promedio de los pesos máximos de despegue (Toneladas)	Total	Vuelos de pago regulares	Vuelos de pago no regulares	Total	Vuelos de pago regulares	Vuelos de pago no regulares	

ORGANIZACIÓN DE AVIACIÓN CIVIL INTERNACIONAL

FORMULARIO DE INFORMACIÓN DE TRANSPORTE AÉREO

FORMULARIO D-1

Para uso de la OACI solamente

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: .....
	a	*b*	*c*	*d*
1	Pilotos y copilotos			
2	Demás tripulantes técnicos			
3	Auxiliares de vuelo			
5	Personal de mantenimiento y revisión			
	☐ a) Mecánicos titulares de una licencia encargados del mantenimiento de aeronaves .			
	☐ b) Otro 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 1991 — 2/91, S/P1/1000

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. En el caso de los explotadores de servicios no regulares debe utilizarse el Formulario D-2. Por lo que respecta a los pequeños transportistas no regulares o regulares (cuya flota no exceda de 200 toneladas métricas de peso total máximo de despegue) puede emplearse la sección 2 del cuestionario para el Estudio anual sobre las actividades de aviación civil, si no es posible preparar el Formulario D-1 o el Formulario D-2.

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 éste 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. Notifíquense por separado los mecánicos en a) y otro personal en b).

Nota.— Para fines de otorgamiento de licencias, algunos países emplean los términos "técnico" o "ingeniero" en lugar de "mecánico".

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 — EXPLOTADORES 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: Adquiridas	Cambios durante el año: Retiradas	Al terminar el año	Número de asientos de pasajeros instalados	Promedio de los pesos máximos de despegue (Toneladas métricas)	Número de salidas de aeronaves: Vuelos no regulares de pago	Número de salidas de aeronaves: Todos los vuelos (Total)	Número de horas de vuelo realizadas: Vuelos no regulares de pago	Número de horas de vuelo realizadas: Todos los vuelos (Total)	Total de aeronaves-días disponibles
	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	Número de empleados: 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 1991 — 2/91, S/P1/1000

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. 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 (cuya flota no exceda de 200 toneladas métricas de peso total máximo de despegue), puede emplearse la sección 2 del cuestionario para el Estudio anual sobre las actividades de aviación civil, si no es posible preparar el Formulario D-2 o el Formulario 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.

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ЧАСТЬ В. СТАТИСТИЧЕСКИЕ ДАННЫЕ ПО ТИПАМ ВОЗДУШНЫХ СУДОВ ЗА 1992 ГОД

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В2.	Винтовые воздушные суда с неподвижным крылом с максимальным взлетным весом 9000 кг и более	В-22-В-30
В3.	Воздушные суда с неподвижным крылом с максимальным взлетным весом менее 9000 кг	В-31-В-36
В4.	Винтокрылые летательные аппараты (вес не указывается)	В-37-В-39

ЧАСТЬ С. СТАТИСТИЧЕСКИЕ ДАННЫЕ О ПАРКЕ ВОЗДУШНЫХ СУДОВ ПО ПЕРЕВОЗЧИКАМ ЗА 1992 ГОД

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С2.	Регулярные внутренние авиакомпании (авиакомпании перечислены по странам в порядке английского алфавита)	С-27-С-31
С3.	Нерегулярные международные эксплуатанты (эксплуатанты перечислены по странам в порядке английского алфавита)	С-33-С-40
С4.	Нерегулярные внутренние эксплуатанты (эксплуатанты перечислены по странам в порядке английского алфавита	С-41

ЧАСТЬ D. СТАТИСТИЧЕСКИЕ ДАННЫЕ О ПЕРСОНАЛЕ ПО ПЕРЕВОЗЧИКАМ ЗА 1992 ГОД

D1.	Регулярные международные авиакомпании (авиакомпании перечислены по странам в порядке английского алфавита)	D-1-D-28
D2.	Регулярные внутренние авиакомпании (авиакомпании перечислены по странам в порядке английского алфавита)	D-29-D-35
D3.	Нерегулярные эксплуатанты (эксплуатанты перечислены по странам в порядке английского алфавита)	D-37-D-40

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ЧАСТЬ А. СРАВНИТЕЛЬНЫЕ ДАННЫЕ ПО ПЕРЕВОЗЧИКАМ ЗА 1992 ГОД

Таблица А1.	Сводные данные о парке воздушных судов, персонале и эксплуатации воздушных судов регулярных авиакомпаний за 1992 год	А-1-А-4
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ЧАСТЬ В. СТАТИСТИЧЕСКИЕ ДАННЫЕ ПО ТИПАМ ВОЗДУШНЫХ СУДОВ ЗА 1992 ГОД

В1.	Турбореактивные воздушные суда с неподвижным крылом с максимальным взлетным весом 9000 кг и более	В-1-В-21
В2.	Винтовые воздушные суда с неподвижным крылом с максимальным взлетным весом 9000 кг и более	В-22-В-30
В3.	Воздушные суда с неподвижным крылом с максимальным взлетным весом менее 9000 кг	В-31-В-36
В4.	Винтокрылые летательные аппараты (вес не указывается)	В-37-В-39

ЧАСТЬ С. СТАТИСТИЧЕСКИЕ ДАННЫЕ О ПАРКЕ ВОЗДУШНЫХ СУДОВ ПО ПЕРЕВОЗЧИКАМ ЗА 1992 ГОД

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С3.	Нерегулярные международные эксплуатанты (эксплуатанты перечислены по странам в порядке английского алфавита)	С-33-С-40
С4.	Нерегулярные внутренние эксплуатанты (эксплуатанты перечислены по странам в порядке английского алфавита	С-41

ЧАСТЬ D. СТАТИСТИЧЕСКИЕ ДАННЫЕ О ПЕРСОНАЛЕ ПО ПЕРЕВОЗЧИКАМ ЗА 1992 ГОД

D1.	Регулярные международные авиакомпании (авиакомпании перечислены по странам в порядке английского алфавита)	D-1-D-28
D2.	Регулярные внутренние авиакомпании (авиакомпании перечислены по странам в порядке английского алфавита)	D-29-D-35
D3.	Нерегулярные эксплуатанты (эксплуатанты перечислены по странам в порядке английского алфавита)	D-37-D-40

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

ВВЕДЕНИЕ

СОДЕРЖАНИЕ

1. Настоящий статистический сборник содержит данные о парке воздушных судов и персонале, представленные 66 Договаривающимися государствами ИКАО по 137 регулярным авиакомпаниям и 59 нерегулярным эксплуатантам. В Сборник включены индивидуальные таблицы по 196 перевозчикам, в том числе по 112 международным регулярным перевозчикам, по 25 внутренним регулярным перевозчикам, по 54 международным нерегулярным и 5 внутренним нерегулярным перевозчикам. В этих таблицах отражены данные, представленные по формам D-1 и D-2 отчетности по воздушному транспорту, образцы которых приводятся на с. 39 и 40 (форма D-1) и с. 41 и 42 (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 только на нерегулярной основе.

3. Статистические данные о парке воздушных судов 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 персонале учитывают весь списочный персонал 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 четырех основных частей, сгруппированных следующим образом:

Часть A. Сравнительные данные по перевозчикам за 1992 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 парку воздушных судов и (или) персоналу и объему перевозок даны в сводном виде по каждому перевозчику.

Часть B. Статистические данные по типам воздушных судов за 1992 год. В этих таблицах указаны статистические данные по парку воздушных судов для всех перевозчиков, представляющих отчетность с разбивкой по типам и основным категориям воздушных судов.

Часть C. Статистические данные о парке воздушных судов по перевозчикам за 1992 год. В этих таблицах представлены полные статистические данные о парке воздушных судов каждого перевозчика с разбивкой по типам воздушных судов.

Часть D. Статистические данные о персонале по перевозчикам за 1992 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 персонала нерегулярных эксплуатантов.

ТАБЛИЦА А-1. СВОДНЫЕ ДАННЫЕ О ПАРКЕ ВОЗДУШНЫХ СУДОВ, ПЕРСОНАЛЕ И ЭКСПЛУАТАЦИИ ВОЗДУШНЫХ СУДОВ РЕГУЛЯРНЫХ АВИАКОМПАНИЙ ЗА 1992 ГОД

СТРАНА/ АВИАКОМПАНИЯ	ТИП АВИА-КОМПАНИИ	ВОЗДУШ-НЫЕ СУДА	ПЕРСОНАЛ	КОЛИЧЕСТВО ОТПРАВЛЕНИЙ ВОЗДУШНЫХ СУДОВ			НАЛЕТ ЧАСОВ ВОЗДУШНЫМИ СУДАМИ					НАЛЕТ КИЛОМЕТРОВ (тыс.)		
		Количество на конец года		Коммерч. перевозки		Всего	Коммерч. перевозки			Некоммерч. перевозки	ВСЕГО	Коммерч. перевозки		ВСЕГО
				Регулярные	Нерегулярные		Регулярные	Нерегулярные	Всего	Всего		Регулярные	Нерегулярные	

ТАБЛИЦА А-2. СВОДНЫЕ ДАННЫЕ О ПАРКЕ ВОЗДУШНЫХ СУДОВ НЕРЕГУЛЯРНЫХ ЭКСПЛУАТАНТОВ, ПЕРСОНАЛЕ И ЭКСПЛУАТАЦИИ ЗА 1992 ГОД

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

ТАБЛИЦА А-3. ПОКАЗАТЕЛИ ПЕРЕВОЗОК РЕГУЛЯРНЫХ АВИАКОМПАНИЙ ЗА 1992 ГОД

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

ТАБЛИЦА А-4. ПОКАЗАТЕЛИ ПЕРЕВОЗОК НЕРЕГУЛЯРНЫХ АВИАКОМПАНИЙ ЗА 1992 ГОД

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

ТАБЛИЦЫ В1-В4. СТАТИСТИЧЕСКИЕ ДАННЫЕ ПО ТИПАМ ВОЗДУШНЫХ СУДОВ ЗА 1992 ГОД

Тип воздушного судна	Количество воздушных судов					Размер воздушных судов		Эксплуатация воздушных судов						
ИЗГОТОВИТЕЛЬ И МОДЕЛЬ, ПЕРЕВОЗЧИК	Категория использования	Начало года	Поступило	Убыло	На конец года	Кол-во кресел	Средний макс. взлетный вес (т)	Количество отправлений			Налет часов			Среднесут. кол-во часов при коммерч. перевозках
								Всего	Регулярные коммерческие	Нерегулярные коммерческие	Всего	Регулярные коммерческие	Нерегулярные коммерческие	

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

Страна .....

Год, закончившийся .....

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						
			Изменения в течение года					Количество вылетов воздушных судов			Налет часов			Общее кол-во располагаемых самолето-дней
								Коммерческие рейсы		Все виды рейсов (общий итог)	Коммерческие рейсы		Все виды рейсов (общий итог)	
Изготовитель и модель	Код использования/варианта воздушного судна [1]	На начало года	Поступило	Убыло	На конец года	Количество установленных пассажирских кресел	Средний максимальный взлетный вес (М.В.В.) (тонны)	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			
	a) имеющие свидетельство механиков по техобслуживанию воздушных судов b) прочие 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 1991 г. — 2/91, R/P1/500

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. Для нерегулярных эксплуатантов заполняется форма D-2. Для небольших перевозчиков, выполняющих регулярные или нерегурярные перевозки (с парком воздушных судов, имеющих общий максимальный взлетный вес не более 200 тонн) может использоваться раздел 2 вопросника к ежегодному озору деятельности гражданской авиации при невозможности подготовить форму D-1 или форму D-2.

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.

Сведения о механиках указываются отдельно в подпункте a), а сведения о прочих специалистах - в подпункте b).

Примечание. При выдаче свидетельств в некоторых государствах вместо термина "механик" используется термин "техник" или "инженер".

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. *Коди использования/варианта воздушного судна*

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

Коди вариантов воздушних судов, используемих эксплуатантами в коммерческих авиаперевозках:

P – Пассажирский вариант воздушного судна.

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

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

Код воздушних судов, не используемих эксплуатантами для коммерческих авиаперевозок:

O – воздушние суда, используемие для других целей, например для обучения, авиационних спецработ и т.д.

Примечания (включая указание любых неизбежных отклонений от инструкции):

Издание 1991 г. — 2/91, R/P1/100

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. На авиакомпаниях, выполняющую регулярные перевозки, следует заполнять форму D-1. Для перевозчиков, выполняющих небольшой объем нерегулярных перевозок (с парком воздушных судов, имеющих общий максимальный взлетный вес не более 200 тонн) может использоваться раздел 2 вопросника к ежегодному обзору деятельности гражданской авиации при невозможности подготовить форму D-2 или форму D-1.

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 *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:

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 *c*). 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

1992

PARTIE A

ANALYSE COMPARATIVE DES DONNÉES PAR TRANSPORTEUR AÉRIEN

1992

PARTE A

ANÁLISIS COMPARATIVO DE LOS DATOS POR TRANSPORTISTA AÉREO

1992

ЧАСТЬ А

СРАВНИТЕЛЬНЫЙ АНАЛИЗ ДАННЫХ ПО АВИАПЕРЕВОЗЧИКАМ

1992

SCHEDULED AIRLINE FLEET, PERSONNEL AND UTILIZATION TOTALS FOR 1992 D /

COUNTRY/AIRLINE	TYPE OF AIR-LINE A /	NUMBER AT THE END OF YEAR: ACFT	NUMBER AT THE END OF YEAR: PERS	NUMBER OF AIRCRAFT DEPARTURES: REVENUE: SCHED	NUMBER OF AIRCRAFT DEPARTURES: REVENUE: NON-SCH	NUMBER OF AIRCRAFT DEPARTURES: REVENUE: 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 AIR FREIGHT	D	3	953	...	...	...	...	...	...	...	...	...	...	...
AUSTRIA														
AUA	I	30	4 439	45 650	...	45 650	90 903	...	90 903	438	91 341	47 958	...	47 958
TYROLEAN AIRWAYS	I	11	340	16 695	...	16 695	21 662	...	21 662	577	22 239	7 571	...	7 571
BOLIVIA														
LAB	I	12	1 445	14 015	1 251	15 266	19 282	4 065	23 347	...	23 347	11 396	2 938	14 334
BRAZIL														
BRASIL-CENTRAL	D	10	283	26 286	68	26 354	32 086	132	32 218	214	32 432	8 410	54	8 464
TRANSBRASIL	I	23	4 603	44 543	805	45 348	60 211	2 755	62 966	395	63 361	42 073	2 214	44 287
VARIG	I	88	24 479	90 374	3 154	93 528	195 105	5 341	200 446	1 622	202 068	129 914	3 366	133 280
CRUZEIRO	I	6	1 661	49 964	1 259	51 223	69 634	1 531 M	71 165	197	71 362	38 997	915	39 912
TAM	D	21	1 061	26 290	345	26 635	25 383	627	26 010	223	26 233	9 462	328	9 790
VASP	I	26	7 071	84 390	2 452	86 842	119 770	5 709	125 479	2 206	127 685	66 267	3 689	69 956
NORDESTE	D	13	324	16 052	22	16 074	19 271	27	19 298	209	19 507	5 742	8	5 750
RIO-SUL	D	14	978	33 315	167	33 482	30 240	320	30 560	428	30 988	12 609	120	12 729
TABA	D	20	717	17 139	2 533	19 672	19 312	4 179	23 491	809	24 300	6 238	1 358	7 596
CANADA														
AIR CANADA	I	105	17 079	142 948	5 270	148 218	334 830	15 334	350 164	3 155	353 319	209 914	10 258	220 172
CANADIAN	I	82	15 913	115 759	9 057	124 816	266 511	24 759	291 270	722	291 992	173 142	15 806	188 948
CHILE														
LAN CHILE	I	14	1 979	18 886	...	18 886	45 327	...	45 327	... M	45 327	30 725	...	30 725
LADECO	I	13	1 995	18 559	...	18 559	35 878	...	35 878	... M	35 878	23 761	...	23 761
COLOMBIA														
ARCA	I	2	...	1 116	-	1 116	3 630	-	3 630	...	3 630	3 310	-	3 310
SAM	I	9	554	16 157	...	16 157	16 765	...	16 765	...	16 765	9 256	...	9 256
INTERCONTINENTAL COL	D	6	523	12 976	18	12 994	10 669	28	10 697	124	10 821	4 870	18	4 888
COSTA RICA														
LACSA	I	7	934	10 638	231	10 869	20 895	268	21 163	129	21 292	13 112	137	13 249
CÔTE D'IVOIRE														
AIR IVOIRE	I	5	...	3 896	151 E	4 047	4 340	279 E	4 619	...	4 619	1 908	113 E	2 021
CZECHOSLOVAK														
CSA	I	28	4 366	23 101	1 894	24 995	36 481	3 917	40 398	728 M	41 126	26 209	2 991	29 200
ECUADOR														
ECUATORIANA	I	8	1 095	4 900	...	4 900	12 758	...	12 758	120	12 878	9 125	...	9 125
TAME	D	7	625	...	...	...	...	...	...	...	...	...	...	...
EGYPT														
EGYPTAIR	I	42	14 914	34 074	8 286	42 360	75 290	38 297	113 587	552	114 139	44 015	22 503	66 518
ESTONIA														
ESTONIAN AIR	I	28	675	5 492	619	6 111	6 421	884	7 305	126	7 431	3 556	545	4 101
FINLAND														
FINNAIR	I	50	7 617	59 495	6 267	65 762	90 619	24 745	115 364	490	115 854	53 107	17 403	70 510
KAR AIR	D	6	258	16 136	6	16 142	11 939	5	11 944	...	11 944	3 924	1	3 925
FINNAVIATION	D	6	182	17 999	50 M	18 049	14 462	45 M	14 507	65	14 572	4 868	16 M	4 884
FRANCE														
AOM-MINERVE S.A.	I	13	1 026	6 448	1 735	8 183	25 017	4 526	29 543	459	30 002	18 762	2 926	21 688
BRITT AIR	I	20	419	25 939	276	26 215	32 637	361	32 998	11	33 009	13 251	145	13 396
TAT/TAT EXPORT	I	39	1 595	31 873	...	31 873	39 775	...	39 775	...	39 775	15 719	...	15 719
AIR INTER	I	59	11 055	131 579	406 M	131 985	93 266	... M	93 266	1 308	94 574	71 937	... M	71 937
AIR LITTORAL	I	23	796	793	...	793	1 066	...	1 066	...	1 066	377	...	377
GERMANY														
LUFTHANSA	I	219	48 351	427 984	504 E	428 488	835 772	1 322 E	837 094	3 802	840 896	454 353	919	455 272
EUROWINGS	I	28	534	...	...	...	...	...	...	...	...	...	...	...
GREECE														
OLYMPIC	I	60	10 061	79 225	4 024	83 249	112 194	6 786	118 980	2 016	120 996	57 583	3 346	60 929
GUINEA														
AIR GUINEE	I	2	282	656	-	656	1 087	-	1 087	...	1 087	875	-	875
HONDURAS														
SAHSA	I	5	381	8 860 M	452 M	9 312	7 265 M	698 M	7 963	... M	7 963	3 677 M	279 M	3 956
INDIA														
AIR INDIA	I	22	17 717	18 035	138	18 173	71 791	708	72 499	527	73 026	48 772	517	49 289

SCHEDULED AIRLINE FLEET, PERSONNEL AND UTILIZATION TOTALS FOR 1992 D /

COUNTRY/AIRLINE	TYPE OF AIR-LINE A /	ACFT	PERS	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
				SCHED	NON-SCH		SCHED	NON-SC	TOTAL	TOTAL		SCHED	NON-SCH	
INDIA														
INDIAN AIRLINES	I	57	22 604	84 227	21	84 248	114 029	20	114 049	722	114 771	60 641	8	60 649
INDONESIA														
MERPATI NUSANTARA	I	98	4 567	104 958 M	- M	104 958	124 858 M	- M	124 858	... M	124 858	53 518 M	- M	53 518
SEMPATI	I	15	1 594	28 903	...	28 903	40 555	...	40 555	123	40 678	18 887	...	18 887
ISRAEL														
EL AL	I	20	3 417	15 946	909	16 855	71 574	3 924	75 498	132	75 630	50 401	2 754	53 155
ITALY														
ATI	I	35	2 175	75 464	4 136	79 600	87 228	8 176	95 404	457	95 861	40 591	4 610	45 201
MERIDIANA	I	16	1 172	28 357	821	29 178	36 146	1 574	37 720	215	37 935	16 274	875	17 149
JAPAN														
JAPAN ASIA AIRWAYS	I	8	931	6 522	30	6 552	15 769	76	15 845	6	15 851	10 313	56	10 369
JAPAN AIR SYSTEM	I	76	5 396	128 841	17	128 858	162 700	53	162 753	...	162 753	75 763	34	75 797
JAL	I	116	21 991	104 057	292	104 349	362 161	1 178	363 339	9 905	373 244	257 515	811	258 326
NIPPON CARGO	I	6	667	3 360	2	3 362	24 325	12	24 337	109	24 446	19 548	10	19 558
ALL NIPPON AIRWAYS	I	107	13 556	166 689	28	166 717	277 208	76	277 284	1 322	278 606	172 270	50	172 320
AIR NIPPON	D	44	295	32 993	7	33 000	58 031	20	58 051	2 012	60 063	22 672	5	22 677
KENYA														
KENYA AIRWAYS	I	9	2 749	...	...	...	...	...	...	...	...	...	...	...
KUWAIT														
KUWAIT AIRWAYS	I	20	5 029	14 255	- M	14 255	44 111	- M	44 111	... M	44 111	28 688	- M	28 688
LITHUANIA														
LIETUVA	I	7	201	247	954	1 201	254	1 681	1 935	43	1 978	123	755	878
LITHUANIAN AIRLINES	I	29	1 340	4 467	778	5 245	18 093	5 368	23 461	160	23 621	11 372	3 331	14 703
MADAGASCAR														
AIR MADAGASCAR	I	13	1 214	15 251	161	15 412	15 305	188	15 493	150	15 643	6 282	63	6 345
MEXICO														
AEROMEXICO	I	55	6 154	109 951	2 238	112 189	151 871	5 016	156 887	802	157 689	95 696	3 406	99 102
MEXICANA	I	62	8 539	95 533	993	96 526	169 453	2 107	171 560	...	171 560	107 524	1 629	109 153
NEW ZEALAND														
AIR NEW ZEALAND	I	25	7 205	54 436	...	54 436	103 253	...	103 253	...	103 253	93 751	...	93 751
PAKISTAN														
PIA	I	46	20 708	69 670	423	70 093	129 919	1 085	131 004	1 404	132 408	68 012	569	68 581
PERU														
FAUCETT	I	8	991	11 447	48	11 495	13 771	64	13 835	...	13 835	8 355	42	8 397
PHILIPPINES														
PAL	I	42	13 805	65 063	149	65 212	120 371	376	120 747	293	121 040	67 864	257	68 121
POLAND														
LOT	I	33	4 537	22 425	1 005	23 430	47 114	4 534	51 648	674	52 322	30 868	3 371	34 239
PORTUGAL														
SATA	D	4	558	8 710	27	8 737	5 575	19	5 594	15	5 609	1 430	5	1 435
TAP AIR PORTUGAL	I	32	10 789	43 196	17	43 213	100 594	50	100 644	812	101 456	64 942	33	64 975
ROMANIA														
TAROM	I	53	3 333	16 093	7 963	24 056	35 110	12 690	47 800	...	47 800	24 751	8 451	33 202
SCANDINAVIA B /														
SAS	I	132	18 813	238 535	537	239 072	348 650	856	349 506	1 762	351 268	187 389	483	187 872
SEYCHELLES														
AIR SEYCHELLES	I	6	439	4 714 M	- M	4 714	4 372 M	- M	4 372	... M	4 372	3 078 M	- M	3 078
SINGAPORE														
SIA	I	58	12 450	39 084	283	39 367	202 252	1 169	203 421	14 190	217 611	158 136	880	159 016
SPAIN														
AVIACO	I	49	1 946	70 994	324	71 318	68 144	495	68 639	100	68 739	31 418	248	31 666
BINTER MEDIT.	D	5	107	11 446	-	11 446	10 100	-	10 100	433	10 533	2 988	-	2 988
BINTER CANARIAS	D	10	277	35 538	...	35 538	21 843	...	21 843	471	22 314	5 938	...	5 938
IBERIA	I	116	25 617	163 814	985	164 799	314 726	9 303	324 029	1 554	325 583	194 810	1 524	196 334
VIVA AIR	I	9	551	7 876	188	8 064	18 092	301	18 393	193	18 586	11 042	171	11 213
SRI LANKA														
AIR LANKA	I	8	4 210	9 067	26	9 093	30 176	197	30 373	...	30 373	24 223	241	24 464

SCHEDULED AIRLINE FLEET, PERSONNEL AND UTILIZATION TOTALS FOR 1992 D /

COUNTRY/AIRLINE	TYPE OF AIR-LINE A /	ACFT	PERS	NUMBER OF AIRCRAFT DEPARTURES			NUMBER OF AIRCRAFT HOURS FLOWN					KILOMETRES FLOWN (000)		
		NUMBER AT THE END OF YEAR		REVENUE			REVENUE			NON-REVENUE	TOTAL	REVENUE		TOTAL
				SCHED	NON-SCH	TOTAL	SCHED	NON-SCH	TOTAL	TOTAL		SCHED	NON-SCH	
SWEDEN														
LINJEFLYG	D	28	2 712	77 239	1 083	78 322	50 426	1 822	52 248	...	52 248	28 800	1 148	29 948
SWITZERLAND														
CROSSAIR	I	32	1 187	43 719	1 652	45 371	45 074	357	45 431	...	45 431	16 029	250	16 279
SYRIAN ARAB														
SYRIAN ARAB	I	12	3 715	9 662	432	10 094	15 940	1 163	17 103	90	17 193	8 573	670	9 243
THAILAND														
THAI AIRWAYS	I	66	19 286	72 741	343	73 084	174 312	725	175 037	1 306	176 343	114 576	441	115 017
TUNISIA														
TUNIS AIR	I	18	5 765	12 495	11 927	24 422	26 942	26 701	53 643	444	54 087	15 368	15 029	30 397
UNTD ARAB EM														
EMIRATES AIRLINES	I	14	3 015	4 557 M	...	4 557	39 500 M	...	39 500	283 M	39 783	34 450 M	...	34 450
UNTD KINGDOM														
AIR ATLANT./CORBIERE	I	12	59	1 938	429	2 367	1 169	497	1 666	...	1 666	402	162	564
HUNTING CARGO AIRL.	I	7	183	1 534	4 311	5 845	1 687	5 627	7 314	...	7 314	701	2 455	3 156
AHK AIR HONG KONG	I	4	162	1 584	447	2 031	7 619	1 395	9 014	11	9 025	6 062	1 009	7 071
BRITISH AIRWAYS	I	215	47 023	250 373	3 447	253 820	621 479	6 945	628 424	... M	628 424	393 189	3 829	397 018
BRITISH MIDLAND	I	33	3 236	65 128	4 788	69 916	75 496	15 216	90 712	...	90 712	29 167	9 877	39 044
BIRMINGHAM EUROPEAN	I	7	287	10 893	42	10 935	13 675	76	13 751	...	13 751	5 966	44	6 010
BRYMON AIRWAYS	I	9	334	16 351	1 901	18 252	16 947	2 326	19 273	...	19 273	5 063	706	5 769
BRITISH INTL HELICOP	D	24	396	4 910	30 248	35 158	1 599	15 695	17 294	...	17 294	288	3 589	3 877
BRITANNIA	I	32	3 150	1 575	43 595	45 170	2 236	42 506	44 742	...	44 742	1 263	92 910	94 173
CATHAY PACIFIC	I	48	13 240	39 637	1 078	40 715	162 453	3 035	165 488	497	165 985	115 666	1 994	117 660
DAN-AIR SERVICES	I	38	...	34 267	14 869	49 136	48 008	40 479	88 487	...	88 487	22 752	25 976	48 728
DRAGONAIR	I	6	620	5 053 M	868 M	5 921	10 697 M	1 842 M	12 539	5 M	12 544	6 399 M	1 065 M	7 464
GILL AVIATION	I	10	135	5 609 M	...	5 609	4 657 M	...	4 657	...	4 657	1 272 M	...	1 272
BUSINESS AIR	I	6	94	4 914	326	5 240	4 329	397	4 726	...	4 726	1 493	111	1 604
GB AIRWAYS	I	5	166	3 352	1 667	5 019	9 421	3 250	12 671	...	12 671	5 663	1 684	7 347
JERSEY EUROPEAN	I	12	292	24 741	59	24 800	22 771	75	22 846	...	22 846	6 211	19	6 230
LOGANAIR	I	22	551	38 020	165	38 185	34 378	179	34 557	...	34 557	9 104	64	9 168
LOVE AIR	I	5	6	727	...	727	255	...	255	...	255	49	...	49
MANX AIRLINES EUROPE	I	3	49	5 622	259 M	5 881	7 142	322	7 464	...	7 464	2 508	125	2 633
MANX AIRLINES	I	6	383	15 974	1 351	17 325	11 249	1 545	12 794	...	12 794	3 753	517	4 270
MONARCH AIRLINES	I	21	1 083	785	24 034	24 819	2 276	60 979	63 255	...	63 255	1 525	39 551	41 076
SUCKLING AIRWAYS	I	2	12	2 044	...	2 044	1 928	...	1 928	...	1 928	533	...	533
AIR UK	I	29	1 791	64 803	236	65 039	72 563	507	73 070	...	73 070	25 685	275	25 960
BRITISH AIRFERRIES	I	19	154	106	9 156	9 262	211	11 060	11 271	...	11 271	68	4 291	4 359
VIRGIN ATLANTIC	I	8	2 329	4 185	84	4 269	36 472	705	37 177	...	37 177	28 851	563	29 414
AURIGNY	I	10	121	24 352	335	24 687	7 322	319	7 641	...	7 641	1 489	92	1 581
CHANNEL EXPRESS	D	10	136	975	8 122	9 097	643	9 987	10 630	...	10 630	144	3 313	3 457
ISLES OF SCILLY	D	5	12	5 439	...	5 439	2 143	...	2 143	...	2 143	448	...	448
EUROAIR TRANSPORT	D	5	...	...	...	...	...	...	...	...	...	...	...	...
U R TANZANIA														
AIR TANZANIA	I	8	959	7 077 M	150 M	7 227	8 106 M	282 M	8 388	136 M	8 524	3 356 M	147 M	3 503
UNTD STATES														
AMERICAN	I	672	91 185	931 098	444	931 542	1921 973	824	1922 797	6 260	1929 057	390 236	593	390 829
USAIR	I	502	45 692	916 371	3 591	919 962	1194 056	8 374	1202 430	4 009	1206 439	760 711	5 009	765 720
AMERICAN TRANSAIR	I	23	2 359	3 540	16 552	20 092	8 681	48 470	57 151	1 169	58 320	6 655	37 654	44 309
AMERICA WEST	I	86	12 026	204 207	945	205 152	312 939	2 188	315 127	1 332	316 459	206 620	1 632	208 252
ALASKA	I	74	6 729	116 117	1 098	117 215	179 514	1 908	181 422	1 226	182 648	121 063	1 315	122 378
MARKAIR	D	12	962	23 181	1 601	24 782	32 196	2 421	34 617	94	34 711	20 814	1 404	22 218
CONTINENTAL	I	325	34 975	481 065	3 493	484 558	943 246	6 646	949 892	2 253	952 145	659 060	4 648	663 708
DELTA	I	554	79 157	10 058	1 056	11 114	1694 290	1 534	1695 824	5 771	1701 595	196 034	1 069	197 103
FEDERAL EXPRESS	I	496	84 161	262 198	2 877	265 075	375 425	11 829	387 254	7 686	394 940	221 943	9 677	231 620
TOWER AIR	I	5	763	1 712	971	2 683	9 399	4 915	14 314	3 921	18 235	7 782	4 063	11 845
HAWAIIAN AIRLINES	I	30	2 840	67 122	1 451	68 573	51 229	3 200	54 429	1 556	55 985	33 459	2 388	35 847
MID-WEST EXPRESS	D	14	1 001	21 855	446	22 301	36 691	785	37 476	90	37 566	24 581	514	25 095
NORTHWEST	I	373	44 695	536 707	717	537 424	1050 545	3 134	1053 679	3 457	1057 136	748 503	2 536	751 039
HORIZON AIR	I	56	2 152	195 796	- M	195 796	128 345	- M	128 345	2 023 M	130 368	50 533	- M	50 533
USAIR SHUTTLE	I	19	837	21 446	898	22 344	16 363	1 865	18 228	426	18 654	7 315	1 309	8 624
ALOHA	D	23	2 015	79 022	172	79 194	35 024	219	35 243	437	35 680	16 571	153	16 724
TWA	I	172	27 830	272 504	1 729	274 233	519 309	4 183	523 492	2 252	525 744	363 791	3 098	366 889
UNITED	I	539	78 566	720 592	910	721 502	1531 789	2 800	1534 589	4 631	1539 220	116 724	2 114	118 838
UNITED PARCEL	I	153	2 855	4 450	75 803	80 253	23 815	32 022	55 837	...	55 837	16 533	95 595	112 128
WESTAIR	D	52	1 237	...	...	...	...	...	...	...	...	...	...	...
SOUTHWEST	D	141	10 975	438 190	893	439 083	422 512	2 717	425 229	1 729	426 958	266 317	1 863	268 180
AIR WISCONSIN	D	38	1 556	101 675	...	101 675	68 180	...	68 180	1 442	69 622	27 133	...	27 133
VENEZUELA														
LAV	I	16	2 253	40 821	650	41 471	45 189	827	46 016	214 M	46 230	19 182	360	19 542

SCHEDULED AIRLINE FLEET, PERSONNEL AND UTILIZATION TOTALS FOR 1992 D /

COUNTRY/AIRLINE	TYPE OF AIR-LINE A /	NUMBER AT THE END OF YEAR: ACFT	NUMBER AT THE END OF YEAR: PERS	NUMBER OF AIRCRAFT DEPARTURES: REVENUE: SCHED	NUMBER OF AIRCRAFT DEPARTURES: REVENUE: NON-SCH	NUMBER OF AIRCRAFT DEPARTURES: REVENUE: 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
VENEZUELA														
VIASA	I	12	2 989	4 100	17	4 117	32 649	76	32 725	157	32 882	22 984	44	23 028
YAOUNDE TR S C/														
AIR AFRIQUE	I	12	4 210	5 000	52	5 052	31 640	363	32 003	...	32 003	21 444	266	21 710

NOTES : A / I - International ; D - Domestic

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

C / Yaounde Treaty States - 11 African states signatories to the Yaoundé Treaty : Benin, Burkina Faso, Central African Republic, Chad, Congo, Côte d'Ivoire, Mali, Mauritania, Niger, Senegal and Togo.

D / 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 StatisticsProgramme whereas the corresponding data in Parts B and C are derived from the ICAO Fleet and Personnel Progamme. In some instances, therefore, discrepancies may be found between the two sets of data.

TABLE A-2

NON-SCHEDULED OPERATORS FLEET, PERSONNEL AND UTILIZATION TOTALS FOR 1992.

COUNTRY/OPERATOR	TYPE OF OPERATOR a/	AIRCRAFT	PERSONNEL	REVENUE	
		Number at the end of the year		Hours Flown (Number)	Kilometres Flown (000)
AUSTRIA					
AUSTRIAN AIR TRANSPORT	I	...	..	13 616	8 125
CôTE D'IVOIRE					
AIR INTERIVOIRE	I	6	18	2 311	400
AIR TRANSIVOIRE	I	-	2	116	20
DOMINICAN REPUBLIC					
AEROCHAGO	I	3	67	1 984	663
EL SALVADOR					
TAES	I	13	...	5 040	3 014
ESTONIA					
AVIES	I	2	60	280	89
FRANCE					
AIR CHARTER INT'L	I	6	..	66 933	21 401
CORSE AIR INT'L	I	6	613	17 931	13 495
GERMANY					
AERO-LLOYD	I	20	886	44 002	37 491
CONDOR	I	29	2 025	109 817	74 471
GERMAN CARGO	I	10	670	16 514	12 230
GERMANIA	I	10	317	28 974	20 215
HAPAG-LLOYD	I	22	1 372	74 612	86 085
LTU	I	24	2 467	77 140	64 230
LUFTHANSA CITYLINE	I	26	865	239	69
WDL FLUGDIENST	I	7	41	1 488	484
GHANA					
CARGO D'OR	I	2	35	450	223
RACE CARGO AIRLINES	I	1	34	3 050	1 308
INDIA					
AIR INDIA CHARTERS	I	...	42	32	33
ITALY					
EUROFLY	I	3	48	5 553	4 109
TEA ITALIA	I	3	103	5 625	3 580
MALTA					
MEDITERRANEAN AVIATION	D	4	...	3 083	499

NON-SCHEDULED OPERATORS FLEET, PERSONNEL AND UTILIZATION TOTALS FOR 1992.

COUNTRY/OPERATOR	TYPE OF OPERATOR a/	AIRCRAFT	PERSONNEL	REVENUE	
		Number at the end of the year		Hours Flown (Number)	Kilometres Flown (000)
SPAIN					
AIR EUROPA	I	11	641	43 624	28 536
AIR TRUCK	I	4	36	2 374	1 497
ALFAJET INTERNATIONAL	I	3	22	...	...
DRENAIR	I	6	50	2 468	880
HISPANO IRLANDESA	I	6	258	19 953	14 154
LTE INTERNATIONAL	I	5	311	16 382	11 810
OASIS INT. AIRLINES	I	4	229	20 334	16 190
PAN AIR	I	3	105	1601	281
SPANAIR	I	11	645	36 712	28 253
SWIFTAIR	I	4	50	...	...
SRI LANKA					
AIR TAXIS LTD.	D	2	6	...	...
CDE AVIATION	D	5	15	...	...
JOHN KEELS AVIATION	D	1	...	...	...
SKY CABS	D	2	8	...	...
SWITZERLAND					
AERO JET	I	1	20	894	487
BALAIR	I	8	380	20 673	15 397
CLASSIC AIR	I	2	34	476	150
CTA	I	5	132	11 972	7 614
TEA BASEL	I	4	78	10 263	8 313
UNITED KINGDOM					
AIR 2000	I	15	1 002	67 775	47 263
AIR FOYLE	I	5	85	7 004	3 270
AIR UK LEISURE	I	7	255	22 667	14 815
AIRTOURS INTERNATIONAL	I	8	461	36 119	23 786
ARAVCO	I	3	...	237	124
BOND HELICOPTERS	I	45	657	33 817	8 881
BRISTOW HELICOPTERS	I	59	1 643	49 408	10 680
CALEDONIAN AIRWAYS	I	11	446	32 902	23 409
CELTIC INT. LTD	I	4	...	...	...
HEAVYLIFT CARGO	I	4	138	4 486	2 358
INDEPENDENT AIRWAYS	I	1	...	39	12
INTER EUROPEAN AIRWAYS	I	6	351	28 957	19 695
JANES AVIATION	I	9	53	2 318	630
TITAN AIRWAYS	I	6	25	913	274
UNITED STATES					
EMERY WORLDWIDE	I	59	864	51 636	31 664
EVERGREEN	I	36	729	16 681	9 757
SOUTHERN AIR TRANSPORT	I	19	517	25 874	10 378
WORLD	I	7	595	7 478	5 459

NOTES: a/ I = International D = Domestic

SCHEDULED AIRLINE TRAFFIC COEFFICIENTS FOR 1992 D /

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 %
AUSTRIA	AUA	I	528	133	76	57	7 178	1 488	150	8 817	17 622	50
	TYROLEAN AIRWAYS	I	350	42	19	45	1 683	67	12	1 761	4 840	36
BOLIVIA	LAB	I	591	152	94	62	8 732	594	69	9 395	14 917	63
BRAZIL	BRASIL-CENTRAL	D	262	20	8	40	619	30	151	801	2 184	37
	TRANSBRASIL	I	699	162	77	48	6 947	2 212	611	9 769	23 546	41
	VARIG	I	666	207	127	61	12 275	6 923	209	19 406	36 837	53
	CRUZEIRO	I	560	137	82	60	6 898	1 112	5	8 015	17 219	47
	TAM	D	373	74	28	38	2 095	99	271	2 464	8 005	31
	VASP	I	553	132	64	48	5 405	1 578	383	7 367	16 255	45
	NORDESTE	D	298	18	6	33	371	10	-	380	1 448	26
	RIO-SUL	D	417	32	14	44	1 138	57	177	1 373	2 929	47
	TABA	D	323	27	11	41	928	74	121	1 123	3 074	37
CANADA	AIR CANADA	I	627	155	102	66	9 272	3 309	365	12 946	23 908	54
	CANADIAN	I	650	174	114	66	10 375	3 206	231	13 812	25 149	55
CHILE	LAN CHILE	I	678	118	73	62	6 600	8 228	108	14 937	25 973	58
	LADECO	I	662	99	57	58	5 162	4 504	12	9 678	19 202	50
COLOMBIA	ARCA	I	912	...	...	...	...	25 897	-	25 897	29 072	89
	SAM	I	552	131	84	64	7 138	1 235	60	8 433	13 922	61
	INTERCONTINENTAL COL	D	456	86	57	66	4 557	223	10	4 790	9 229	52
COSTA RICA	LACSA	I	628	150	91	61	9 746	2 760	54	12 561	17 085	74
CôTE D'IVOIRE	AIR IVOIRE	I	440	84	50	60	4 544	32	-	4 575	7 501	61
CZECHOSLOVAK	CSA	I	718	136	81	60	7 331	997	30	8 358	16 058	52
ECUADOR	ECUATORIANA	I	715	199	104	52	10 289	5 663	89	16 041	28 773	56
EGYPT	EGYPTAIR	I	585	223	144	65	13 047	2 482	91	15 619	31 815	49
ESTONIA	ESTONIAN AIR	I	554	66	29	44	2 614	43	23	2 680	6 867	39
FINLAND	FINNAIR	I	586	154	84	55	7 466	2 125	186	9 778	20 615	47
	KAR AIR	D	329	66	30	45	2 197	53	12	2 262	5 826	39
	FINNAVIATION	D	337	31	16	52	1 277	23	6	1 305	3 081	42
FRANCE	AOM-MINERVE S.A.	I	750	276	190	69	18 068	3 674	-	21 742	24 851	87
	BRITT AIR	I	406	40	22	55	1 979	2	-	1 982	3 588	55
	TAT/TAT EXPORT	I	395	58	29	50	2 566	-	-	2 566	5 789	44
	AIR INTER	I	771	201	130	65	11 181	543	107	11 831	20 399	58
	AIR LITTORAL	I	354	46	40	87	3 573	721	-	4 294	6 058	71
GERMANY	LUFTHANSA	I	544	171	107	63	10 309	9 429	363	20 102	30 969	65
GREECE	OLYMPIC	I	513	208	126	61	11 383	1 858	164	13 406	28 995	46
GUINEA	AIR GUINEE	I	805	144	38	26	3 443	784	2	4 230	19 246	22
HONDURAS	SAHSA	I	578	127	59	46	7 195	539	48	7 782	16 573	47
INDIA	AIR INDIA	I	679	281	180	64	16 593	7 008	213	23 814	40 960	58
	INDIAN AIRLINES	I	532	177	130	73	10 624	1 444	307	12 375	17 506	71
INDONESIA	MERPATI NUSANTARA	I	424	7	41	86	3 795	755	100	4 649	6 524	71
	SEMPATI	I	466	88	56	64	4 624	266	3	4 893	8 490	58
ISRAEL	EL AL	I	704	225	163	72	14 648	16 730	123	31 502	43 515	72
ITALY	ATI	I	465	147	97	66	8 434	164	24	8 622	15 073	57
	MERIDIANA	I	450	130	68	52	6 106	132	3	6 241	14 154	44
JAPAN	JAPAN ASIA AIRWAYS	I	654	333	235	71	21 935	11 481	334	33 751	46 538	73
	JAPAN AIR SYSTEM	I	466	192	131	68	9 176	1 263	420	10 860	21 449	51
	JAL	I	711	308	214	69	19 030	12 541	765	32 336	50 381	64
	NIPPON CARGO	I	804	...	...	...	...	56 489	1 064	57 552	101 215	57
	ALL NIPPON AIRWAYS	I	621	327	222	68	17 560	3 639	488	21 688	40 294	54
	AIR NIPPON	D	391	92	64	70	4 784	187	77	5 048	8 548	59
KENYA	KENYA AIRWAYS	I	572	161	92	57	8 403	3 538	126	12 067	22 445	54
KUWAIT	KUWAIT AIRWAYS	I	650	203	123	61	11 294	7 297	167	18 758	35 839	52

SCHEDULED AIRLINE TRAFFIC COEFFICIENTS FOR 1992 D /

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 %
LITHUANIA	LIETUVA	I	484	30	13	43	1 138	16	-	1 154	2 699	43
	LITHUANIAN AIRLINES	I	629	100	66	66	5 966	375	20	6 362	11 685	54
MADAGASCAR	AIR MADAGASCAR	I	410	115	69	60	6 018	4 370	125	10 513	23 359	45
MEXICO	AEROMEXICO	I	630	155	88	57	7 682	693	48	8 423	18 561	45
	MEXICANA	I	635	170	95	56	8 060	852	43	8 954	18 883	47
NEW ZEALAND	AIR NEW ZEALAND	I	908	188	127	68	12 036	4 290	87	16 413	25 202	65
PAKISTAN	PIA	I	523	227	148	65	13 578	5 861	138	19 578	34 131	57
PERU	FAUCETT	I	607	177	90	51	8 056	1 457	-	9 513	19 438	49
PHILIPPINES	PAL	I	564	260	190	73	18 689	4 629	289	23 606	37 356	63
POLAND	LOT	I	655	150	93	62	8 032	1 385	71	9 488	20 212	47
PORTUGAL	SATA	D	257	53	35	66	3 145	216	79	3 440	5 249	66
	TAP AIR PORTUGAL	I	646	172	118	69	10 631	2 564	215	13 411	22 690	59
ROMANIA	TAROM	I	705	130	82	63	6 599	443	-	7 042	17 620	40
SCANDINAVIA	B / SAS	I	537	133	84	63	7 580	2 080	262	9 922	16 940	59
SEYCHELLES	AIR SEYCHELLES	I	472	185	105	57	10 001	3 591	157	13 750	30 378	45
SINGAPORE	SIA	I	782	328	234	71	22 446	13 785	338	36 568	54 197	67
SPAIN	AVIACO	I	461	120	76	63	6 501	240	45	6 786	14 024	48
	BINTER MEDIT.	D	296	44	27	61	2 036	118	23	2 177	4 082	53
	BINTER CANARIAS	D	272	66	48	73	3 900	209	19	4 127	8 129	51
	IBERIA	I	619	185	122	66	11 006	2 947	184	14 136	25 333	56
	VIVA AIR	I	610	142	81	57	7 330	135	28	7 492	13 691	55
SRI LANKA	AIR LANKA	I	803	250	169	68	15 250	4 535	221	20 005	32 038	62
SWEDEN	LINJEFLYG	D	571	94	51	54	4 285	130	2	4 416	10 763	41
SWITZERLAND	CROSSAIR	I	356	40	20	50	1 608	14	-	1 623	4 303	38
SYRIAN ARAB	SYRIAN ARAB	I	538	191	113	59	10 288	1 462	-	11 749	22 953	51
THAILAND	THAI AIRWAYS	I	657	286	178	62	16 106	8 081	380	24 566	39 352	62
TUNISIA	TUNIS AIR	I	570	174	109	63	9 806	1 054	58	10 918	17 691	62
UNTD ARAB EM	EMIRATES AIRLINES	I	711	196	129	66	13 109	5 816	162	19 086	32 839	58
UNTD KINGDOM	AIR ATLANT./CORBIERE	I	344	14	6	43	463	-	-	463	1 652	28
	HUNTING CARGO AIRL.	I	416	...	...	...	-	8 534	-	8 534	17 615	48
HONG KONG UK	AHK AIR HONG KONG	I	796	...	...	...	...	59 297	5	59 302	85 774	69
UNTD KINGDOM	BRITISH AIRWAYS	I	633	259	184	71	17 509	5 991	401	23 901	36 005	66
	BRITISH MIDLAND	I	386	115	62	54	4 799	94	75	4 969	11 873	42
	BIRMINGHAM EUROPEA	I	436	65	32	49	2 371	87	2	2 461	4 974	49
	BRYMON AIRWAYS	I	299	44	22	50	1 828	4	-	1 832	4 405	42
	BRITISH INTL HELICOP	D	180	24	18	75	1 521	42	-	1 563	2 017	77
	BRITANNIA	I	565	142	120	85	10 182	156	-	10 338	12 070	86
HONG KONG UK	CATHAY PACIFIC	I	712	322	234	73	22 312	14 083	572	36 967	54 933	67
UNTD KINGDOM	DAN-AIR SERVICES	I	474	121	65	54	5 319	171	7	5 496	10 014	55
HONG KONG UK	DRAGONAIR	I	665	171	142	83	12 740	851	-	13 591	17 806	76
UNTD KINGDOM	GILL AVIATION	I	273	32	15	47	1 164	-	-	1 164	3 175	37
	BUSINESS AIR	I	345	34	12	35	1 013	1	-	1 014	3 264	31
GIBRALTAR UK	GB AIRWAYS	I	601	110	74	67	6 559	326	102	6 986	13 294	53
UNTD KINGDOM	JERSEY EUROPEAN	I	273	47	25	53	1 864	17	1	1 882	4 394	43
	LOGANAIR	I	265	35	19	54	1 676	24	-	1 700	3 182	53
	LOVE AIR	I	192	7	4	57	265	-	-	265	1 000	27
	MANX AIRLINES EUROP	I	351	19	11	58	895	-	-	895	3 411	26
	MANX AIRLINES	I	334	60	38	63	3 082	57	-	3 139	5 356	59
	MONARCH AIRLINES	I	670	180	149	83	12 530	280	-	12 810	16 186	79
	SUCKLING AIRWAYS	I	276	17	8	47	550	-	-	550	1 203	46
	AIR UK	I	354	77	38	49	3 223	65	23	3 311	7 749	43
	BRITISH AIRFERRIES	I	322	-	-	-	-	3 412	-	3 412	6 735	51

SCHEDULED AIRLINE TRAFFIC COEFFICIENTS FOR 1992 D /

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 (CONT'D)	VIRGIN ATLANTIC	I	791	377	290	77	26 409	9 345	-	35 754	63 845	56
	AURIGNY	I	203	18	11	61	889	42	8	940	1 524	62
	CHANNEL EXPRESS	D	224	...	...	...	...	3 896	-	3 896	6 021	65
	ISLES OF SCILLY	D	209	8	6	75	482	-	-	482	801	60
U R TANZANIA	AIR TANZANIA	I	420	88	49	56	4 444	592	54	5 090	10 708	48
UNTD STATES	AMERICAN	I	723	177	112	63	10 198	1 228	389	11 815	21 784	54
	USAIR	I	637	126	74	59	6 736	273	265	7 274	14 754	49
	AMERICAN TRANSAIR	I	767	246	179	73	16 272	-	-	16 272	22 345	73
	AMERICA WEST	I	660	148	91	61	8 236	357	330	8 922	16 814	53
	ALASKA	I	674	126	73	58	6 606	596	349	7 551	15 732	48
	MARKAIR	D	646	96	37	39	3 339	563	819	4 721	15 289	31
	CONTINENTAL	I	699	166	105	63	9 541	1 211	337	11 090	21 721	51
	DELTA	I	706	177	108	61	9 827	1 001	475	11 302	21 902	52
	FEDERAL EXPRESS	I	591	-	-	-	-	26 005	467	26 473	42 788	62
	TOWER AIR	I	828	437	332	76	30 118	3 624	61	33 803	61 708	55
	HAWAIIAN AIRLINES	I	653	225	160	71	14 484	675	236	15 395	25 855	60
	MID-WEST EXPRESS	D	670	78	43	55	3 929	283	323	4 535	8 822	51
	NORTHWEST	I	712	192	125	65	11 364	3 599	510	15 473	27 894	55
	HORIZON AIR	I	394	29	15	52	1 402	37	18	1 457	3 060	48
	USAIR SHUTTLE	I	447	152	70	46	6 365	3	7	6 375	16 071	40
	ALOHA	D	473	106	61	58	5 529	727	124	6 381	12 103	53
	TWA	I	701	197	128	65	11 591	1 469	549	13 610	23 843	57
	UNITED	I	729	198	133	67	12 092	1 728	530	14 350	25 100	57
	UNITED PARCEL	I	694	...	...	...	...	31 502	-	31 502	61 075	52
	SOUTHWEST	D	630	129	83	64	7 559	101	84	7 744	15 235	51
	AIR WISCONSIN	D	398	71	34	48	3 130	12	35	3 178	7 096	45
VENEZUELA	LAV	I	424	133	65	49	5 255	129	12	5 397	11 229	48
	VIASA	I	704	263	139	53	12 798	6 719	59	19 576	34 229	57
YAOUNDE TR S C /	AIR AFRIQUE	I	678	169	103	61	9 272	7 772	332	17 376	33 534	52

NOTES : A / I - International ; D - Domestic

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

C / Yaoundé Treaty States - 11 African States signatories to the Yaoundé Treaty : Benin , Burkina Faso, Central African Republic, Chad, Congo, Côte d'Ivoire, Mali, Mauritania, Niger, Senegal and Togo.

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

NON-SCHEDULED OPERATORS TRAFFIC COEFFICIENTS FOR 1992

UTILIZATION PER AIRCRAFT - REVENUE

COUNTRY/OPERATOR	TYPE OF OPERATOR a/	Distance per hour Flown Kmh	Number of seats available	Number of Passenger Carried	Passenger Load Factor %	Total Load Carried Kgs	Load Capacity Available Kgs	Weight Load Factor %
AUSTRIA								
AUSTRIAN AIR TRANSPORT	I	597	132	104	79	8 971	16 655	54
CôTE D'IVOIRE								
AIR INTERIVOIRE	I	173	20	5	26	450	1 250	36
AIR TRANSIVOIRE	D	172	25	6	24	500	750	67
DOMINICAN REPUBLIC								
AEROCHAGO	I	334	..	..	..	14 008	56 821	25
EL SALVADOR								
TAES	I	598	3	2	58	161	279	58
ESTONIA								
AVIES	I	318	8	2	26	191	753	25
FRANCE								
AIR CHARTER INT'L	I	320	198	146	74	13 139	17 846	74
CORSE AIR	I	753	354	302	85	31 298	38 699	81
GERMANY								
AERO-LLOYD	I	852	157	124	79	11 205	14 134	79
CONDOR	I	678	218	167	77	15 049	19 636	77
GERMAN CARGO	I	741	..	..	..	32 639	46 435	70
GERMANIA	I	698	160	105	66	9 481	14 430	66
HAPAG-LLOYD	I	1 154	117	97	83	8 749	10 522	83
LTU	I	833	283	218	77	19 635	26 510	74
LUFTHANSA CITYLINE	I	289	66	50	76	4 493	5 913	76
WDL FLUGDIENST	I	325	..	..	..	1 921	6 004	32
GHANA								
CARGO D'OR	I	496	..	..	..	49 363	80 045	62
RACE CARGO AIRLINES	I	429	..	..	..	21 437	31 009	69
INDIA								
AIR INDIA CHARTERS	I	1 031	262	168	64	15 273	35 879	43
ITALY								
EUROFLY	I	740	129	73	57	6 598	11 614	57
TEA ITALIA	I	636	148	102	69	8 507	14 595	58
MALTA								
MEDITERRANEAN AVIATION	D	162	25	14	57	1 377	2 707	51

TABLE A-4 (CONT ' D)

NON-SCHEDULED OPERATORS TRAFFIC COEFFICIENTS FOR 1992

UTILIZATION PER AIRCRAFT - REVENUE

COUNTRY/OPERATOR	TYPE OF OPERATOR a/	Distance per hour Flown Kmh	Number of seats available	Number of Passenger Carried	Passenger Load Factor %	Total Load Carried Kgs	Load Capacity Available Kgs	Weight Load Factor %
SPAIN								
AIR EUROPA	I	654	174	131	75	11 310	18 776	60
AIR TRUCK	I	631	..	..	..	1 253	1 655	76
DRENAIR	I	357	..	..	..	24 983	53 140	47
HISPANO IRLANDESA	I	709	170	133	78	11 933	15 304	78
LTE INTERNATIONAL	I	721	205	159	78	15 093	20 000	75
OASIS INT. AIRLINES	I	796	176	125	71	10 433	14 558	72
SPANAIR	I	770	217	156	72	12 890	18 725	69
SWITZERLAND								
AERO JET	I	545	143	90	63	8 860	14 045	63
BALAIR	I	745	198	163	82	14 854	22 659	66
CLASSIC AIR	I	315	54	39	72	3 547	4 893	72
CTA	I	636	125	89	71	7 997	10 625	75
TEA BASEL	I	810	149	63	42	5 658	13 410	42
UNITED KINGDOM								
AIR 2000	I	697	225	200	89	17 205	19 378	89
AIR FOYLE	I	467	..	..	..	14 310	22 979	62
AIR UK LEISURE	I	654	172	146	85	12 434	16 318	76
AIRTOURS INTERNATIONAL	I	659	167	158	94	13 399	16 699	80
ARAVCO	I	523	..	..	..	492	1 000	49
BOND HELICOPTERS	I	263	14	7	48	576	1 047	55
BRISTOW HELICOPTERS	I	216	17	11	65	1 080	1 618	67
CALEDONIAN AIRWAYS	I	711	30	270	908	22 987	27 814	83
HEAVYLIFT CARGO	I	471	..	..	..	21 654	41 489	52
INDEPENDENT AIRWAYS	I	526	..	..	..	31 969	60 523	53
INTER EUROPEAN AIRWAYS	I	680	190	164	86	12 291	16 964	72
JANES AVIATION	I	272	..	..	..	2 265	5 259	43
TITAN AIRWAYS	I	300	..	..	..	839	2 850	29
UNITED STATES								
EMERY WORLWIDE	I	613	..	..	..	23 729	34 248	69
EVERGREEN	I	585	7	5	69	14 999	34 113	44
SOUTHERN AIR TRANSPORT	I	401	..	..	..	12 246	21 120	58
WORLD	I	730	325	216	67	21 433	68 060	31

NOTES: a/ I = International D = Domestic

PART B

STATISTICS BY TYPES OF AIRCRAFT

1992

PARTIE B

STATISTIQUES PAR TYPE D'AÉRONEF

1992

PARTE B

ESTADÍSTICAS POR TIPO DE AERONAVE

1992

ЧАСТЬ

СТАИСТИЧЕСКИЕ ДАНЫЕ ПО ТИПАМ ВОЗДУШНЫХ ОУПОВ

1992

STATISTICS BY AIRCRAFT TYPE - 1992

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	Acquire	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
BAC ONE ELEVEN														
ALL SERIES														
PAL	PAS	2	–	2	–	109	42.0	276	276	–	59	58	1	.2
TAROM	PAS	16	–	3	13	104	47.0	3 928	•••	•••	16 509	•••	•••	4.3 Y
TAROM	FRT	1	–	–	1	FRT	47.0	30	•••	30	121	•••	121	1.5
BRITISH AIRWAYS	PAS	30	–	19	11	94– 99	42.3	19 153	18 916	237	42 526	41 585	941	5.2
DAN-AIR SERVICES	PAS	11	–	–	11	119	45.2	8 639	7 423	1 216	21 445	16 282	5 163	7.1
BRITISH AIRFERRIES	FRT	2	–	–	2	FRT	35.0	79	–	79	644	–	644	.9
BRITISH AIRFERRIES	FRT	1	–	–	1	FRT	44.0	30	–	30	156	–	156	.4
BRITISH AIRFERRIES	FRT	–	2	–	2	FRT	47.0	18	–	18	42	–	42	.9
TOTAL SCHED. INTERNATIONAL		63	2	24	41			32 153	26 615 M	1 610 M	81 502	57 925 M	7 068 M	4.9
BAC ONE ELEVEN														
SERIES UNKNOWN														
LADECO	PAS	4	–	–	4	74	35.0	•••	•••	•••	•••	•••	•••	•••
BIRMINGHAM EUROPEAN	PAS	4	–	–	4	•••	39.9	4 656	4 615	41	9 491	9 370	121	6.5
TOTAL SCHED. INTERNATIONAL		8	–	–	8			4 656 M	4 615 M	41 M	9 491 M	9 370 M	121 M	6.5
TOTAL ALL OPERATIONS		71	2	24	49			36 809 M	31 230 M	1 651 M	90 993 M	67 295 M	7 189 M	5.1
BAE-146														
ALL SERIES														
LAN CHILE	PAS	2	–	–	2	84	40.6	4 950	4 950	–	5 918	5 918	–	8.2
EUROWINGS	CON	1	–	–	1	15	42.2	810	810	–	1 273	1 273	–	3.5
MERIDIANA	PAS	3	–	–	3	79	39.0	5 120	5 064	48	8 475	8 409	56	8.3
CROSSAIR	PAS	4	–	–	4	82	36.7	8 695	7 790	905	7 305	5 449	1 856	5.0
THAI AIRWAYS LI	PAS	6	–	1	5	46–108	38.1- 43.1	250	250	–	202	202	–	2.2
DAN-AIR SERVICES	PAS	4	2	2	4	88–110	34.5- 43.0	3 135	3 074	61	15 879	11 816	4 063	14.2
LOGANAIR	PAS	1	–	1	–	•••	•••	27	15	12	84	12	72	.9
MANX AIRLINES	PAS	1	–	1	–	85	34.4	1 747	1 706	41	1 481	1 332	149	4.4
AIR UK	PAS	13	–	3	10	100–110	42.1- 43.0	19 592	19 497	95	27 960	27 459	501	7.4
BRITISH AIRFERRIES	FRT	1	1	1	1	FRT	43.0	177	–	177	1 315	–	1 315	3.2
USAIR	OTH	18	–	–	18	81	40.6	–	–	–	–	–	–	–
TOTAL SCHED. INTERNATIONAL		54	3	9	48			44 503	43 156	1 339	69 892	61 870	8 012	7.4
ANSETT AIR FREIGHT	FRT	2	–	–	2	FRT	•••	•••	•••	•••	3 284	3 284	–	•••
WESTAIR	PAS	5	–	2	3	90	40.6	8 898	8 688	•••	9 258	•••	•••	6.8 Y
AIR WISCONSIN	PAS	10	2	–	12	64–100	22.1- 40.6	33 377	33 202	–	22 806	•••	•••	5.3 Y
TOTAL SCHED. DOMESTIC		17	2	2	17			42 275 M	41 890 M	•••	35 348	3 284 M	•••	5.7
PAN AIR, S.A.	FRT	3	–	–	3	FRT	42.4- 44.5	3 917	••	3 917	6 089	••	6 089	5.7
AIR FOYLE	FRT	6	2	3	5	FRT	33.6- 34.9	2 404	••	2 404	6 550	••	6 550	2.7
TOTAL NON-SCHED. INTERNAT'L.		9	2	3	8			6 321	••	6 321	12 639	••	12 639	•••
TOTAL ALL OPERATIONS		80	7	14	73			93 099 M	85 046 M	7 660	117 879	65 154 M	20 651	6.8
BOEING 707														
300 & 400 SERIES														
LAB	FRT	1	–	–	1	FRT	146.8	460	–	460	1 996	–	1 996	5.5
TRANSBRASIL	CON	3	–	1	2	FRT	151.0	1 468	726	742	3 602	1 094	2 508	•••
LAN CHILE	PAS	1	–	1	–	153	150.9	333	333	–	1 420	1 420	–	7.1

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Cate gory	At Be- ginning of Year	Ac- quire	Dis- posed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures Total	Scheduled Revenue	Non - Sched Revenue	Number of Hours Flown Total	Scheduled Revenue	Non - Sched Revenue	Average Daily Revenue Hours
BOEING 707														
300 & 400 SERIES (CONT'D)														
LAN CHILE	CON	1	–	–	1	FRT	150.9	379	379	–	2 250	2 250	–	7.7
LAN CHILE	FRT	2	–	–	2	FRT	150.9	828	828	–	4 760	4 760	–	7.2
ECUATORIANA	PAS	3	–	1	2	153	102.0	554	554	–	1 053	1 053	–	1.4
ECUATORIANA	CON	1	–	–	1	FRT	102.0	305	305	–	786	786	–	2.2
ECUATORIANA LI	CON	1	–	–	1	•••	•••	26	26	–	70	70	–	•••
EGYPTAIR	CON	3	–	–	3	168	152.4	1 005	483	517	2 386	673	1 693	2.2
EL AL	CON	1	–	–	1	181–200	152.0	376	233	143	1 594	845	749	4.4
PIA	PAS	3	–	1	2	162	150.4	2 310	2 276	–	4 738	4 675	–	5.9
PIA	FRT	2	–	–	2	FRT	148.3	839	751	69	4 152	3 847	261	5.6
TAROM	PAS	2	–	–	2	182	151.0	281	•••	•••	5 004	•••	•••	7.3 Y
TAROM	FRT	2	–	–	2	FRT	151.0	508	•••	508	3 688	•••	3 688	6.0
AHK AIR HONG KONG	FRT	2	1	2	1	FRT	151.0	828	384	444	2 543	1 171	1 372	4.3
TOTAL SCHED. INTERNATIONAL		28	1	6	23			10 500	7 278 M	2 883 M	40 042	22 644 M	12 267 M	4.9
CARGO DOR LTD.	FRT	1	–	–	1	FRT	150.0	65	••	65	390	••	390	7.5
RACE CARGO AIRLINES	FRT	1	–	–	1	FRT	150.0	218	••	•••	3 052	••	•••	11.1 Y
SOUTHERN AIR TRANSP.	FRT	4	–	4	–	FRT	150.4	115	••	115	1 033	••	1 015	2.6
TOTAL NON-SCHED. INTERNAT'L.		6	–	4	2			398	••	180 M	4 475	••	1 405 M	•••
BOEING 707														
SERIES UNKNOWN														
LAB LI	FRT	1	–	–	1	FRT	146.8	23	–	23	104	–	104	10.4
VASP LI	FRT	•••	Z	Z	•••	FRT	•••	526	423	103	1 086	879	207	•••
LAN CHILE	FRT	1	–	1	–	FRT	150.9	96	96	–	708	708	–	13.6
LADECO	UNK	3	–	3	–	•••	•••	•••	•••	•••	•••	•••	•••	•••
LACSA	FRT	1	–	1	–	FRT	•••	–	–	–	–	–	–	•••
EGYPTAIR LI	CON	3	–	–	3	168	152.0	1 962	1 580	377	3 574	2 936	617	3.2
KUWAIT AIRWAYS LI	UNK	2	–	–	2	•••	•••	•••	•••	•••	7 378	•••	•••	•••
PIA LI	FRT	•••	Z	Z	•••	FRT	•••	18	18	–	79	79	–	13.2
AIR AFRIQUE LI	FRT	–	1	–	1	FRT	•••	•••	•••	•••	5 378	5 378	–	•••
TOTAL SCHED. INTERNATIONAL		11 M	1 M	5 M	7 M			2 625 M	2 117 M	503 M	18 307 M	9 980 M	928 M	3.8
HEAVYLIFT CARGO	CON	1	–	–	1	14	151.0	24	••	24	1 061	••	1 061	2.9
TOTAL NON-SCHED. INTERNAT'L.		1	–	–	1			24	••	24	1 061	••	1 061	•••
TOTAL ALL OPERATIONS		46 M	2 M	15 M	33 M			13 547 M	9 395 M	3 590 M	63 885 M	32 624 M	15 661 M	4.7
BOEING 727														
100 & 200 SERIES														
LAB	PAS	3	–	–	3	122	74.1	5 974	5 620	354	6 195	5 491	704	6.6
LAB	PAS	3	–	–	3	164	88.6	5 206	4 968	238	8 813	8 178	635	9.0
VARIG	PAS	4	–	4	–	117	76.0	1 109	1 033	22	1 801	1 673	49	1.5
VARIG	FRT	5	–	–	5	FRT	76.0	3 768	1 325	2 360	6 651	2 823	3 731	3.6
VARIG LI	PAS	•••	Z	Z	•••	•••	76.0	1 228	1 228	–	1 716	1 716	–	•••
CRUZEIRO	PAS	5	–	5	–	117	76.0	2 390	2 343	•••	3 255	3 202	•••	2.7
CRUZEIRO LI	PAS	•••	Z	Z	•••	117	76.0	2 453	2 453	–	3 425	3 425	–	•••
CRUZEIRO LI	FRT	•••	Z	Z	•••	FRT	76.0	1 357	98	1 259	1 865	184	1 681	•••
AIR CANADA	PAS	18	–	17	1	136	89.3	16 641	14 404	1 974	34 730	30 642	3 661	8.8
LADECO	UNK	4	–	4	–	•••	•••	•••	•••	•••	•••	•••	•••	•••
SAM	PAS	6	–	–	6	131	•••	12 048	12 048	–	11 906	11 906	–	6.0 *
SAM	CON	2	–	1	1	79	•••	1 879	1 879	–	2 628	2 628	–	8.0
SAM	UNK	–	2	–	2	165	•••	2 762	2 762	–	3 259	3 259	–	4.9 *
LACSA	PAS	1	2	3	–	167	86.0	1 704	1 699	5	2 613	2 539	60	6.1

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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 727														
100 & 200 SERIES (CONT'D)														
ECUATORIANA LI	PAS	1	–	–	1	156	•••	82	82	–	117	117	–	•••
LUFTHANSA	PAS	7	–	7	–	136	77.0- 86.0	6 430	6 306	77	9 144	8 863	208	6.1
OLYMPIC	PAS	9	–	6	3	146–150	78.2- 86.4	3 801	3 123	648	6 108	4 458	1 598	2.6
KUWAIT AIRWAYS	UNK	3	–	–	3	135	•••	•••	•••	•••	4 860	•••	•••	•••
MEXICANA	PAS	44	–	3	41	150–168	86.1	75 635	75 145	•••	125 395	124 870	•••	•••
FAUCETT	PAS	1	1	1	1	173	•••	127	127	–	146	146	–	3.7
IBERIA	PAS	35	–	5	30	153–170	84.0	51 718	49 389	–	61 656	61 246	–	5.0
SYRIAN ARAB	PAS	3	–	–	3	147	86.0	3 623	3 441	182	6 663	6 134	514	6.1
TUNIS AIR	PAS	8	–	1	7	178	79.5	9 170	4 815	4 355	19 333	9 698	9 635	7.4
EMIRATES AIRLINES	PAS	3	–	–	3	135	89.0	3 771	3 771	–	9 491	9 491	–	•••
DAN-AIR SERVICES	PAS	8	1	2	7	159–187	93.9	2 356	126	2 230	12 548	286	12 262	6.4
AMERICAN	PAS	36	–	18	18	118	72.6	45 336	45 334	2	68 392	•••	•••	6.7 Y
AMERICAN	PAS	125	–	1	124	150	78.5	197 087	196 850	237	328 723	•••	•••	7.2 Y
USAIR	PAS	17	–	9	8	151	78.5	26 057	25 595	31	35 531	•••	•••	6.7 Y
USAIR	OTH	18	1	–	19	151	78.5	–	–	–	–	–	–	–
AMERICAN TRANSAIR	PAS	7	–	–	7	129	72.6	6 853	1 428	5 421	11 661	•••	•••	•••
ALASKA	P/F	1	1	–	2	104–119	72.6	2 346	2 343	3	3 146	•••	•••	4.6 Y
ALASKA	P/F	23	–	8	15	136	78.5	30 957	30 771	186	51 443	•••	•••	7.0 Y
ALASKA	OTH	3	–	1	2	104–119	72.6	–	–	–	–	–	–	–
CONTINENTAL	PAS	96	–	9	87	131–164	78.5	117 080	114 557	2 523	213 815	•••	•••	7.1 Y
CONTINENTAL	P/F	10	–	7	3	78–117	72.6	3 613	3 609	4	6 251	•••	•••	5.7 Y
DELTA	PAS	••• B	–	–	••• B	138–163	78.5	••• B	••• B	••• B	••• B	•••	•••	••• B
DELTA	PAS	153 C	–	–	153 C	138–163	78.5	285 696 C	285 096 C	600 C	414 162 C	•••	•••	7.4 Y
FEDERAL EXPRESS	FRT	87	–	7	80	FRT	74.6	48 552	48 550	2	61 809	•••	•••	2.2 Y
FEDERAL EXPRESS	FRT	59	20	–	79	FRT	78.5	47 057	47 057	–	77 102	•••	•••	3.5 Y
NORTHWEST	PAS	6	–	6	–	118	72.6	55	55	–	103	•••	•••	.2 Y
NORTHWEST	PAS	62	6	–	68	146	78.5	98 670	98 622	48	185 550	•••	•••	7.8 Y
USAIR SHUTTLE	PAS	6	–	2	4	119	72.6	1 430	1 409	20	1 525	•••	•••	1.5 Y
USAIR SHUTTLE	PAS	15	–	–	15	157–165	78.5	20 938	20 037	878	17 131	•••	•••	3.1 Y
TWA	PAS	8	–	–	8	115	72.6	5 331	5 205	126	7 881	•••	•••	5.8 Y
TWA	PAS	55	–	5	50	146	78.5	81 292	80 694	598	131 821	•••	•••	7.1 Y
UNITED	PAS	12	–	9	3	108	72.6	8 069	8 063	6	10 163	•••	•••	4.1 Y
UNITED	PAS	103	–	2	101	147	78.5	162 939	162 797	142	246 991	•••	•••	6.7 Y
UNITED	OTH	7	–	6	1	108	72.6	–	–	–	–	–	–	–
UNITED	OTH	1	–	1	–	147	79.0	–	–	–	–	–	–	–
UNITED PARCEL	FRT	38	2	–	40	FRT	76.6	14 524	4 128	10 396	16 558	•••	•••	•••
UNITED PARCEL	FRT	8	–	–	8	FRT	78.5	4 150	974	3 176	4 040	•••	•••	•••
UNITED PARCEL	OTH	1	3	–	4	FRT	76.6	–	–	–	–	–	–	–
VIASA	PAS	–	5	–	5	141	•••	1 031	1 012	19	3 370	2 294	76	•••
TOTAL SCHED. INTERNATIONAL		1130 M	44 M	150 M	1024 M			1424 295 M	1382 371 M	38 122 M	2241 486 M	305 269 M	34 814 M	6.2
TAME	UNK	3	–	–	3	123–126	•••	4 654	4 607	47	2 708	2 680	28	•••
TAME	UNK	3	–	–	3	135–170	•••	2 689	1 140	1 549	2 005	1 550	385	•••
TOTAL SCHED. DOMESTIC		6	–	–	6			7 343	5 747	1 596	4 713	4 230	413	•••
AIR CHARTER INT.	PAS	4	1	3	2	184	88.4	1 598	••	1 598	4 335	••	3 805	•••
HAPAG-LLOYD	PAS	1	–	1	–	•••	•••	•••	••	•••	•••	••	•••	•••
EVERGREEN	P/F	10	–	–	10	118	76.6	2 922	••	2 922	3 271	••	3 132	4.0
EVERGREEN	OTH	1	–	–	1	FRT	76.6	–	••	–	–	••	–	–
EMERY WORLDWIDE	FRT	••• B	Z	Z	••• B	FRT	76.6	••• B	••	••• B	••• B	••	••• B	••• B
EMERY WORLDWIDE	FRT	24 C	–	–	24 C	FRT	76.6	•••	••	5 566 C	8 687 C	••	8 687 C	•••
TOTAL NON-SCHED. INTERNAT'L.		40 M	1 M	4 M	37 M			4 520 M	••	10 086 M	16 293 M	••	15 624 M	•••
BOEING 727														
SERIES UNKNOWN														
LAN CHILE	FRT	–	1	1	–	FRT	76.8	54	54	–	169	169	–	6.3

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquire	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
CARRIER									Total	Scheduled Revenue	Non - Sched Revenue	Total	Scheduled Revenue	Non - Sched Revenue	
BOEING 727															
SERIES UNKNOWN (CONT'D)															
LUFTHANSA	LI	UNK	...	Z	Z	...	...	...	1 026	...	...	1 597	...	...	...
FAUCETT		PAS	–	1	–	1	126	...	1 789	1 789	–	1 789	1 789	–	5.7
VIVA AIR	LI	UNK	...	Z	Z	...	...	...	...	8	...	...	17	...	...
TOTAL SCHED. INTERNATIONAL			...	2 M	1 M	1 M			2 869 M	1 851 M	...	3 555 M	1 975 M	...	5.7
ANSETT AIR FREIGHT		FRT	1	–	–	1	FRT	...	...	...	...	1 361	1 361	–	...
TOTAL SCHED. DOMESTIC			1	–	–	1			...	...	...	1 361	1 361	–	...
TOTAL ALL OPERATIONS			1177	47 M	155 M	1069 M			1439 027	1389 969	49 804	2267 408 M	312 835 M	50 851 M	6.2
BOEING 737															
ALL SERIES															
TRANSBRASIL		PAS	11	2	2	11	135	61.0	18 522	18 520	2	19 564	19 563	1	6.5
TRANSBRASIL		PAS	4	–	–	4	158	61.0	12 839	12 839	–	14 722	14 722	–	10.3
TRANSBRASIL	LI	PAS	...	Z	Z	...	132	...	3 411	3 411	–	2 283	2 283	–	...
VARIG		PAS	11	–	–	11	109	57.0	16 371	16 049	87	17 156	16 821	134	4.2
VARIG		PAS	23	3	–	26	132	57.0	32 886	31 965	485	43 389	42 402	577	4.8
VARIG	LI	PAS	...	Z	Z	...	...	57.0	8 469	8 443	24	8 786	8 742	37	...
CRUZEIRO		PAS	6	–	–	6	109	57.0	6 093	5 925	...	8 104	7 957	...	3.6
CRUZEIRO	LI	PAS	...	Z	Z	...	109	57.0	10 035	10 035	–	13 448	13 448	–	...
CRUZEIRO	LI	PAS	...	Z	Z	...	132	57.0	21 507	21 507	–	29 221	29 221	–	...
VASP		PAS	24	–	6	18	109	50.3	43 317	42 498	819	54 813	53 986	827	7.2
VASP		PAS	20	–	18	2	132	60.3	32 178	31 854	324	42 922	42 433	489	7.2
VASP		PAS	3	–	3	–	156	64.6	2 161	2 132	29	2 996	2 945	51	6.4
VASP		FRT	2	–	1	1	FRT	50.5	2 231	2 082	149	3 145	2 932	213	5.8
CANADIAN		PAS	53	–	6	47	63–122	54.7	91 156	83 411	7 037	147 547	128 531	18 590	8.0
CANADIAN	LI	PAS	1	–	–	1	105	58.1	4 929	4 856	32	3 535	3 436	97	9.7
LAN CHILE		PAS	3	1	–	4	117	53.1- 56.5	7 601	7 601	–	10 341	10 341	–	9.2
LADECO		PAS	3	2	–	5	89–119	54.5	...	...	...	...	...	...	...
LADECO		PAS	1	1	–	2	106	62.0	...	...	...	...	...	...	...
LACSA		PAS	–	1	–	1	125	54.0	378	378	–	691	691	–	7.5
CSA		PAS	–	5	–	5	111	56.0	2 794	2 781	13	4 172	4 154	18	5.1
EGYPTAIR		CON	4	–	–	4	121	54.2	7 493	6 601	842	8 018	6 660	1 250	5.4
EGYPTAIR		CON	3	2	–	5	104	60.6	6 560	4 780	1 750	12 344	8 226	3 983	6.7
FINNAIR	LI	FRT	1	–	–	1	FRT	...	1 614	1 614	–	2 924	2 924	–	...
LUFTHANSA		PAS	38	–	3	35	100	48.0- 51.0	54 828	53 464	–	79 186	78 815	–	6.0
LUFTHANSA		PAS	33	4	3	34	120	57.0	67 881	65 714	42	104 000	102 959	83	8.3
LUFTHANSA		PAS	–	7	–	7	138	63.0	5 621	5 578	8	6 527	6 380	19	6.8
LUFTHANSA		PAS	33	–	–	33	100–102	53.0	63 141	62 887	22	89 071	88 790	42	7.4
OLYMPIC		PAS	11	–	–	11	117	53.1	21 078	20 129	829	30 493	28 197	1 935	7.5
OLYMPIC		PAS	6	–	–	6	150	68.0	10 632	10 517	99	19 744	19 490	212	9.0
AIR GUINEE		UNK	1	–	–	1	...	...	...	... B	...	...	...	...	...
SAHSA		PAS	4	1	1	4	118–123	58.3	11 056	11 056	–	10 030	10 030	–	7.2
INDIAN AIRLINES		PAS	23	–	–	23	126	51.6	46 023	45 336	248	51 807	50 897	370	6.1
SEMPATI		PAS	–	3	–	3	97–126	49.0	669	669	–	787	787	–	7.2
EL AL		PAS	2	–	–	2	111	54.0	1 952	1 944	8	6 301	6 276	24	8.8
ALL NIPPON AIRWAYS		PAS	14	–	14	–	126	50.0	1 539	1 539	–	1 795	1 795	–	6.1
KENYA AIRWAYS	LI	PAS	1	1	–	2	102	54.2	3 270	3 165	9	4 436	4 363	18	6.5
LITHUANIAN AIRLINES		PAS	1	–	–	1	108	53.7	984	902	82	2 038	1 735	303	15.4
AIR MADAGASCAR		CON	2	–	–	2	122–125	46.8	2 435	2 380	34	2 774	2 704	50	4.0
AIR NEW ZEALAND		PAS	11	–	–	11	121	49.0	37 735	37 735	–	32 488	32 488	–	8.1
AIR NEW ZEALAND		CON	1	–	–	1	119	54.0	375	375	–	494	494	–	1.4
PIA		PAS	6	–	–	6	122	61.2	14 242	14 119	11	18 929	18 738	21	8.5
FAUCETT		PAS	1	–	–	1	115	...	1 786	1 784	2	1 877	1 873	3	6.7
FAUCETT		PAS	2	–	–	2	127–128	...	4 522	4 516	6	3 616	3 605	10	5.5
PAL		PAS	9	3	–	12	141	58.0	24 669	24 585	84	25 517	25 413	103	6.5

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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)														
LOT	PAS	–	4	–	4	108	51.0	29	29	–	107	57	–	1.7
LOT LI	PAS	•••	Z	Z	•••	•••	•••	2 134	2 134	–	4 048	3 888	•••	•••
TAP AIR PORTUGAL	PAS	8	–	–	8	119	60.0	14 513	14 385	–	29 303	29 015	–	9.9
TAP AIR PORTUGAL	PAS	5	2	–	7	132	60.0	9 926	9 843	–	21 469	21 311	–	8.8
TAP AIR PORTUGAL	CON	1	–	–	1	119	60.0	1 476	1 453	7	2 906	2 860	12	7.8
SIA	FRT	–	1	–	1	FRT	61.2	24 071 C	22 509 C	1 562 C	57 217 C	51 203 C	6 014 C	9.7
VIVA AIR	PAS	7	3	1	9	142	61.0	8 414	8 122	204	18 739	18 229	341	•••
VIVA AIR LI	UNK	•••	Z	Z	•••	•••	•••	•••	13	•••	•••	28	•••	•••
AIR LANKA	PAS	1	1	1	1	107–121	•••	•••	•••	•••	•••	•••	•••	•••
THAI AIRWAYS	PAS	3	–	–	3	115	52.4	5 255	5 234	13	5 929	5 875	14	5.4
THAI AIRWAYS	PAS	3	3	–	6	148	64.6	6 331	6 308	6	7 932	7 789	12	6.0
TUNIS AIR	P/C	4	1	–	5	126	53.0- 58.1	6 182	1 741	4 441	13 975	3 819	10 156	7.8
BRITISH AIRWAYS	PAS	43	–	4	39	106–116	53.1	22 269	22 224	45	83 464	82 009	1 455	5.7
BRITISH AIRWAYS	PAS	2	–	2	–	•••	•••	263	262	1	1 026	1 020	6	4.5
BRITISH AIRWAYS	PAS	8	11	–	19	141	68.0	12 282	12 242	40	32 416	32 182	234	6.8
BRITISH MIDLAND	PAS	7	1	–	8	136–148	61.0	12 941	12 319	622	10	10	–	.0
BRITISH MIDLAND	PAS	4	2	–	6	156–174	65.0	9 171	7 978	1 193	19 449	10 903	8 545	10.0
BRITANNIA	PAS	20	1	5	16	130	55.0	13 005	1 080	11 925	70 736	1 281	69 455	9.7
BRITANNIA	PAS	6	–	4	2	149	61.0	2 892	315	2 577	13 464	887	12 577	8.9
DAN-AIR SERVICES	PAS	4	–	–	4	127–130	58.0	5 690	5 014	676	2 320	2 126	194	2.1
DAN-AIR SERVICES	PAS	2	1	–	3	138	61.2	3 241	3 203	38	7 540	7 361	179	8.2
DAN-AIR SERVICES	PAS	4	5	–	9	170	68.0	6 453	3 812	2 641	28 181	10 311	17 870	10.9
DRAGONAIR	PAS	5	–	–	5	126	•••	5 635	4 649	986	10 685	8 654	2 031	5.9
GB AIRWAYS	PAS	3	2	–	5	112–120	54.5	2 394	1 577	817	12 646	9 418	3 228	12.2
MONARCH AIRLINES	PAS	9	–	1	8	148	61.0	1 148	269	879	16 910	1 477	15 433	5.6
AIR TANZANIA	PAS	2	–	–	2	106	52.6	2 968	2 939	29	4 037	3 807	230	•••
AMERICAN	PAS	5	–	5	–	130	56.5	1 832	1 832	–	1 928	•••	•••	6.8 Y
USAIR	PAS	74	4	–	78	110	49.4	162 220	161 798	422	194 656	•••	•••	7.1 Y
USAIR	PAS	101	–	–	101	128	56.5	199 048	198 016	1 032	337 230	•••	•••	9.2 Y
USAIR	PAS	54	–	–	54	146	64.6	115 862	115 245	617	162 097	•••	•••	8.2 Y
USAIR	OTH	7	–	4	3	110	49.4	–	–	–	–	–	–	–
AMERICA WEST	PAS	••• B	–	Z	••• B	85	48.2	••• B	••• B	••• B	••• B	•••	•••	••• B
AMERICA WEST	PAS	27 C	–	4 C	23 C	122	48.2	58 019 C	57 981 C	38 C	73 822 C	•••	•••	8.0 Y
AMERICA WEST	PAS	40	–	7	33	131–143	56.5	89 401	88 924	477	126 801	•••	•••	9.1 Y
ALASKA	PAS	–	10	–	10	136	64.6	6 092	6 086	6	10 125	•••	•••	6.6 Y
ALASKA	P/F	7	–	–	7	111	56.5	16 544	16 350	194	19 139	•••	•••	7.5 Y
CONTINENTAL	PAS	14	–	1	13	86	46.6	23 686	23 677	9	31 092	•••	•••	6.6 Y
CONTINENTAL	PAS	27	–	6	21	92– 98	48.2	••• B	••• B	••• B	••• B	•••	•••	••• B
CONTINENTAL	PAS	55	–	–	55	120	56.5	131 076	130 637 C	438 C	236 792 C	•••	•••	8.3 Y
DELTA	PAS	••• B	–	Z	••• B	107	49.4	••• B	••• B	••• B	••• B	•••	•••	••• B
DELTA	PAS	59 C	–	1 C	58 C	107	49.4	137 667 C	137 630 C	37 C	157 012 C	•••	•••	7.3 Y
DELTA	PAS	13	–	–	13	128	56.5	29 713	29 707	6	35 709	•••	•••	7.5 Y
UNITED	PAS	73	–	4	69	109	49.4	132 636	132 628	8	163 879	•••	•••	6.5 Y
UNITED	PAS	101	–	–	101	128	56.5	168 483	168 216	267	314 659	•••	•••	8.5 Y
UNITED	PAS	21	27	–	48	108	56.4	64 396	64 390	6	99 118	•••	•••	8.0 Y
TOTAL SCHED. INTERNATIONAL		1201 M	115 M	107 M	1209 M			2222 341 M	2170 447 M	45 336 M	3370 599 M	1223 767 M	177 446 M	7.6
RIO-SUL	PAS	–	2	–	2	108	39.6	741	728	11	618	594	22	•••
LINJEFLYG	PAS	9	–	–	9	131	61.0	28 197	27 694	503	20 143	18 901	1 242	•••
MARKAIR	P/C	••• B	–	Z	••• B	107–109	52.4	••• B	••• B	••• B	••• B	•••	•••	••• B
MARKAIR	P/C	11 C	–	5 C	6 C	107–109	52.4	18 179 C	16 817 C	1 333 C	20 399 C	•••	•••	•••
MARKAIR	P/C	–	2	–	2	106–107	56.5	2 956	2 951	5	6 635	•••	•••	9.1 Y
MARKAIR	P/C	–	3	–	3	126–154	64.6	3 125	3 121	4	7 024	•••	•••	6.4 Y
ALOHA	PAS	2	2	–	4	130–139	56.5	32 989	32 971	18	14 259	•••	•••	9.8 Y
ALOHA	PAS	–	2	–	2	159	64.6	1 002	1 001	1	551	•••	•••	4.5 Y
ALOHA	P/C	17	–	–	17	113–121	49.4	46 585	45 051	47	20 600	•••	•••	5.2 Y
SOUTHWEST	PAS	49	–	–	49	122	49.4	156 103	156 076	27	149 984	•••	•••	8.5 Y
SOUTHWEST	PAS	57	10	–	67	137	56.5	204 615	203 784	831	201 868	•••	•••	9.0 Y
SOUTHWEST	PAS	18	7	–	25	122	52.2	78 419	78 330	89	74 897	•••	•••	8.9 Y

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures Total	Scheduled Revenue	Non - Sched Revenue	Number of Hours Flown Total	Scheduled Revenue	Non - Sched Revenue	Average Daily Revenue Hours
BOEING 737														
ALL SERIES (CONT'D)														
CORSE AIR INTL	PAS	2	–	1	1	148	63.0	2 361	••	2 361	5 105	••	5 105	8.0
CORSE AIR INTL	PAS	–	2	–	2	173	68.0	1 481	••	1 481	3 407	••	3 407	8.6
AIR CHARTER INT.	PAS	3	–	–	3	103	52.4	–	••	–	7 450	••	•••	•••
CONDOR	PAS	9	–	2	7	144–148	62.8	10 484	••	9 828	32 036	••	31 496	9.7
HAPAG-LLOYD	PAS	–	2	–	2	121	59.0	1 111	••	980	3 382	••	3 324	6.1
HAPAG-LLOYD	PAS	7	1	–	8	167	68.0	9 932	••	9 026	31 572	••	31 364	11.3
HAPAG-LLOYD	PAS	5	–	–	5	128	59.0	6 094	••	5 234	19 443	••	19 323	10.6
GERMANIA	PAS	8	2	–	10	148	62.8	11 116	••	•••	28 974	••	•••	•••
TEA ITALIA	PAS	3	–	–	3	149	61.2	•••	••	2 693	•••	••	5 625	5.1
AIR EUROPA	PAS	7	3	3	7	148	63.0	13 545	••	13 061	27 229	••	26 870	9.5
HISPANO IRLANDESA	PAS	4	2	–	6	170	66.0	8 299	••	8 299	19 953	••	19 953	9.5
TEA BASEL	PAS	2	3	1	4	149	61.2	2 502	••	2 417	10 329	••	10 263	7.9
INTER EUROPEAN AW	PAS	3	–	–	3	148	61.2	2 134	••	2 134	12 027	••	12 027	11.0
INTER EUROPEAN AW	PAS	–	1	–	1	170	64.6	445	••	445	3 356	••	3 356	13.7
AIR UK LEISURE	PAS	6	1	–	7	170–172	67.2	3 426	••	3 426	22 582	••	22 582	9.2
TOTAL NON-SCHED. INTERNAT'L.		59	17	7	69			72 930 M	••	61 385 M	226 845 M	••	194 695 M	•••
BOEING 737														
SERIES UNKNOWN														
LUFTHANSA LI	UNK	•••	Z	Z	•••	•••	•••	16 809	•••	•••	20 617	•••	•••	•••
FAUCETT	PAS	–	1	–	1	122	•••	2 095	2 048	47	2 040	1 982	58	7.8
SAS LI	PAS	•••	Z	Z	•••	•••	•••	310	310	–	269	269	–	•••
TOTAL SCHED. INTERNATIONAL		•••	1 M	•••	1 M			19 214	2 358 M	47 M	22 926	2 251 M	58 M	7.8
AIR NIPPON	PAS	1	11	2	10	126	50.0	8 344	8 340	4	17 254	17 246	8	•••
TOTAL SCHED. DOMESTIC		1	11	2	10			8 344	8 340	4	17 254	17 246	8	•••
GERMAN CARGO	FRT	2	–	–	2	FRT	51.0	2 741	••	•••	4 163	••	•••	10.4 Y
TOTAL NON-SCHED. INTERNAT'L.		2	–	–	2			2 741	••	•••	4 163	••	•••	•••
TOTAL ALL OPERATIONS		1426	172 M	121 M	1477 M			2898 481 M	2749 669 M	109 641	4158 765 M	1262 759 M	373 471	7.7
BOEING 747														
300 & 400 SERIES														
VARIG	PAS	5	–	–	5	274–408	376.0	4 457	4 415	•••	24 609	24 554	•••	13.8
VARIG	PAS	1	1	–	2	438	376.0	1 731	1 654	55	7 225	6 887	300	12.6
CRUZEIRO LI	PAS	•••	Z	Z	•••	274–408	376.0	56	56	–	130	130	–	•••
CRUZEIRO LI	PAS	•••	Z	Z	•••	438	376.0	4	4	–	9	9	–	•••
CANADIAN	PAS	2	1	–	3	392	395.0	1 692	1 677	–	13 356	13 356	–	13.8
EGYPTAIR	CON	2	–	–	2	450	377.8	1 270	1 123	125	6 323	5 876	363	8.6
LUFTHANSA	PAS	8	3	1	10	387	386.0-395.0	6 215	6 119	11	52 699	52 538	90	15.2
LUFTHANSA	CON	7	–	–	7	260	386.0-395.0	4 512	4 169	3	35 138	35 044	4	13.7
AIR INDIA	PAS	2	–	–	2	283	378.0	1 311	1 311	–	6 390	6 390	–	9.2
JAL	PAS	7	–	–	7	239–528	371.9	••• B	••• B	••• B	••• B	••• B	••• B	••• B
JAL	PAS	16	3	–	19	236–568	360.5	••• B	••• B	••• B	••• B	••• B	••• B	••• B
JAL LI	PAS	2	–	–	2	239–528	371.9	••• B	••• B	••• B	••• B	••• B	••• B	••• B
JAL LI	PAS	4	2	–	6	236–568	352.3	48 005 C	45 919 C	111 C	254 873 C	249 360 C	987 C	10.0 C
ALL NIPPON AIRWAYS	PAS	6	5	–	11	365	375.0	10 600	10 600	–	28 766	28 766	–	9.9
AIR NEW ZEALAND	PAS	2	1	–	3	436	395.0	1 877	1 877	–	15 675	15 675	–	15.5
SIA	PAS	11	–	–	11	414	377.8	••• B	••• B	••• B	••• B	••• B	••• B	••• B
SIA	PAS	12	5	–	17	374–410	394.6	18 646 C	16 125 C	2 521 C	159 860 C	150 033 C	9 827 C	13.2 C
SIA	CON	3	–	–	3	304	377.8	••• B	••• B	••• B	••• B	••• B	••• B	••• B
THAI AIRWAYS	PAS	2	–	–	2	405	377.8	1 325	1 316	6	8 787	8 742	7	12.0

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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	
BOEING 747														
300 & 400 SERIES (CONT'D)														
THAI AIRWAYS	PAS	3	1	–	4	405	385.5	2 716	2 710	2	18 294	18 224	3	13.0
BRITISH AIRWAYS	PAS	19	4	–	23	386	394.6	4 308	4 307	1	114 345	114 327	18	14.0
CATHAY PACIFIC	PAS	6	–	–	6	418	362.8	6 109	6 074	35	18 351	18 179	108	8.3
CATHAY PACIFIC	PAS	10	4	–	14	368	394.6	9 194	9 119	75	60 683	60 306	263	14.7
NORTHWEST	PAS	10	–	–	10	404	378.7	4 851	4 851	–	42 167	...	...	11.5 Y
UNITED	PAS	12	6	–	18	378–436	359.3	8 632	8 632	–	68 618	...	...	12.9 Y
TOTAL SCHED. INTERNATIONAL		152 M	36 M	1 M	187 M			137 511 M	132 058 M	2 945 M	936 298 M	808 396 M	11 970 M	12.0
BOEING 747														
100 & 200 SERIES														
VARIG	PAS	1	–	–	1	359	376.0	874	858	...	4 028	4 013	...	11.0
VARIG	PAS	2	–	–	2	231	376.0	1 739	1 717	...	8 198	8 177	...	11.2
VARIG LI	FRT	...	Z	Z	...	FRT	114.0	7	3	4	37	18	19	...
CRUZEIRO LI	PAS	...	Z	Z	...	231–356	376.0	31	31	–	71	71	–	...
LUFTHANSA	PAS	4	2	–	6	386	363.0-378.0	2 901	2 782	35	23 704	23 089	235	11.4
LUFTHANSA	CON	10	–	5	5	258	363.0-378.0	3 612	2 500	11	24 906	24 743	75	9.6
LUFTHANSA	FRT	5	1	–	6	FRT	372.0-378.0	3 436	3 277	53	22 390	21 621	283	11.8
OLYMPIC	PAS	4	–	–	4	395–426	351.5-371.9	2 395	2 360	4	16 040	15 928	16	10.9
AIR INDIA	PAS	9	–	–	9	394	363.0	5 066	4 930	136	25 090	24 395	695	8.8
EL AL	PAS	5	–	–	5	457	356.0-365.0	2 007	2 007	–	15 869	15 833	...	9.4
EL AL	CON	2	–	–	2	457	365.0	1 308	1 042	266	6 995	5 794	1 177	9.6
EL AL	FRT	1	–	–	1	FRT	333.0	818	801	17	4 084	4 000	72	11.3
EL AL	FRT	1	–	1	–	FRT	320.0	627	603	24	3 229	3 111	106	11.6
JAPAN ASIA AIRWAYS LI	FRT	–	1	1	–	FRT	...	226	204	22	707	638	69	...
JAL	PAS	4	–	3	1	239–519	333.1	... B	... B	... B	... B	... B	... B	... B
JAL	PAS	20	–	–	20	239–528	358.3	... B	... B	... B	... B	... B	... B	... B
JAL	FRT	1	–	1	–	FRT	340.2	... B	... B	... B	... B	... B	... B	... B
JAL	FRT	6	–	–	6	FRT	366.7	... B	... B	... B	... B	... B	... B	... B
JAL LI	PAS	2	–	–	2	239–528	357.2	... B	... B	... B	... B	... B	... B	... B
JAL LI	FRT	2	1	–	3	FRT	370.9	... B	... B	... B	... B	... B	... B	... B
NIPPON CARGO	FRT	6	–	–	6	FRT	378.0	2 395	2 393	2	24 591	24 480	111	11.2
ALL NIPPON AIRWAYS	PAS	6	–	–	6	326	378.0	3 017	3 016	1	27 968	27 956	12	14.2
KUWAIT AIRWAYS	UNK	4	–	–	4	378	...	...	...	...	12 822	...	...	...
KUWAIT AIRWAYS LI	UNK	1	1	1	1	...	...	...	...	...	...	...	...	...
AIR MADAGASCAR	PAS	1	–	–	1	270–287	362.8	496	496	–	4 224	4 223	–	12.5
AIR NEW ZEALAND	PAS	3	1	–	4	415	378.0	2 332	2 332	–	15 359	15 359	–	11.7
PIA	PAS	6	–	–	6	404	351.5	6 037	6 011	5	23 596	23 521	23	10.7
PIA	PAS	2	–	–	2	274	362.9	1 542	1 534	–	6 789	6 756	–	9.9
PAL	PAS	9	2	1	10	376	372.0	3 174	3 170	4	38 132	38 006	126	11.8
SIA	PAS	4	–	–	4	392	371.9	... B	... B	... B	... B	... B	... B	... B
SIA	FRT	1	2	–	3	FRT	377.8	... B	... B	... B	... B	... B	... B	... B
IBERIA	P/C	7	–	–	7	294–430	372.0	4 023	3 734	–	31 190	31 129	–	12.2
THAI AIRWAYS	PAS	6	–	–	6	378	371.9	4 337	4 333	2	24 729	24 603	2	11.2
THAI AIRWAYS	FRT	1	–	1	–	FRT	371.9	105	105	–	555	555	–	3.0
AHK AIR HONG KONG	FRT	2	1	–	3	FRT	342.0	1 186	1 182	4	6 366	6 345	21	9.1
BRITISH AIRWAYS	PAS	15	–	–	15	376	332.9	3 476	3 475	1	54 033	53 969	64	9.8
BRITISH AIRWAYS	PAS	13	–	–	13	373–399	371.9	3 502	3 494	8	55 594	55 594	–	11.7
BRITISH AIRWAYS	CON	3	–	–	3	373	377.7	49	49	–	13 118	13 118	–	11.9
CATHAY PACIFIC	PAS	8	–	1	7	409	362.8	7 192	7 008	184	32 339	31 645	574	12.1
CATHAY PACIFIC	FRT	3	1	–	4	FRT	377.8	3 505	3 426	79	16 838	16 439	380	13.4
VIRGIN ATLANTIC	PAS	1	–	–	1	476	332.9	305	264	41	5 288	4 590	698	14.4
VIRGIN ATLANTIC	PAS	7	–	–	7	346–476	351.5	1 808	1 808	–	31 645	31 639	6	12.4
AMERICA WEST	PAS	3	–	3	–	381–419	353.7	766	643	123	4 757	...	...	9.8 Y
CONTINENTAL	PAS	2	–	–	2	348	327.7	1 143	1 143	–	7 528	...	...	10.3 Y
CONTINENTAL	PAS	6	–	1	5	336–348	353.7	3 608	3 608	–	23 796	...	...	11.3 Y
FEDERAL EXPRESS	PAS	2	–	–	2	476–492	353.7	803	–	803	3 392	...	...	5.3 Y
FEDERAL EXPRESS	FRT	2	2	–	4	FRT	353.7	1 255	1 078	177	4 750	...	...	5.9 Y
FEDERAL EXPRESS	FRT	10	–	4	6	FRT	353.7	6 281	4 743	1 538	23 799	...	...	9.1 Y

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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)														
TOWER AIR	P/F	5	–	–	5	480–485	327.7	2 681	1 683	551	18 024	•••	•••	9.9 Y
TOWER AIR	FRT	–	1	1	–	FRT	353.7	223	116	107	652	•••	•••	3.5 Y
NORTHWEST	PAS	32	–	–	32	376–410	340.7	19 570	19 007	563	122 124	•••	•••	10.5 Y
NORTHWEST	FRT	8	–	–	8	FRT	353.7	6 824	6 788	36	30 175	•••	•••	10.3 Y
TWA	PAS	12	–	2	10	431–437	327.7	••• B	••• B	••• B	••• B	••• B	••• B	••• B
TWA	PAS	3	–	2	1	437	353.7	8 263 C	8 067 C	196 C	49 705 C	•••	•••	10.1 Y
UNITED	PAS	18	–	–	18	400–424	327.7	11 505	11 421	84	63 044	•••	•••	9.8 Y
UNITED	PAS	9	–	–	9	299–353	353.7	4 089	4 086	3	35 349	•••	•••	10.7 Y
UNITED PARCEL	FRT	10	1	–	11	FRT	327.7	4 645	1 720	2 925	20 113	•••	•••	•••
UNITED PARCEL	OTH	1	–	1	–	FRT	327.7	–	–	–	–	–	–	–
TOTAL SCHED. INTERNATIONAL		311 M	17 M	29 M	299 M			145 184 M	135 048 M	8 009 M	987 732 M	561 358 M	4 764 M	10.7
CORSE AIR INTL	PAS	2	–	–	2	517	334.0	1 721	••	1 721	8 590	••	8 590	11.9
CORSE AIR INTL	PAS	–	1	–	1	530	363.0	59	••	59	363	••	363	12.1
GERMAN CARGO	FRT	3	–	–	3	FRT	378.0	2 607	••	•••	13 603	••	•••	•••
EVERGREEN	P/F	4	–	–	4	348	327.7	384	••	384	2 220	••	1 750	1.9
EVERGREEN	FRT	10	–	2	8	FRT	327.7	••• B	••	••• B	••• B	••	••• B	••• B
TOTAL NON-SCHED. INTERNAT'L.		19	1	2	18			4 771 M	••	2 164 M	24 776 M	••	10 703 M	•••
BOEING 747														
SR														
JAL	PAS	10	–	1	9	528–537	269.9-272.2	16 430	16 375	–	27 400	27 285	–	7.7
ALL NIPPON AIRWAYS	PAS	17	–	–	17	528	264.0	25 196	25 192	4	40 648	40 612	36	8.5
TOTAL SCHED. INTERNATIONAL		27	–	1	26			41 626	41 567	4	68 048	67 897	36	8.2
EVERGREEN	FRT	2	–	–	2	FRT	•••	464 C	••	464 C	2 918 C	••	2 155 C	3.0 C
TOTAL NON-SCHED. INTERNAT'L.		2	–	–	2			464	••	464	2 918	••	2 155	•••
BOEING 747														
SP														
SYRIAN ARAB	PAS	2	–	–	2	319	248.0	1 386	1 277	109	3 395	3 116	269	4.6
AMERICAN	PAS	2	–	2	–	216	353.7	556	556	–	3 665	•••	•••	9.1 Y
UNITED	PAS	11	–	1	10	243–244	353.7	5 791	5 791	–	41 958	•••	•••	10.8 Y
TOTAL SCHED. INTERNATIONAL		15	–	3	12			7 733	7 624	109	49 018	3 116 M	269 M	9.8
BOEING 747														
SERIES UNKNOWN														
AIR CANADA	PAS	6	3	–	9	256–489	335.6	6 135	5 636	377	29 647	27 630	1 684	9.2
LUFTHANSA LI	UNK	•••	Z	Z	•••	•••	•••	2 524	•••	•••	14 293	•••	•••	•••
JAPAN ASIA AIRWAYS	PAS	6	–	2	4	403	311.0	2 992	2 980	12	8 084	8 053	31	•••
TOTAL SCHED. INTERNATIONAL		12 M	3 M	2 M	13 M			11 651	8 616 M	389 M	52 024	35 683 M	1 715 M	9.2
TOTAL ALL OPERATIONS		538 M	57 M	38 M	557 M			348 940 M	324 913 M	14 084 M	2120 814 M	1476 450 M	31 612 M	11.1
BOEING 757														
ALL SERIES														
LADECO	PAS	1	1	–	2	159	113.0	•••	•••	•••	•••	•••	•••	•••
LUFTHANSA LI	UNK	•••	Z	Z	•••	•••	•••	209	•••	•••	880	•••	•••	•••
EL AL	PAS	5	–	–	5	187–197	109.0	4 638	4 346	292	17 056	15 938	1 107	9.5

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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 757 ALL SERIES (CONT'D)														
KENYA AIRWAYS LI	PAS	1	–	–	1	201	108.8	1 087	578	471	3 674	1 475	2 177	10.0
LOT	PAS	•••	Z	Z	•••	•••	•••	4	–	4	23	–	23	•••
BRITISH AIRWAYS	PAS	37	1	1	37	195	104.3	43 001	42 970	31	87 321	87 229	92	6.7
BRITANNIA	PAS	3	3	1	5	223–232	104.3	2 632	17	2 615	18 380	25	18 355	11.5
MONARCH AIRLINES	PAS	7	3	1	9	235	104.3	4 367	122	4 245	32 096	799	31 297	10.6
AMERICAN	PAS	49	20	–	69	194	99.8	69 108	69 074	34	190 564	•••	•••	8.3 Y
USAIR	PAS	1	11	–	12	186	99.8	9 299	9 297	2	20 923	•••	•••	7.7 Y
AMERICAN TRANSAIR	PAS	4	2	–	6	218	99.8	5 237	1 187	4 025	17 813	•••	•••	•••
AMERICA WEST	PAS	10	2	–	12	189–190	99.8	15 222	15 169	53	42 586	•••	•••	10.5 Y
DELTA	PAS	69	11	–	80	187	99.8	132 071	131 934	137	264 792	•••	•••	9.5 Y
NORTHWEST	PAS	33	–	–	33	184	99.8	46 333	46 309	24	112 413	•••	•••	9.3 Y
UNITED	PAS	47	27	–	74	188–194	99.8	75 655	75 359	294	205 525	•••	•••	9.6 Y
UNITED PARCEL	FRT	25	5	–	30	FRT	99.8	25 365	5 704	19 661	40 082	•••	•••	•••
TOTAL SCHED. INTERNATIONAL		292 M	86 M	3 M	375 M			434 228 M	402 066 M	31 888 M	1054 128 M	105 466 M	53 051 M	9.0
LTU	PAS	6	1	–	7	200	108.9	7 525	••	7 362	21 528	••	21 212	8.7
CONDOR	PAS	9	7	2	14	207–210	113.4	16 904	••	15 126	49 411	••	48 547	10.3
AIR EUROPA	PAS	4	–	–	4	228	113.0	5 767	••	5 553	16 970	••	16 754	11.5
LTE INTERNATIONAL	PAS	5	–	–	5	213	109.0	6 460	••	6 460	16 382	••	16 382	9.4
INTER EUROPEAN AW	PAS	1	3	2	2	233	104.3	2 088	••	2 088	12 806	••	12 806	12.8
CALEDONIAN AIRWAYS	PAS	1	7	2	6	231	58.1	2 430	••	2 430	18 967	••	18 967	10.8
AIR 2000	PAS	10	4	3	11	233	104.3	7 906	••	7 906	58 614	••	58 614	12.4
TOTAL NON-SCHED. INTERNAT'L.		36	22	9	49			49 080	••	46 925	194 678	••	193 282	•••
TOTAL ALL OPERATIONS		328 M	108 M	12 M	424 M			483 308 M	402 066 M	78 813 M	1248 806 M	105 466 M	246 333 M	9.0
BOEING 767 300 & ER SERIES														
TRANSBRASIL	PAS	2	1	1	2	208	143.0	3 049	3 000	49	10 570	10 378	192	14.9
VARIG	PAS	4	–	–	4	213	164.0	5 548	5 472	2	19 388	19 310	12	13.2
CRUZEIRO LI	PAS	•••	Z	Z	•••	213	164.0	28	28	–	51	51	–	•••
CANADIAN	PAS	12	–	–	12	222	183.0	11 543	10 920	543	57 225	55 606	1 602	13.1
LAN CHILE	PAS	–	1	–	1	192	184.6	1 186	1 186	–	4 955	4 955	–	14.7
EGYPTAIR	CON	2	–	–	2	217	181.4	1 316	1 034	282	7 052	5 957	1 094	9.7
JAL	PAS	10	–	–	10	219–270	144.8	••• B	••• B	••• B	••• B	••• B	••• B	••• B
JAL LI	PAS	3	–	–	3 2	19–270	143.0	23 802 C	23 285 C	70 C	39 219 C	38 375 C	154 C	7.0 C
ALL NIPPON AIRWAYS	PAS	22	4	–	26	231–288	131.0-185.0	1 284	1 275	9	5 672	5 633	39	7.4
AEROMEXICO	PAS	1	1	–	2	233	184.6	1 848	1 775	73	7 003	6 777	226	9.6
AIR NEW ZEALAND	PAS	2	–	–	2	245	185.0	1 782	1 782	–	11 013	11 013	–	15.1
LOT	PAS	1	–	–	1	247	178.0	588	528	60	5 241	4 697	532	14.3
SAS	PAS	11	1	–	12	196–222	184.6	6 583	6 517	66	55 569	55 369	200	14.1
BRITISH AIRWAYS	PAS	13	4	–	17	193–247	156.4-172.3	7 019	7 019	–	56 526	56 497	28	9.7
AMERICAN	PAS	18	10	–	28	215	141.5	14 820	14 820	–	103 013	•••	•••	12.3 Y
DELTA	PAS	31	5	–	36	218–254	141.5	42 896	42 876	20	129 979	•••	•••	10.5 Y
UNITED	PAS	5	10	–	15	208–213	168.9	5 835	5 824	11	38 889	•••	•••	12.4 Y
TOTAL SCHED. INTERNATIONAL		137 M	37 M	1 M	173 M			129 127 M	127 341 M	1 185 M	551 365 M	274 618 M	4 079 M	11.2
LTU	PAS	3	1	–	4	276	184.6	3 549	••	3 491	16 859	••	16 759	12.4
CONDOR	PAS	3	2	–	5	269	184.6	2 706	••	2 659	15 701	••	15 618	13.8
TOTAL NON-SCHED. INTERNAT'L.		6	3	–	9			6 255	••	6 150	32 560	••	32 377	•••

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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 767 200 & ER SERIES														
TRANSBRASIL	PAS	3	1	–	4	210	143.0	5 927	5 920	7	11 497	11 475	22	12.2
VARIG	PAS	6	–	–	6	194	164.0	5 815	5 699	21	14 196	13 992	107	6.4
CRUZEIRO LI	PAS	•••	Z	Z	•••	194	164.0	6 693	6 693	–	10 021	10 021	–	•••
LAN CHILE	PAS	3	–	–	3	172	159.2	3 414	3 406	8	14 388	14 325	63	13.8
EGYPTAIR	CON	3	–	–	3	206	156.5	2 670	2 097	570	8 372	6 639	1 717	7.6
EL AL	PAS	4	–	–	4	224	143.0-152.0	3 448	3 388	60	14 172	13 859	277	9.8
JAL	PAS	3	–	–	3	219–270	136.1	••• B	••• B	••• B	••• B	••• B	••• B	••• B
ALL NIPPON AIRWAYS	PAS	25	–	–	25	234	127.0	46 555	46 555	–	66 452	66 452	–	8.2
KUWAIT AIRWAYS	UNK	1	–	–	1	170	•••	•••	•••	•••	2 136	•••	•••	•••
AEROMEXICO	PAS	1	1	–	2	190	175.5	1 412	1 384	28	7 414	7 321	93	10.1
AIR NEW ZEALAND	PAS	4	–	–	4	209	163.0	4 027	4 027	–	18 719	18 719	–	12.8
AIR NEW ZEALAND LI	PAS	•••	Z	Z	•••	209	163.0	3 237	3 237	–	13 197	13 197	–	•••
LOT	PAS	2	–	–	2	207	157.0	1 152	927	225	10 491	8 322	2 127	14.3
LOT LI	PAS	•••	Z	Z	•••	•••	•••	276	276	–	1 929	1 929	–	•••
SAS	PAS	2	–	–	2	150	179.0	959	956	3	6 481	6 478	3	13.4
BRITANNIA	PAS	10	–	1	9	258–274	140.0	4 848	37	4 811	43 066	39	43 027	11.9
AMERICAN	PAS	30	–	–	30	172–204	136.1	21 708	21 708	–	123 758	•••	•••	11.6 Y
USAIR	PAS	11	–	–	11	210	136.1	9 893	9 805	–	47 498	•••	•••	11.8 Y
DELTA	PAS	15	–	–	15	204	136.1	22 494	22 482	12	50 829	•••	•••	9.3 Y
TWA	PAS	6	3	–	9	184	136.1	8 709	8 607	102	36 591	•••	•••	11.4 Y
UNITED	PAS	19	–	–	19	168–204	136.1	15 110	15 068	42	74 793	•••	•••	10.8 Y
TOTAL SCHED. INTERNATIONAL		148 M	5 M	1 M	152 M			168 347 M	162 272 M	5 889 M	576 000 M	192 768 M	47 436 M	10.5
BOEING 767 SERIES UNKNOWN														
AIR CANADA	PAS	21	–	–	21	163–188	•••	23 091	20 948	1 822	89 694	81 910	7 250	11.7
AIR SEYCHELLES	PAS	1	–	–	1	208	175.4	518	518	–	4 320	4 320	–	•••
TOTAL SCHED. INTERNATIONAL		22	–	–	22			23 609	21 466	1 822	94 014	86 230	7 250	11.7
SPANAIR	PAS	2	–	–	2	282	185.0	1 930	••	1 925	8 030	••	8 020	11.0
TOTAL NON-SCHED. INTERNAT'L.		2	–	–	2			1 930	••	1 925	8 030	••	8 020	•••
TOTAL ALL OPERATIONS		315 M	45 M	2 M	358 M			329 268 M	311 079 M	16 971 M	1261 969 M	553 616 M	99 162 M	10.9
CANADAIR CL 65 REGIONAL JET														
LUFTHANSA LI	UNK	•••	Z	Z	•••	•••	•••	627	•••	•••	1 111	•••	•••	•••
TOTAL SCHED. INTERNATIONAL		•••	•••	•••	•••			627	•••	•••	1 111	•••	•••	•••
LUFTHANSA CITYLINE	PAS	–	3	–	3	50	•••	•••	••	•••	•••	••	•••	•••
TOTAL NON-SCHED. INTERNAT'L.		–	3	–	3			•••	••	•••	•••	••	•••	•••
TOTAL ALL OPERATIONS		– M	3	– M	3			627	•• M	•••	1 111	•• M	•••	•••
BAC-SUD CONCORDE														
BRITISH AIRWAYS	PAS	7	–	–	7	100	185.1	882	819	3	6 473	6 244	229	2.5
TOTAL SCHED. INTERNATIONAL		7	–	–	7			882	819	3	6 473	6 244	229	2.5

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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		7	–	–	7			882	819	3	6 473	6 244	229	2.5
CESSNA 650														
CITATION III														
BRASIL-CENTRAL	PAS	•••	Z	Z	•••	8	•••	2	2	–	2	2	–	•••
TAM LI	PAS	•••	Z	Z	•••	8	•••	1	1	–	1	1	–	•••
TOTAL SCHED. DOMESTIC		•••	•••	•••	•••			3	3	–	3	3	–	•••
TOTAL ALL OPERATIONS		•••	•••	•••	•••			3	3	–	3	3	–	•••
DASSAULT MERCURE														
AIR INTER	PAS	9	–	1	8	156	54.0	13 066 *	12 315	527	13 812	13 000 *	560	4.7
TOTAL SCHED. INTERNATIONAL		9	–	1	8			13 066	12 315	527	13 812	13 000	560	4.7
TOTAL ALL OPERATIONS		9	–	1	8			13 066	12 315	527	13 812	13 000	560	4.7
DASSAULT 20 MYST														
FALCON														
AIR TRUCK	FRT	4	–	–	4	FRT	14.0	2 667	••	2 637	2 374	••	2 345	1.8
TOTAL NON-SCHED. INTERNAT'L.		4	–	–	4			2 667	••	2 637	2 374	••	2 345	•••
TOTAL ALL OPERATIONS		4	–	–	4			2 667	••	2 637	2 374	••	2 345	•••
DOUGLAS DC-8														
60 & F SERIES														
HAWAIIAN AIRLINES	PAS	6	–	–	6	204–250	158.7	2 454	1 867	512	11 791	•••	•••	5.4 Y
TOTAL SCHED. INTERNATIONAL		6	–	–	6			2 454	1 867	512	11 791	•••	•••	5.4
EVERGREEN	FRT	1	–	–	1	FRT	158.7	126	••	126	707	••	498	•••
EMERY WORLDWIDE	FRT	19	–	–	19	FRT	158.7	•••	••	13 632	22 145	••	22 145	15.1
TOTAL NON-SCHED. INTERNAT'L.		20	–	–	20			126 M	••	13 758	22 852	••	22 643	•••
DOUGLAS DC-8														
70 & F SERIES														
AIR CANADA	FRT	5	–	–	5	FRT	161.0	3 544	3 374	–	8 612	8 258	–	4.6
ARCA	FRT	2	–	–	2	FRT	•••	1 112	1 110	•••	3 614	•••	•••	•••
LACSA	FRT	1	–	–	1	FRT	161.0	603	603	–	1 634	1 634	–	4.5
AOM-MINERVE S.A.	PAS	1	–	–	1	246	164.0	129	54	75	658	360	298	4.1
FAUCETT	PAS	2	–	2	–	163–169	136.4	595	591	4	1 522	1 509	13	3.2
UNITED	PAS	5	–	5	–	200	158.7	–	–	–	26	–	–	•••
UNITED PARCEL	FRT	49	–	–	49	FRT	158.7	30 094	9 583	20 511	75 782	•••	•••	•••
TOTAL SCHED. INTERNATIONAL		65	–	7	58			36 077	15 315	20 590 M	91 848	11 761 M	311 M	4.3
GERMAN CARGO	FRT	5	–	–	5	FRT	112.0	3 498	••	•••	14 922	••	•••	14.9 Y

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquire	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
CARRIER									Total	Scheduled Revenue	Non - Sched Revenue	Total	Scheduled Revenue	Non - Sched Revenue	
DOUGLAS DC-8 70 & F SERIES (CONT'D)															
CARGO DOR LTD.		FRT	1	–	–	1	FRT	148.0	10	••	10	60	••	60	1.2
EVERGREEN		FRT	2	–	–	2	FRT	158.7	664	••	664	4 083	••	3 724	5.1
EMERY WORLDWIDE		FRT	2	–	–	2	FRT	147.4	•••	••	1 992	2 694	••	2 694	1.8
EMERY WORLDWIDE		FRT	7	–	–	7	FRT	158.7	•••	••	4 445	13 286	••	13 286	•••
SOUTHERN AIR TRANSP.		FRT	3	1	–	4	FRT	158.7	1 151	••	1 151	5 044	••	5 021	7.6
TOTAL NON-SCHED. INTERNAT'L.			20	1	–	21			5 323 M	••	8 262 M	40 089	••	24 785 M	•••
DOUGLAS DC-8 SERIES UNKNOWN															
LAB	LI	FRT	–	1	–	1	FRT	146.8	4	–	4	22	–	22	•••
TRANSBRASIL	LI	CON	•••	Z	Z	•••	FRT	•••	5	5	–	36	36	–	•••
VASP		FRT	3	–	3	–	FRT	•••	1 567	1 157	410	4 512	2 662	1 850	4.9
VASP	LI	FRT	•••	Z	Z	•••	FRT	•••	42	–	42	207	–	207	•••
LAN CHILE		FRT	–	2	1	1	FRT	148.8	27	27	–	152	152	–	4.5
LUFTHANSA	LI	UNK	•••	Z	Z	•••	•••	•••	565	•••	•••	3 105	•••	•••	•••
TOTAL SCHED. INTERNATIONAL			3 M	3 M	4 M	2 M			2 210	1 189 M	456 M	8 034	2 850 M	2 079 M	4.8
TOTAL ALL OPERATIONS			114 M	4 M	11 M	107 M			46 190 M	18 371 M	43 578 M	174 614	14 611 M	49 818	4.8
DOUGLAS DC-9 10 20 30 40 SERIES															
AIR CANADA		PAS	35	–	–	35	92	49.0	63 875	63 145	326	97 018	95 630	773	7.6
FINNAIR		PAS	5	–	–	5	126	51.7	12 515	12 499	–	10 808	10 796	–	5.9
MERPATI NUSANTARA		PAS	7	1	–	8	102	48.2	11 408	•••	•••	15 545	•••	•••	6.1 Y
ATI		PAS	8	–	8	–	•••	•••	–	–	–	–	–	–	–
JAPAN AIR SYSTEM		PAS	11	–	4	7	128	52.0	19 228	19 226	2	18 817	18 814	3	8.6
AEROMEXICO		PAS	15	3	–	18	102	49.0	38 340	38 142	198	51 291	51 032	259	8.5
SAS		PAS	8	1	–	9	75	45.0	14 015	13 995	20	19 193	19 161	32	7.2
SAS		PAS	34	–	5	29	110–122	52.0	54 843	54 607	236	64 267	63 956	311	6.0
AVIACO		PAS	20	1	1	20	110	49.8- 54.9	48 930	44 152	4 778	46 060	42 519	3 541	6.0
AVIACO	LI	PAS	–	3	–	3	110	49.8	8 026	6 109	1 917	6 363	5 244	1 119	5.8
IBERIA		PAS	18	–	–	18	73–110	49.0	11 420	11 043	–	17 673	17 420	–	3.1
BRITISH MIDLAND		PAS	6	–	–	6	85	40.8	9 157	9 132	25	15 176	15 062	114	6.9
BRITISH MIDLAND		PAS	8	–	–	8	110	49.0	13 752	13 713	39	23 472	23 306	166	8.0
USAIR		PAS	74	–	1	73	104	51.7	172 872	169 473	814	167 117	•••	•••	6.3 Y
CONTINENTAL		PAS	34	–	–	34	75–100	51.7	62 818	62 660	158	89 155	•••	•••	7.2 Y
DELTA		PAS	31	–	28	3	98	51.7	43 835	43 774	61	36 944	•••	•••	6.3 Y
NORTHWEST		PAS	30	–	3	27	78	44.4	51 499	51 499	–	50 335	•••	•••	4.8 Y
NORTHWEST		PAS	77	–	–	77	100	51.7	146 497	146 486	11	194 120	•••	•••	6.9 Y
NORTHWEST		PAS	12	–	–	12	121	54.9	21 814	21 812	2	28 789	•••	•••	7.1 Y
TWA		PAS	7	–	–	7	73	44.4	13 682	13 675	7	14 666	•••	•••	5.7 Y
TWA		PAS	36	–	–	36	102	51.7	69 175	69 073	102	81 694	•••	•••	6.3 Y
TWA		PAS	3	–	–	3	102	54.9	5 700	5 674	26	6 822	•••	•••	6.2 Y
LAV		PAS	1	–	–	1	85	44.0	••• B	••• B	••• B	••• B	••• B	••• B	••• B
LAV		PAS	3	–	–	3	112–115	47.0	••• B	••• B	••• B	••• B	••• B	••• B	••• B
TOTAL SCHED. INTERNATIONAL			483	9	50	442			893 401 M	869 889 M	8 722 M	1055 325 M	362 940 M	6 318 M	6.5
INTERCONTINENTAL COL		PAS	4	3	1	6	85	41.5	13 023	12 862	18	10 734	10 586	17	7.0
MID-WEST EXPRESS		PAS	8	–	–	8	60	44.4	12 064	12 001	63	19 587	•••	•••	6.7 Y
MID-WEST EXPRESS		PAS	3	1	–	4	84	51.7	7 624	7 337	286	10 263	•••	•••	7.0 Y
TOTAL SCHED. DOMESTIC			15	4	1	18			32 711	32 200	367	40 584	10 586 M	17 M	6.9
AERO-LLOYD		PAS	3	–	–	3	119	50.0	•••	••	1 646	•••	••	4 395	4.0

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL		Use Cate-	At Be- ginning	Ac-	Dis-	At End	No.	Average Maximum	Number of Departures			Number of Hours Flown			Average Daily
CARRIER		gory	of Year	quire	posed of	of Year	of Seats	Take-off Weights (Tonnes)	Total	Scheduled Revenue	Non - Sched Revenue	Total	Scheduled Revenue	Non - Sched Revenue	Revenue Hours
DOUGLAS DC-9															
10 20 30 40 SERIES (CONT'D)															
EUROFLY SPA		PAS	–	2	1	1	123	49.0	692	••	685	1 266	••	1 258	8.4
EVERGREEN		FRT	2	–	–	2	FRT	44.4	74	••	74	120	••	87	.5
EVERGREEN		FRT	4	2	–	6	FRT	51.7	5 987	••	5 987	7 416	••	7 285	•••
EVERGREEN		OTH	2	–	2	–	FRT	51.7	–	••	–	–	••	–	–
EMERY WORLDWIDE		FRT	7	–	–	7	FRT	44.4	•••	••	3 452	2 808	••	2 808	15.3
TOTAL NON-SCHED. INTERNAT'L.			18	4	3	19			6 753 M	••	11 844	11 610 M	••	15 833	•••
DOUGLAS DC-9															
50&F SERIES															
FINNAIR		PAS	12	–	–	12	121–129	54.9	19 366	18 991	276	23 856	22 961	723	5.4
MERIDIANA		PAS	6	–	–	6	119–137	53.0	10 551	10 250	250	12 798	12 336	375	6.6
HAWAIIAN AIRLINES		PAS	13	2	–	15	125–139	55.4	49 540	48 806	734	21 454	•••	•••	4.4 Y
NORTHWEST		PAS	28	–	–	28	122	55.4	58 940	58 934	6	69 138	•••	•••	6.7 Y
LAV		PAS	7	–	1	6	125–135	52.0	••• B	••• B	••• B	••• B	••• B	••• B	••• B
TOTAL SCHED. INTERNATIONAL			66	2	1	67			138 397 M	136 981 M	1 266 M	127 246 M	35 297 M	1 098 M	5.9
EUROFLY SPA		PAS	2	–	–	2	139	55.0	2 349	••	2 342	5 593	••	4 287	5.9
TOTAL NON-SCHED. INTERNAT'L.			2	–	–	2			2 349	••	2 342	5 593	••	4 287	•••
DOUGLAS MD-80															
AUA		PAS	7	–	–	7	137	64.4	•••	12 351	–	•••	22 539	–	8.8
AUA		PAS	6	–	–	6	137	67.8	•••	9 131	–	•••	18 886	–	8.6
AUA		PAS	1	–	–	1	144	72.6	•••	991	–	•••	1 826	–	6.9
AUA		PAS	5	–	–	5	107	57.8- 66.9	•••	9 193	–	•••	15 832	–	8.7
AUA	LI	PAS	•••	Z	Z	•••	137	67.8	•••	57	–	•••	137	–	•••
AUA	LI	PAS	•••	Z	Z	•••	107	57.8	•••	595	–	•••	694	–	•••
FINNAIR		PAS	9	1	–	10	141	67.8	14 795	14 366	405	27 893	26 607	1 252	7.9
FINNAIR		PAS	4	–	–	4	156	72.5	4 451	2 099	2 328	12 065	3 497	8 532	8.2
FINNAIR		PAS	3	–	–	3	114	63.5	4 052	3 825	208	7 511	6 901	573	6.8
AOM-MINERVE S.A.		PAS	5	–	–	5	167	73.0	6 708	3 907	2 801	10 804	4 793	6 011	6.2
LUFTHANSA	LI	UNK	•••	Z	Z	•••	•••	•••	283	•••	•••	603	•••	•••	•••
LUFTHANSA	LI	UNK	•••	Z	Z	•••	•••	•••	3	•••	•••	4	•••	•••	•••
INDIAN AIRLINES	LI	PAS	–	1	–	1	160	•••	•••	23	•••	27	27	•••	•••
ATI		PAS	27	8	–	35	172	67.0	70 954	70 324	630	65 108	64 574	534	5.5
MERIDIANA		PAS	6	1	–	7	165	68.0	12 587	12 003	523	15 145	13 881	1 145	7.2
JAPAN AIR SYSTEM		PAS	19	3	–	22	163	64.0	38 724	38 718	6	44 315	44 297	18	5.5
JAPAN AIR SYSTEM		PAS	8	–	–	8	134	57.0	13 025	13 022	3	16 496	16 492	4	5.6
AEROMEXICO		PAS	10	5	–	15	143–145	66.7	32 157	31 913	244	45 281	44 763	518	9.5
AEROMEXICO		PAS	10	2	–	12	122–145	72.0	24 936	23 308	1 628	34 275	30 246	4 029	9.2
SAS		PAS	29	4	–	33	133–156	68.0	55 864	55 793	71	83 094	82 977	117	7.5
SAS		PAS	14	–	5	9	156	68.0	23 643	23 552	91	22 703	22 579	124	6.0
SAS		PAS	1	–	1	–	133	68.0	•••	•••	•••	•••	•••	•••	•••
SAS		PAS	12	4	–	16	110	61.0	25 965	25 947	18	46 066	46 024	42	8.5
SAS	LI	PAS	•••	Z	Z	•••	•••	•••	188	188	–	210	210	–	•••
AVIACO		PAS	7	6	–	13	155	64.4	15 876	15 804	72	16 096	15 907	189	3.4
AVIACO	LI	PAS	5	–	–	5	155	67.8	1 842	1 819	23	1 832	1 785	47	1.0
IBERIA		PAS	24	–	–	24	109	62.0	41 011	39 043	–	69 514	69 203	–	7.9
VIVA AIR		PAS	3	–	3	–	105	49.0	8	4	•••	17	9	•••	•••
VIVA AIR	LI	UNK	•••	Z	Z	•••	•••	•••	•••	2	•••	•••	4	•••	•••
VIVA AIR	LI	UNK	•••	Z	Z	•••	•••	•••	•••	6	•••	•••	14	•••	•••
AMERICAN		PAS	249	11	–	260	142	63.5	436 005	435 864	141	737 081	•••	•••	7.9 Y
USAIR		PAS	31	–	–	31	141	63.5	65 561	64 090	339	81 564	•••	•••	7.2 Y
USAIR		OTH	–	2	–	2	143	63.5	–	–	–	–	–	–	–
ALASKA		PAS	32	6	–	38	135–138	63.5	61 290	60 567	723	98 838	•••	•••	7.5 Y
CONTINENTAL		PAS	61	3	–	64	117–130	63.5	100 096	99 901	195	202 586	•••	•••	8.8 Y

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER		Use Category	At Beginning of Year	Acquire	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	
DOUGLAS MD-80 (CONT'D)															
DELTA		PAS	92	18	–	110	142	63.5	244 523	244 385	138	296 477	•••	•••	7.8 Y
NORTHWEST		PAS	8	–	–	8	143	63.5	13 510	13 497	13	24 366	•••	•••	8.3 Y
TWA		PAS	29	4	–	33	142	63.5	52 168	51 885	283	102 252	•••	•••	9.1 Y
LAV		PAS	5	1	–	6	114–157	72.0	37 890 C	37 240 C	650 C	45 358 C	44 531 C	827 C	•••
TOTAL SCHED. INTERNATIONAL			722 M	80 M	9 M	793 M			1398 115 M	1415 413 M	11 533 M	2107 581 M	599 235 M	23 962 M	7.7
MID-WEST EXPRESS		PAS	2	–	–	2	112	63.5	2 614	2 517	97	7 708	•••	•••	10.5 Y
TOTAL SCHED. DOMESTIC			2	–	–	2			2 614	2 517	97	7 708	•••	•••	10.5
AUSTRIAN AIRTRANSP.	LI	PAS	•••	Z	Z	•••	137	64.4	1 286	••	•••	2 837	••	•••	•••
AUSTRIAN AIRTRANSP.	LI	PAS	•••	Z	Z	•••	137	67.8	1 794	••	•••	4 336	••	•••	•••
AUSTRIAN AIRTRANSP.	LI	PAS	•••	Z	Z	•••	144	72.6	514	••	•••	2 176	••	•••	•••
AUSTRIAN AIRTRANSP.	LI	PAS	•••	Z	Z	•••	107	57.8- 66.9	1 127	••	•••	2 608	••	•••	•••
AERO-LLOYD		PAS	13	–	–	13	165–167	73.0	•••	••	11 616	•••	••	31 015	6.7
AERO-LLOYD		PAS	4	–	–	4	137	68.0	•••	••	3 218	•••	••	8 592	5.9
OASIS INT. AIRLINES		PAS	1	1	2	–	165	68.0	1 794	••	1 747	3 815	••	3 697	9.5
OASIS INT. AIRLINES		PAS	3	1	1	3	165	73.0	6 096	••	5 938	11 487	••	11 091	8.7
SPANAIR		PAS	8	2	1	9	163	72.0	12 928	••	12 911	28 781	••	28 743	9.0
BALAIR		PAS	3	–	–	3	149	68.0	1 495	••	1 495	5 756	••	5 756	5.7
BALAIR		PAS	1	–	–	1	149	73.0	444	••	444	2 213	••	2 213	6.1
CTA		PAS	4	–	–	4	125	67.0	4 416	••	4 154	10 204	••	10 186	7.0
CTA	LI	PAS	–	1	–	1	136	73.0	762	••	676	1 741	••	1 691	6.4
AIRTOURS INTL		PAS	5	3	–	8	167	72.6	5 355	••	5 355	35 885	••	35 885	13.3
TOTAL NON-SCHED. INTERNAT'L.			42 M	8 M	4 M	46 M			38 011 M	••	47 554 M	111 839 M	••	138 869 M	•••
TOTAL ALL OPERATIONS			1350 M	107 M	68 M	1389 M			2512 351 M	2457 000 M	83 725 M	3467 486 M	1008 058 M	190 384	7.2
DOUGLAS DC10 10 20 30 40 SERIES															
VARIG		PAS	10	–	2	8	232	260.0	7 362	7 145	50	28 963	28 248	252	9.7
VARIG		FRT	2	–	–	2	FRT	260.0	1 702	1 638	39	7 245	7 112	106	9.9
CRUZEIRO	LI	PAS	•••	Z	Z	•••	232	260.0	430	430	–	1 021	1 021	–	•••
VASP		PAS	3	–	3	–	255	256.3	1 321	1 024	297	4 865	3 153	1 712	4.9
VASP	LI	PAS	•••	Z	Z	•••	•••	•••	9	9	–	105	105	–	•••
CANADIAN		PAS	8	–	–	8	255–270	186.4	5 406	5 202	124	35 952	35 396	480	12.3
ECUATORIANA		PAS	1	–	–	1	269	251.0	1 352	1 352	–	3 868	3 868	–	10.6
FINNAIR		PAS	5	–	–	5	222–345	251.8	2 067	1 190	871	14 115	9 459	4 646	7.7
AOM-MINERVE S.A.		PAS	6	1	–	7	313	260.0	3 539	2 648	891	23 922	18 885	5 037	12.4
LUFTHANSA		PAS	10	1	1	10	232	252.0	7 904	7 515	50	51 078	49 946	126	13.7
JAPAN ASIA AIRWAYS		PAS	4	–	–	4	273	220.0	3 408	3 297	111	7 123	6 893	230	•••
JAPAN AIR SYSTEM		PAS	2	–	–	2	276–295	230.0	2 335	2 333	2	7 075	7 059	16	9.7
JAL		PAS	15	–	–	15	218–318	229.9	19 588	19 084	78	48 302	47 143	242	8.3
AEROMEXICO		PAS	2	–	–	2	276	206.4	2 361	2 341	20	6 617	6 559	58	9.0
AEROMEXICO		PAS	4	–	–	4	262	251.7	4 534	4 487	47	12 659	12 549	110	9.3
MEXICANA		PAS	6	–	–	6	268–315	200.9-207.7	7 093	7 004	•••	17 258	17 403	•••	8.7
PAL		PAS	2	–	–	2	274	258.0	1 321	1 315	6	8 457	8 455	2	11.6
IBERIA		PAS	8	–	–	8	266	252.0	6 120	5 853	–	37 754	37 683	–	12.9
THAI AIRWAYS		PAS	3	–	–	3	243	267.6	1 564	1 526	32	11 729	11 610	86	10.7
BRITISH AIRWAYS		PAS	8	–	1	7	233	259.5	1 826	1 826	–	31 097	30 583	514	11.1
AMERICAN		PAS	49	–	–	49	290	251.7	54 726	54 697	29	156 048	•••	•••	8.7 Y
AMERICAN		PAS	10	–	–	10	227–292	251.7	6 308	6 308	–	40 400	•••	•••	11.0 Y
AMERICA WEST		PAS	–	1	1	–	•••	251.7	80	80	–	427	•••	•••	9.1 Y
AMERICA WEST		PAS	–	1	1	–	•••	206.3	16	15	–	74	•••	•••	10.6 Y
CONTINENTAL		PAS	7	–	–	7	262	251.7	7 237	7 230	7	24 289	•••	•••	9.5 Y
CONTINENTAL		PAS	10	3	–	13	185–217	251.7	7 777	7 741	36	49 319	•••	•••	11.9 Y

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER		Use Category	At Beginning of Year	Acquire	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	
DOUGLAS DC10 10 20 30 40 SERIES (CONT'D)															
FEDERAL EXPRESS		FRT	10	1	–	11	FRT	251.7	8 203	8 203	–	19 827	•••	•••	5.0 Y
FEDERAL EXPRESS		FRT	16	3	–	19	FRT	251.7	14 638	14 281	357	51 924	•••	•••	8.1 Y
HAWAIIAN AIRLINES		PAS	–	1	1	–	•••	251.7	580	520	–	4 785	•••	•••	16.4 Y
HAWAIIAN AIRLINES		PAS	–	1	1	–	•••	206.3	8	8	–	66	•••	•••	16.5 Y
NORTHWEST		PAS	5	3	–	8	271	251.7	4 176	4 176	–	20 733	•••	•••	10.8 Y
NORTHWEST		PAS	21	–	–	21	248–299	206.3	20 430	20 426	4	72 803	•••	•••	9.5 Y
UNITED		PAS	46	–	1	45	287	251.7	51 337	51 303	34	142 731	•••	•••	8.5 Y
UNITED		PAS	8	–	–	8	285	251.7	7 027	7 014	13	33 417	•••	•••	11.4 Y
VIASA		PAS	6	–	1	5	258	•••	5 260	5 260	–	25 708	25 708	–	•••
AIR AFRIQUE		PAS	3	–	–	3	236	240.0	•••	•••	•••	10 372	8 844	1 528	•••
TOTAL SCHED. INTERNATIONAL			290 M	16 M	13 M	293 M			269 045 M	264 481 M	3 098 M	1012 128	377 682 M	15 145 M	9.5
CONDOR		PAS	3	–	–	3	370	263.1	2 718	••	2 673	10 414	••	10 371	9.4
BALAIR		PAS	1	–	–	1	327	253.0	71	••	71	1 176	••	1 176	9.0
WORLD		PAS	1	–	1	–	354	251.7	306	••	306	972	••	958	9.0
WORLD		P/F	5	2	–	7	330–354	251.7	1 794	••	1 794	9 193	••	8 680	5.6
TOTAL NON-SCHED. INTERNAT'L.			10	2	1	11			4 889	••	4 844	21 755	••	21 185	•••
DOUGLAS DC10 SERIES UNKNOWN															
TRANSBRASIL	LI	PAS	•••	Z	Z	•••	•••	•••	9	9	–	17	17	–	•••
LAN CHILE		FRT	–	1	1	–	FRT	253.1	18	18	–	247	247	–	13.0
LUFTHANSA	LI	UNK	•••	Z	Z	•••	•••	•••	1	•••	•••	9	•••	•••	•••
KUWAIT AIRWAYS	LI	UNK	1	1	1	1	•••	•••	•••	•••	•••	•••	•••	•••	•••
SAS	LI	PAS	•••	Z	Z	•••	•••	•••	30	30	–	40	40	–	•••
TOTAL SCHED. INTERNATIONAL			1 M	2 M	2 M	1 M			58 M	57 M	•••	313 M	304 M	•••	13.0
AUSTRIAN AIRTRANSP.	LI	PAS	•••	Z	Z	•••	•••	•••	3	••	•••	22	••	•••	•••
TOTAL NON-SCHED. INTERNAT'L.			•••	•••	•••	•••			3	••	•••	22	••	•••	•••
TOTAL ALL OPERATIONS			301	20	16	305			273 995 M	264 538 M	7 942	1034 218 M	377 986 M	36 330	9.5
AIRBUS A300B															
TRANSBRASIL	LI	PAS	•••	Z	Z	•••	•••	•••	136	136	–	227	227	–	•••
VASP		PAS	3	–	–	3	240	142.0	2 834	2 780	54	5 563	5 463	100	5.1
AIR INTER		PAS	16	–	1	15	314	137.0	••• B	••• B	••• B	••• B	••• B	••• B	••• B
INDIAN AIRLINES		PAS	••• B	–	–	••• B	271–273	146.6	••• B	••• B	••• B	••• B	••• B	••• B	••• B
PIA		PAS	8	–	–	8	246–258	165.0	11 170	11 123	–	25 969	25 887	–	9.1
VIVA AIR	LI	UNK	•••	Z	Z	•••	•••	•••	•••	1	•••	•••	4	•••	•••
VIASA		PAS	2	–	–	2	231	•••	1 853	1 853	–	5 867	5 867	–	•••
TOTAL SCHED. INTERNATIONAL			29 M	•••	1 M	28 M			15 993 M	15 893 M	54 M	37 626 M	37 448 M	100 M	8.0
AIRBUS A300B 4 600 & R SERIES															
EGYPTAIR		CON	10	2	–	12	260–271	165.0-170.5	13 041	10 552	2 455	30 985	25 200	5 685	7.1
FINNAIR		PAS	2	–	–	2	308	165.0	1 292	26	1 222	4 850	58	4 768	6.6
AIR INTER		PAS	6	–	–	6	314	150.0	34 315 C	33 361 C	660 C	42 925 C	41 750 C	825 C	5.3 C
LUFTHANSA		PAS	10	1	–	11	207–259	150.0-165.0	13 640	13 387	7	29 544	28 832	12	7.2
OLYMPIC		PAS	8	1	–	9	260–269	170.5	10 561	10 276	226	20 466	19 781	528	6.5
AIR INDIA		PAS	3	–	–	3	238	165.0	2 071	2 071	–	6 210	6 210	–	9.1

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	Disposed of	At End of Year	No. of Seats	Average Maximum Take-off Weights (Tonnes)	Number of Departures Total	Scheduled Revenue	Non - Sched Revenue	Number of Hours Flown Total	Scheduled Revenue	Non - Sched Revenue	Average Daily Revenue Hours
AIRBUS A300B 4 600 & R SERIES (CONT'D)														
INDIAN AIRLINES	PAS	11 C	–	–	11 C	271–273	146.6	12 989 C	12 957 C	3 C	25 148 C	24 412 C	679 C	6.3 C
JAPAN AIR SYSTEM	PAS	19	5	–	24	254–308	137.0-144.0	33 879	33 879	–	52 924	52 924	–	6.0
PAL	PAS	7	1	–	8	246	163.0	7 753	7 674	59	16 628	16 506	122	6.4
IBERIA	PAS	8	–	–	8	251	158.0	10 516	10 368	–	20 647	20 599	–	7.1
THAI AIRWAYS	PAS	23	3	–	26	223–247	157.5-165.0	27 368	27 077	204	62 038	61 166	468	7.0
THAI AIRWAYS LI	PAS	2	–	2	–	247	157.5	557	549	3	708	693	4	1.4
TUNIS AIR	PAS	1	–	–	1	265	165.0	1 184	1 116	68	2 783	2 563	220	7.6
EMIRATES AIRLINES	PAS	4	–	–	4	223–253	172.0	4 615	4 615	–	17 412	17 412	–	•••
MONARCH AIRLINES	PAS	2	2	–	4	361	170.5	1 867	–	1 867	14 115	–	14 115	10.9
AMERICAN	PAS	30	4	–	34	267	165.0	35 333	35 331	2	90 470	•••	•••	7.8 Y
CONTINENTAL	PAS	22	–	1	21	233	137.0	24 810	24 480	330	67 604	•••	•••	8.5 Y
AIR AFRIQUE	PAS	3	–	–	3	227	165.0	•••	•••	•••	8 577	8 538	39	•••
TOTAL SCHED. INTERNATIONAL		171	19	3	187			235 791 M	227 719 M	7 106 M	514 034	326 644 M	27 465 M	7.0
AIR CHARTER INT.	PAS	1	–	–	1	314	165.0	604	••	604	1 920	••	1 880	•••
TOTAL NON-SCHED. INTERNAT'L.		1	–	–	1			604	••	604	1 920	••	1 880	•••
TOTAL ALL OPERATIONS		201 M	19 M	4 M	216 M			252 388 M	243 612 M	7 764 M	553 580 M	364 092 M	29 445 M	7.0
AIRBUS A310 ALL SERIES														
AUA	PAS	3	1	–	4	172	157.0	•••	–	•••	•••	17 540	–	12.7
LAB LI	PAS	1	–	–	1	241	157.0	1 070	978	92	3 328	2 915	413	9.1
CANADIAN	PAS	2	–	2	–	180	157.0	13	–	–	60	–	–	–
CSA	PAS	2	–	–	2	214	157.0	1 718	1 702	16	8 712	8 673	39	11.9
ECUATORIANA	PAS	2	–	–	2	192	157.0	2 581	2 581	–	6 744	6 744	–	9.2
LUFTHANSA	PAS	24	1	2	23	164–201	125.0-153.0	36 876	35 481	141	77 960	76 660	133	9.1
AIR INDIA	PAS	8	–	–	8	206	154.0	7 926	7 926	–	25 607	25 607	–	10.0
KENYA AIRWAYS	PAS	2	–	–	2	195	153.0	2 302	2 121	99	9 654	9 145	461	13.2
KENYA AIRWAYS LI	PAS	1	–	–	1	195	153.0	1 120	1 001	112	4 056	3 525	527	11.1
KUWAIT AIRWAYS LI	UNK	5	–	–	5	178	•••	•••	•••	•••	9 906	•••	•••	•••
PIA	PAS	1	2	–	3	212	157.0	3 524	3 481	19	9 440	9 281	98	9.4
TAP AIR PORTUGAL	PAS	6	–	1	5	205	160.0	4 686	4 647	6	15 384	15 261	27	8.0
TAROM	PAS	–	2	–	2	209	164.0	27	11	16	118	50	68	4.9
SIA	PAS	15	2	–	17	186–189	142.0-153.0	••• B	••• B	••• B	••• B	••• B	••• B	••• B
THAI AIRWAYS	PAS	2	–	–	2	211	142.0	2 441	2 435	–	5 266	5 218	–	7.1
THAI AIRWAYS LI	PAS	2	–	1	1	192	157.0	1 631	1 624	3	3 074	3 040	6	7.2
EMIRATES AIRLINES	PAS	2	5	–	7	181–201	153.0-157.0	5 050	5 050	–	20 811	20 756	55	•••
DELTA	PAS	21	–	–	21	192–196	150.0	16 317	16 317	–	92 552	•••	•••	12.0 Y
AIR AFRIQUE	PAS	1	2	–	3	180	153.0	•••	•••	•••	5 511	5 511	–	•••
TOTAL SCHED. INTERNATIONAL		100	15	6	109			87 282 M	85 355 M	504 M	298 183 M	209 926 M	1 827 M	10.3
AUSTRIAN AIRTRANSP. LI	PAS	•••	Z	Z	•••	172	157.0	216	••	•••	679	••	•••	•••
HAPAG-LLOYD	PAS	6	1	–	7	233–264	134.0-157.0	13 620	••	12 129	28 156	••	27 866	10.9
OASIS INT. AIRLINES	PAS	–	1	–	1	254	157.0	1 166	••	1 046	5 626	••	5 546	•••
BALAIR	PAS	1	2	–	3	213–241	154.0-164.0	634	••	634	9 135	••	9 135	11.2
TOTAL NON-SCHED. INTERNAT'L.		7 M	4 M	•••	11 M			15 636	••	13 809 M	43 596	••	42 547 M	•••
TOTAL ALL OPERATIONS		107 M	19 M	6	120 M			102 918 M	85 355 M	14 313 M	341 779 M	209 926 M	44 374 M	10.3

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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	
AIRBUS A320														
AIR CANADA	PAS	19	12	–	31	137	73.3	36 528	35 441	771	93 351	90 760	1 966	10.0
CANADIAN	PAS	5	6	–	11	132	75.5	11 178	9 693	1 321	34 317	30 186	3 990	10.4
LACSA	PAS	4	1	–	5	162	73.0	8 113	7 918	195	16 449	16 216	233	10.6
EGYPTAIR	CON	5	–	–	5	145	73.5	6 894	5 641	1 231	15 742	12 893	2 793	8.6
AIR INTER	PAS	27	4	1	30	172	68.0	62 499 *	61 493	211	69 829	68 700 *	235 *	6.7
LUFTHANSA	PAS	28	4	–	32	144	66.0	62 426	61 409	94	82 362	81 477	216	7.2
INDIAN AIRLINES	PAS	18	–	–	18	168	70.0	25 296	25 094	2	37 723	37 524	2	5.8
ALL NIPPON AIRWAYS	PAS	10	3	–	13	166	67.0	21 134	21 120	14	25 128	25 108	20	7.0
MEXICANA	PAS	8	7	–	15	150	73.9	16 961	16 029	...	35 828	35 510	...	...
TAP AIR PORTUGAL	PAS	–	4	–	4	156	70.0	3 728	3 679	–	8 282	8 129	–	7.3
IBERIA	PAS	14	7	–	21	147	72.0	31 592	30 176	–	50 028	49 714	–	11.1
TUNIS AIR	PAS	3	2	–	5	144–174	73.5	5 013	3 725	1 288	11 191	8 480	2 711	8.2
BRITISH AIRWAYS	PAS	10	–	–	10	146	70.8	7 182	7 174	8	24 408	24 370	38	6.7
AMERICA WEST	PAS	16	2	–	18	148	73.5	30 574	30 320	254	57 852	...	...	9.1 Y
NORTHWEST	PAS	20	21	–	41	150	73.5	44 221	44 204	17	102 845	...	...	9.4 Y
TOTAL SCHED. INTERNATIONAL		187	73	1	259			373 339	363 116	5 406 M	665 335	489 067 M	12 204 M	8.3
AIR NIPPON	PAS	–	9	–	9	166	67.0	883	883	–	2 126	2 126	–	...
TOTAL SCHED. DOMESTIC		–	9	–	9			883	883	–	2 126	2 126	–	...
AIR 2000	PAS	–	4	–	4	179	75.2	578	..	578	6 312	..	6 312	10.8
TOTAL NON-SCHED. INTERNAT'L.		–	4	–	4			578	..	578	6 312	..	6 312	...
TOTAL ALL OPERATIONS		187	86	1	272			374 800	363 999	5 984 M	673 773	491 193 M	18 516 M	8.3
FOKKER 100														
TAT/TAT EXPORT	PAS	5	5	–	10	...	43.1	6 162	5 713	449	7 558	6 896	662	...
AIR LITTORAL	PAS	6	–	–	6	93	44.0	9 126	...	105	13 590	...	147	.1
SEMPATI	PAS	7	–	–	7	100	43.0	18 170	18 170	–	26 459	26 459	–	10.5
AIR UK	UNK	–	5	–	5	101	43.0	871	869	2	2 480	2 471	–	5.4
AMERICAN	PAS	13	26	–	39	97	43.1	43 924	43 924	–	45 423	...	...	5.4 Y
USAIR	PAS	32	8	–	40	100	43.1	83 554	82 104	272	92 705	...	...	6.8 Y
AIR AFRIQUE LI	PAS	–	1	–	1	102	...	...	...	...	1 301	1 301	–	...
TOTAL SCHED. INTERNATIONAL		63	45	–	108			161 807 M	150 780 M	828 M	189 516	37 127 M	809 M	6.1
BRASIL-CENTRAL LI	PAS	...	Z	Z	...	108	44.5	1 241	1 215	26	1 004	955	49	...
TAM	PAS	4	4	–	8	108	44.5	10 890	10 668	222	10 750	10 312	438	6.2
TOTAL SCHED. DOMESTIC		4 M	4 M	...	8 M			12 131	11 883	248	11 754	11 267	487	6.2
TOTAL ALL OPERATIONS		67 M	49 M	...	116 M			173 938 M	162 663 M	1 076 M	201 270	48 394 M	1 296 M	6.1
FOKKER F-28 FELLOWSHIP														
AIR IVOIRE	PAS	4	1	3	2	85	33.0	...	...	...	4 728	4 728	–	...
TAT/TAT EXPORT	PAS	21	–	2	19	...	29.5- 33.1	7 954	7 875	79	9 494	9 406	88	...
MERPATI NUSANTARA	PAS	27	–	–	27	65– 85	31.7	50 226	...	...	59 133	...	...	3.0 Y
USAIR	PAS	42	–	1	41	63– 68	33.1	82 728	80 946	2	74 321	...	...	5.6 Y
HORIZON AIR	PAS	3	–	–	3	65	33.1	7 384	7 384	–	6 212	...	...	6.8 Y
TOTAL SCHED. INTERNATIONAL		97	1	6	92			148 292 M	96 205 M	81 M	153 888	14 134 M	88 M	4.1

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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
FOKKER F-28 FELLOWSHIP (CONT'D)														
TAME	UNK	1	–	–	1	85	•••	2 832	2 732	100	1 274	1 229	45	•••
LINJEFLYG	PAS	19	–	–	19	70– 75	32.0- 34.0	48 296	47 716	580	31 404	30 821	583	•••
TOTAL SCHED. DOMESTIC		20	–	–	20			51 128	50 448	680	32 678	32 050	628	•••
TOTAL ALL OPERATIONS		117	1	6	112			199 420 M	146 653 M	761 M	186 566	46 184 M	716 M	4.1
GRUMMAN III GULFSTREAM III														
ARAVCO LTD	PAS	–	1	–	1	10	30.9	11	••	11	216	••	216	.8
TOTAL NON-SCHED. INTERNAT'L.		–	1	–	1			11	••	11	216	••	216	•••
TOTAL ALL OPERATIONS		–	1	–	1			11	••	11	216	••	216	•••
HS-125,BAE-125 1A B														
KUWAIT AIRWAYS	UNK	1	–	–	1	8	•••	•••	•••	•••	•••	•••	•••	•••
TOTAL SCHED. INTERNATIONAL		1	–	–	1			•••	•••	•••	•••	•••	•••	•••
ARAVCO LTD	PAS	–	2	–	2	•••	10.0	1	••	1	22	••	22	.1
TOTAL NON-SCHED. INTERNAT'L.		–	2	–	2			1	••	1	22	••	22	•••
TOTAL ALL OPERATIONS		1	2	–	3			1	•• M	1	22	•• M	22	•••
ILYUSHIN IL-62														
CSA	PAS	8	–	–	8	174	167.0	1 439	936	503	4 015	2 134	1 881	1.4
AIR INDIA LI	PAS	•••	Z	Z	•••	•••	•••	313	313	–	1 499	1 499	–	•••
LOT LI	PAS	•••	Z	Z	•••	•••	•••	104	–	104	516	–	516	•••
TAROM	PAS	4	–	–	4	179	161.6-167.0	248	•••	•••	3 758	•••	•••	3.6 Y
TOTAL SCHED. INTERNATIONAL		12 M	•••	•••	12 M			2 104	1 249 M	607 M	9 788	3 633 M	2 397 M	2.0
TOTAL ALL OPERATIONS		12 M	•••	•••	12 M			2 104	1 249 M	607 M	9 788	3 633 M	2 397 M	2.0
ILYUSHIN IL-76														
AIR INDIA LI	FRT	•••	Z	Z	•••	FRT	•••	877	877	–	2 880	2 880	–	•••
TOTAL SCHED. INTERNATIONAL		•••	•••	•••	•••			877	877	–	2 880	2 880	–	•••
TOTAL ALL OPERATIONS		•••	•••	•••	•••			877	877	–	2 880	2 880	–	•••

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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	
ILYUSHIN IL-86														
PIA LI	PAS	–	1	–	1	•••	•••	424	423	–	1 536	1 532	–	•••
TOTAL SCHED. INTERNATIONAL		–	1	–	1			424	423	–	1 536	1 532	–	•••
TOTAL ALL OPERATIONS		–	1	–	1			424	423	–	1 536	1 532	–	•••
LOCKHEED L-1011 TRISTAR														
AIR CANADA	UNK	3	–	–	3	•••	•••	–	–	–	–	–	–	–
ALL NIPPON AIRWAYS	PAS	11	–	2	9	341	195.0	14 496	14 496	–	24 264	24 264	–	7.1
KUWAIT AIRWAYS LI	UNK	2	1	1	2	•••	•••	•••	•••	•••	2 042	•••	•••	•••
FAUCETT	PAS	1	1	–	2	266–316	195.0	548	548	–	2 466	2 466	–	6.8
TAP AIR PORTUGAL	PAS	7	–	–	7	253	230.0	4 453	4 427	4	22 412	22 326	11	10.2
AIR LANKA	PAS	4	–	–	4	244–276	•••	4 252	4 158	94	15 992	15 905	87	•••
AIR LANKA LI	PAS	3	–	–	3	234–270	•••	3 440	3 300	140	12 768	12 668	100	•••
BRITISH AIRWAYS	PAS	6	–	6	–	243	215.0	–	–	–	2 053	–	2 053	8.2
CATHAY PACIFIC	PAS	18	1	–	17	277	211.3	15 288	14 587	701	37 316	35 460	1 707	6.0
DRAGONAIR	PAS	1	–	–	1	300	•••	1 370	1 282	88	3 128	2 951	177	8.6
AMERICAN TRANSAIR	PAS	10	–	–	10	362	195.0	8 026	993	7 033	28 941	•••	•••	•••
AMERICA WEST	PAS	–	1	1	–	361	195.0	185	185	–	1 017	•••	•••	9.5 Y
DELTA	PAS	48	8	–	56	218–302	195.0-224.9	52 201	52 160	41	196 534	•••	•••	10.1 Y
HAWAIIAN AIRLINES	PAS	6	–	1	5	322–350	195.0	2 824	2 776	31	13 415	•••	•••	7.3 Y
TWA	PAS	32	–	17	15	261–275	195.0	29 917	29 624	293	94 406	•••	•••	9.0 Y
TOTAL SCHED. INTERNATIONAL		152	12	28	134			137 000 M	128 536 M	8 425 M	456 754	116 040 M	4 135 M	8.9
LTU	PAS	10	–	1	9	288–358	195.0-231.0	8 523	••	8 488	32 472	••	32 295	9.3
CALEDONIAN AIRWAYS	PAS	6	–	1	5	393	195.0	1 096	••	1 096	13 444	••	13 444	6.2
TOTAL NON-SCHED. INTERNAT'L.		16	–	2	14			9 619	••	9 584	45 916	••	45 739	•••
TOTAL ALL OPERATIONS		168	12	30	148			146 619 M	128 536 M	18 009 M	502 670	116 040 M	49 874 M	8.9
DOUGLAS MD-11 ALL SERIES														
TRANSBRASIL LI	PAS	•••	Z	Z	•••	•••	•••	83	83	–	451	451	–	•••
VARIG	PAS	2	2	–	4	293	280.0	1 753	1 715	5	8 674	8 600	17	11.8
CRUZEIRO LI	PAS	•••	Z	Z	•••	293	280.0	338	338	–	869	869	–	•••
VASP	PAS	–	2	–	2	293	280.3	680	660	20	5 580	5 550	30	9.3
FINNAIR	PAS	2	–	–	2	365–399	274.7	1 424	441	954	7 727	3 421	4 249	10.5
THAI AIRWAYS	PAS	2	2	–	4	287	280.3	1 195	1 190	2	9 177	9 063	12	10.2
AMERICAN	PAS	5	6	–	11	227	280.3	4 800	4 800	–	39 588	•••	•••	12.2 Y
DELTA	PAS	2	7	–	9	248	280.3	3 697	3 697	–	22 808	•••	•••	12.2 Y
FEDERAL EXPRESS	FRT	3	5	–	8	FRT	280.3	3 010	3 010	–	12 880	•••	•••	8.8 Y
TOTAL SCHED. INTERNATIONAL		16 M	24 M	•••	40 M			16 980	15 934	981	107 754	27 954 M	4 308 M	11.2
LTU	PAS	1	3	–	4	408	226.0-275.0	1 925	••	1 917	5 962	••	5 944	8.9
TOTAL NON-SCHED. INTERNAT'L.		1	3	–	4			1 925	••	1 917	5 962	••	5 944	•••
TOTAL ALL OPERATIONS		17 M	27 M	– M	44 M			18 905	15 934	2 898	113 716	27 954 M	10 252 M	11.2

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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	
SE210 CARAVELLE														
SYRIAN ARAB	PAS	2	–	–	2	80	52.0	2 378	2 356	22	2 251	2 101	143	3.1
TOTAL SCHED. INTERNATIONAL		2	–	–	2			2 378	2 356	22	2 251	2 101	143	3.1
AERO-JET SA	PAS	–	1	–	1	99	56.0	456	••	395	940	••	894	4.2
TOTAL NON-SCHED. INTERNAT'L.		–	1	–	1			456	••	395	940	••	894	•••
TOTAL ALL OPERATIONS		2	1	–	3			2 834	2 356	417	3 191	2 101	1 037	3.1
TUPOLEV TU-134														
CSA	PAS	6	–	1	5	76	49.0	6 390	6 028	362	7 054	6 447	607	3.8
ESTONIAN AIR	PAS	12	–	–	12	72– 80	48.2	3 565	3 342	223	4 898	4 121	717	1.4
LITHUANIAN AIRLINES	PAS	9	–	–	9	80	49.0	2 382	1 906	476	6 658	5 255	1 303	3.2
LOT	PAS	7	–	–	7	64	46.0	5 644	5 561	83	9 232	9 022	156	3.6
SYRIAN ARAB	PAS	2	–	–	2	72	47.0	1 174	1 170	4	1 604	1 592	5	2.2
TOTAL SCHED. INTERNATIONAL		36	–	1	35			19 155	18 007	1 148	29 446	26 437	2 788	2.8
TOTAL ALL OPERATIONS		36	–	1	35			19 155	18 007	1 148	29 446	26 437	2 788	2.8
TUPOLEV TU-154														
CSA	PAS	7	–	3	4	136	100.0	4 850	4 448	402	8 128	7 292	836	3.6
EGYPTAIR LI	CON	1	–	–	1	160	90.0	6	2	4	6	2	4	.0
INDIAN AIRLINES LI	PAS	1	–	–	1	164	•••	•••	320	•••	589	589	•••	•••
LOT	PAS	14	–	–	14	150	90.0	6 212	5 949	263	12 250	11 429	633	2.4
LOT LI	PAS	•••	Z	Z	•••	•••	•••	8	–	8	16	–	16	•••
TAROM	CON	10	–	–	8	164	98.0	1 008	•••	•••	6 359	•••	•••	2.7 Y
SYRIAN ARAB	PAS	3	–	–	3	139	96.5	1 533	1 418	115	3 280	3 021	232	3.0
TOTAL SCHED. INTERNATIONAL		36 M	•••	3 M	31 M			13 617 M	12 137 M	792 M	30 628	22 333 M	1 721 M	2.7
TOTAL ALL OPERATIONS		36 M	•••	3 M	31 M			13 617 M	12 137 M	792 M	30 628	22 333 M	1 721 M	2.7
YAKOVLEV YAK-40														
CSA	PAS	6	–	6	–	24	16.0	2 485	2 240	245	2 632	2 429	203	2.6
ESTONIAN AIR	PAS	4	–	–	4	30– 32	16.1	2 155	1 505	650	2 196	1 209	971	1.9
LIETUVA	PAS	7	–	–	7	26	16.8	1 201	247	954	1 935	254	1 681	1.0
LOT LI	PAS	•••	Z	Z	•••	•••	•••	37	–	37	67	–	67	•••
TOTAL SCHED. INTERNATIONAL		17 M	•••	6 M	11 M			5 878	3 992	1 886	6 830	3 892	2 922	1.6
TOTAL ALL OPERATIONS		17 M	•••	6 M	11 M			5 878	3 992	1 886	6 830	3 892	2 922	1.6
YAKOVLEV YAK-42														
LITHUANIAN AIRLINES	PAS	12	–	–	12	120	54.0	4 601	3 948	653	13 395	10 894	2 501	5.3
TOTAL SCHED. INTERNATIONAL		12	–	–	12			4 601	3 948	653	13 395	10 894	2 501	5.3

STATISTICS BY AIRCRAFT TYPE - 1992

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			Number of Hours Flown			Average Daily Revenue Hours
								Total	Scheduled Revenue	Non - Sched Revenue	Total	Scheduled Revenue	Non - Sched Revenue	
TOTAL ALL OPERATIONS		12	–	–	12			4 601	3 948	653	13 395	10 894	2 501	5.3

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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	•••	157	–	157	336	–	333	•••
AIR AFRIQUE LI	FRT	–	1	–	1	FRT	•••	•••	•••	•••	920	920	–	•••
TOTAL SCHED. INTERNATIONAL		•••	1 M	•••	1 M			157 M	•••	157 M	1 256	920	333	•••
TOTAL ALL OPERATIONS		•••	1 M	•••	1 M			157 M	•••	157 M	1 256	920	333	•••
ANTONOV AN-24 B														
LITHUANIAN AIRLINES	PAS	4	–	–	4	48	21.0	1 323	1 109	214	3 145	2 475	670	2.4
TAROM	PAS	21	–	4	17	52	21.8	5 117	•••	•••	12 145	•••	•••	2.3 Y
TOTAL SCHED. INTERNATIONAL		25	–	4	21			6 440	1 109 M	214 M	15 290	2 475 M	670 M	2.3
TOTAL ALL OPERATIONS		25	–	4	21			6 440	1 109 M	214 M	15 290	2 475 M	670 M	2.3
ANTONOV AN-26 B														
LITHUANIAN AIRLINES	FRT	3	–	–	3	FRT	24.0	185	–	185	1 293	–	1 293	1.3
LOT	FRT	•••	Z	Z	•••	FRT	•••	24	–	24	47	–	47	•••
TOTAL SCHED. INTERNATIONAL		3 M	•••	•••	3 M			209	–	209	1 340	–	1 340	1.3
TOTAL ALL OPERATIONS		3 M	•••	•••	3 M			209	–	209	1 340	–	1 340	1.3
ATR-42 ALL SERIES														
BRITT AIR	UNK	9	2	–	11	50	16.7	14 361	14 290	71	18 709	18 602	107	5.8
TAT/TAT EXPORT	PAS	6	–	–	6	•••	16.7	7 001	6 922	79	8 882	8 727	155	•••
AIR LITTORAL	PAS	5	–	–	5	50	16.0	7 407	•••	251	8 957	•••	360	.2
EUROWINGS	PAS	10	3	–	13	42– 54	16.7	20 170	19 725	445	23 704	22 617	1 087	5.7
OLYMPIC	PAS	4	–	–	4	50	16.7	10 514	10 346	90	9 557	9 255	91	6.4
ATI	PAS	1	–	1	–	48	16.7	2	–	2	4	–	4	•••
THAI AIRWAYS	PAS	2	–	–	2	46	16.7	4 388	4 363	1	3 823	3 782	1	5.2
CONTINENTAL	PAS	37	–	37	–	•••	•••	–	–	–	–	–	–	–
TOTAL SCHED. INTERNATIONAL		74	5	38	41			63 843	55 646 M	939	73 636	62 983 M	1 805	4.9
TOTAL ALL OPERATIONS		74	5	38	41			63 843	55 646 M	939	73 636	62 983 M	1 805	4.9
ATR-72														
CSA	PAS	–	4	–	4	65	22.0	4 996	4 653	343	5 275	4 956	319	5.3
FINNAIR	PAS	5	1	–	6	66	21.5	1 676	1 618	3	1 485	1 375	2	6.5
BRITT AIR	UNK	2	–	–	2	68	•••	3 417	3 415	2	3 541	3 480	3	4.9
TAT/TAT EXPORT	PAS	2	2	–	4	•••	21.5	2 339	2 290	49	2 919	2 856	63	•••
AIR LITTORAL	PAS	–	1	–	1	66	21.0	1 229	•••	5	1 611	•••	9	.0
EUROWINGS	PAS	4	2	–	6	69	21.5	9 838	9 171	667	13 608	11 996	1 611	6.5
OLYMPIC	PAS	2	2	–	4	68	21.5	8 451	8 203	229	7 832	7 417	385	6.4
LOT	PAS	3	2	–	5	64	21.0	7 046	7 021	25	7 985	7 770	50	5.1

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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
ATR-72 (CONT'D)														
THAI AIRWAYS	PAS	2	–	–	2	64	21.5	4 450	4 406	3	2 964	2 828	3	3.9
TOTAL SCHED. INTERNATIONAL		20	14	–	34			43 442	40 777 M	1 326	47 220	42 678 M	2 445	5.5
KAR AIR LI	PAS	5	1	–	6	66	21.5	16 142	16 136	6	11 946	11 941	5	7.1
BINTER CANARIAS	PAS	5	1	–	6	68	21.0	21 575	21 413	–	13 663	13 458	–	6.2
TOTAL SCHED. DOMESTIC		10	2	–	12			37 717	37 549	6	25 609	25 399	5	6.6
TOTAL ALL OPERATIONS		30	16	–	46			81 159	78 326 M	1 332	72 829	68 077 M	2 450	5.8
BAE-ATP														
MERPATI NUSANTARA	PAS	–	5	–	5	68	22.9	4 498	•••	•••	6 052	•••	•••	4.4 Y
BRITISH AIRWAYS	PAS	12	2	–	14	64	22.4	22 423	21 493	930	22 387	21 159	1 228	4.8
BRITISH MIDLAND	PAS	2	1	–	3	64	22.4	4 270	4 268	2	4 807	4 748	59	5.8
LOGANAIR	PAS	3	2	–	5	64	22.4	8 340	8 330	10	9 896	9 859	37	5.4
MANX AIRLINES	PAS	3	–	–	3	60– 68	22.4	6 516	6 501	15	5 448	4 978	469	5.1
TOTAL SCHED. INTERNATIONAL		20	10	–	30			46 047	40 592 M	957 M	48 590	40 744 M	1 793 M	5.0
SATA	PAS	3	–	–	3	64	23.0	7 593	7 552	29	4 557	4 522	20	4.1
AIR WISCONSIN	PAS	10	–	1	9	64	22.1	26 277	26 277	–	17 161	•••	•••	4.9 Y
TOTAL SCHED. DOMESTIC		13	–	1	12			33 870	33 829	29	21 718	4 522 M	20 M	4.7
TOTAL ALL OPERATIONS		33	10	1	42			79 917	74 421 M	986 M	70 308	45 266 M	1 813 M	4.9
CANADAIR CL44														
YUKON HEAVYLIFT CARGO	CON	1	–	–	1	•••	95.2	8	••	8	466	••	466	1.5
TOTAL NON-SCHED. INTERNAT'L.		1	–	–	1			8	••	8	466	••	466	•••
TOTAL ALL OPERATIONS		1	–	–	1			8	••	8	466	••	466	•••
CN-235														
CASA-NURTANIO 235 MERPATI NUSANTARA	PAS	15	–	1	14	40	14.2	16 839	•••	•••	12 365	•••	•••	4.3 Y
TOTAL SCHED. INTERNATIONAL		15	–	1	14			16 839	•••	•••	12 365	•••	•••	4.3
BINTER MEDIT.	PAS	5	–	–	5	44	15.0	11 822	11 419	27	10 534	10 065	36	5.5
BINTER CANARIAS	PAS	4	–	–	4	40	14.0	11 157	10 985	–	7 245	6 959	–	4.8
TOTAL SCHED. DOMESTIC		9	–	–	9			22 979	22 404	27	17 779	17 024	36	5.2
TOTAL ALL OPERATIONS		24	–	1	23			39 818	22 404	27	30 144	17 024	36	4.8

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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
CONVAIR CV-580														
NORTHWEST	OTH	10	–	10	–	48	24.9	–	–	–	–	–	–	–
TOTAL SCHED. INTERNATIONAL		10	–	10	–			–	–	–	–	–	–	•••
TOTAL ALL OPERATIONS		10	–	10	–			–	–	–	–	–	–	•••
DOUGLAS DC-3 C-47 DAKOTA HIPPER														
AIR ATLANT./CORBIERE	CON	2	–	–	2	30– 36	12.7	113	6	107	161	4	157	.2
TOTAL SCHED. INTERNATIONAL		2	–	–	2			113	6	107	161	4	157	.2
TAES	UNK	2	–	1	1	27	13.0	340	••	•••	200	••	•••	•••
CLASSIC AIR	CON	2	–	–	2	28	12.0	416	••	416	476	••	476	.7
TOTAL NON-SCHED. INTERNAT'L.		4	–	1	3			756	••	416 M	676	••	476 M	•••
TOTAL ALL OPERATIONS		6	–	1	5			869	6	523 M	837	4	633 M	.2
DOUGLAS DC-6 SERIES UNKNOWN														
AIR ATLANT./CORBIERE	FRT	2	–	–	2	FRT	47.0	222	–	222	591	–	591	.8
TOTAL SCHED. INTERNATIONAL		2	–	–	2			222	–	222	591	–	591	.8
TOTAL ALL OPERATIONS		2	–	–	2			222	–	222	591	–	591	.8
DOUGLAS DC-7 SERIES UNKNOWN														
AEROCHAGO	FRT	•••	Z	Z	•••	FRT	•••	•••	••	316	•••	••	•••	•••
TOTAL NON-SCHED. INTERNAT'L.		•••	•••	•••	•••			•••	••	316	•••	••	•••	•••
TOTAL ALL OPERATIONS		•••	•••	•••	•••			•••	••	316	•••	••	•••	•••
DHC-7 DASH 7														
AUA LI	PAS	•••	Z	Z	•••	48	20.0	•••	762	–	•••	1 116	–	•••
TYROLEAN AIRWAYS	PAS	2	–	–	2	48	20.0	2 809	1 716	1 093	4 386	2 267	1 577	5.3
AIR GUINEE	UNK	1	–	–	1	•••	•••	•••	656 C	•••	•••	•••	•••	•••
SAS LI	PAS	•••	Z	Z	•••	•••	•••	190	190	–	171	171	–	•••
BRITISH MIDLAND	PAS	3	–	1	2	44	20.0	2 933	2 932	1	2 341	2 333	7	2.7
BRYMON AIRWAYS	PAS	5	2	2	5	46	19.9	4 589	3 264	1 325	9 600	7 942	1 658	5.2
HAWAIIAN AIRLINES	PAS	8	–	4	4	50	20.0	13 247	13 145	78	5 523	•••	•••	3.8 Y
TOTAL SCHED. INTERNATIONAL		19 M	2 M	7 M	14 M			23 768 M	22 665	2 497 M	22 021 M	13 829 M	3 242 M	4.4
MARKAIR	PAS	1	–	–	1	54	20.0	–	–	–	–	–	–	–
TOTAL SCHED. DOMESTIC		1	–	–	1			–	–	–	–	–	–	•••

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER		Use Category	At Beginning of Year	Acquire	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	
TOTAL ALL OPERATIONS			20 M	2 M	7 M	15 M			23 768 M	22 665	2 497 M	22 021 M	13 829 M	3 242 M	4.4
DHC-8 DASH 8															
AUA	LI	PAS	•••	Z	Z	•••	37	20.0	•••	1 926	–	•••	2 919	–	•••
TYROLEAN AIRWAYS		PAS	7	2	–	9	37– 50	16.0- 20.0	18 006	15 801	2 205	27 578	22 577	5 001	8.9
BRYMON AIRWAYS		PAS	3	1	–	4	36– 50	15.0- 18.6	6 777	6 461	316	9 666	8 188	668	6.5
USAIR		OTH	5	6	–	11	37	15.0	–	–	–	–	–	–	–
AMERICA WEST		PAS	6	–	6	–	37	15.0	10 890	10 890	–	9 165	•••	•••	4.8 Y
HORIZON AIR		PAS	18	4	–	22	37	15.0	77 379	77 379	–	54 333	•••	•••	7.2 Y
TOTAL SCHED. INTERNATIONAL			39 M	13 M	6 M	46 M			113 052 M	112 457	2 521	100 742 M	33 684 M	5 669 M	7.2
TABA		PAS	3	1	–	4	50	19.0	7 350	6 021	1 206	8 257	6 680	1 512	5.6
TABA		CON	–	1	–	1	•••	19.0	16	6	–	39	7	–	.8
MARKAIR		PAS	2	–	2	–	48	18.0	–	–	–	–	–	–	–
AIR WISCONSIN		PAS	8	4	–	12	37– 50	15.0- 18.0	30 449	30 448	–	22 171	•••	•••	5.7 Y
TOTAL SCHED. DOMESTIC			13	6	2	17			37 815	36 475	1 206	30 467	6 687 M	1 512 M	5.7
AUSTRIAN AIRTRANSP.	LI	PAS	•••	Z	Z	•••	37	16.0	6	••	•••	8	••	•••	•••
TOTAL NON-SCHED. INTERNAT'L.			•••	•••	•••	•••			6	••	•••	8	••	•••	•••
TOTAL ALL OPERATIONS			52	19	8	63			150 873 M	148 932	3 727	131 217 M	40 371 M	7 181	6.8
EMBRAER EMB 120															
AIR LITTORAL		PAS	9	–	–	9	30	11.0	11 954	•••	371	15 137	•••	477	.1
CONTINENTAL		PAS	33	–	33	–	•••	•••	–	–	–	–	–	–	–
TOTAL SCHED. INTERNATIONAL			42	–	33	9			11 954	•••	371	15 137	•••	477	.1
NORDESTE		FRT	–	1	–	1	FRT	7.6	792	786	6	763	745	18	8.3
RIO-SUL		PAS	12	–	2	10	28– 30	11.5	27 773	27 476	24	25 223	24 918	40	7.2
WESTAIR		PAS	29	–	14	15	30	11.5	45 162	45 162	–	44 013	•••	•••	7.7 Y
TOTAL SCHED. DOMESTIC			41	1	16	26			73 727	73 424	30	69 999	25 663 M	58 M	7.5
TOTAL ALL OPERATIONS			83	1	49	35			85 681	73 424	401	85 136	25 663	535 M	5.6
FAIRCHILD FH-227 FRIENDSHIP															
TABA		PAS	5	–	–	5	44	22.8	3 453	1 732	1 396	4 701	2 040	2 438	3.1
TOTAL SCHED. DOMESTIC			5	–	–	5			3 453	1 732	1 396	4 701	2 040	2 438	3.1
TOTAL ALL OPERATIONS			5	–	–	5			3 453	1 732	1 396	4 701	2 040	2 438	3.1
FOKKER F-27 FRIENDSHIP															
LAB		PAS	2	–	–	2	40	19.7	2 522	2 465	57	2 780	2 720	60	4.4
AIR IVOIRE		PAS	2	–	–	2	40	20.0	•••	•••	•••	795	795	–	•••

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER		Use Cate gory	At Be- ginning of Year	Ac- quire	Dis- posed 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
FOKKER F-27 FRIENDSHIP (CONT'D)															
EGYPTAIR		CON	2	–	–	2	52	20.8	322	181	133	476	223	234	.6
INDIAN AIRLINES	LI	PAS	–	1	–	1	44	•••	•••	56	•••	85	85	•••	•••
MERPATI NUSANTARA		PAS	13	8	3	18	45– 55	19.4- 20.1	13 685	•••	•••	16 472	•••	•••	4.1 Y
SEMPATI		CON	5	–	–	5	44	19.0	10 033	10 033	–	13 105	13 105	–	7.9
PIA		PAS	14	–	–	14	44	19.4	27 951	27 215	244	32 195	30 652	385	6.1
SAS	LI	PAS	•••	Z	Z	•••	•••	•••	557	557	–	337	337	–	•••
AVIACO		PAS	8	–	–	8	44	19.7	3 118	3 066	52	2 702	2 622	80	1.3
JERSEY EUROPEAN		CON	8	–	–	8	48– 52	19.0	14 081	14 056	25	2	2	–	.0
AIR UK		PAS	14	–	2	12	44– 52	19.0	26 128	26 112	16	34 176	34 172	4	6.9
BRITISH AIRFERRIES		FRT	1	–	1	–	FRT	•••	278	–	278	464	–	464	3.8
AIR TANZANIA		PAS	3	–	–	3	44	20.4	1 958	1 852	106	2 400	2 378	22	•••
CONTINENTAL		PAS	–	1	1	–	•••	20.4	1 822	1 822	–	499	•••	•••	2.7 Y
FEDERAL EXPRESS		FRT	31	1	–	32	FRT	•••	••• B	••• B	••• B	••• B	••• B	••• B	••• B
TOTAL SCHED. INTERNATIONAL			103 M	11 M	7 M	107 M			102 455 M	87 415 M	911 M	106 488 M	87 091 M	1 249 M	4.5
BRASIL-CENTRAL		PAS	2	–	–	2	48	20.4	541	539	2	1 222	1 218	4	1.9
BRASIL-CENTRAL	LI	PAS	•••	Z	Z	•••	48	20.4	4 969	4 956	13	5 152	5 120	32	•••
TAM		PAS	8	–	–	8	48	20.4	10 674	10 558	116	10 843	10 661	182	4.3
TAM	LI	PAS	•••	Z	Z	•••	48	20.4	2 205	2 198	7	2 254	2 245	9	•••
RIO-SUL		PAS	2	–	2	–	52	26.3	2 492	2 404	40	2 396	2 261	74	4.9
CHANNEL EXPRESS		FRT	1	–	1	–	FRT	18.8	289	–	289	447	–	447	3.7
AIR WISCONSIN		PAS	6	–	1	5	48	20.8	11 748	11 748	–	7 691	•••	•••	4.2 Y
TOTAL SCHED. DOMESTIC			19 M	•••	4 M	15 M			32 918	32 403	467	30 007	21 505 M	748 M	4.0
WDL FLUGDIENST		PAS	5	–	1	4	•••	18.4- 19.7	525	••	525	802	••	802	3.3
WDL FLUGDIENST		CON	3	–	–	3	•••	20.4	366	••	366	686	••	686	4.1
CELTIC INT LTD		UNK	–	2	–	2	44	19.0	324	••	324	157	••	157	1.1
TOTAL NON-SCHED. INTERNAT'L.			8	2	1	9			1 215	••	1 215	1 645	••	1 645	•••
TOTAL ALL OPERATIONS			130 M	13	12 M	131 M			136 588 M	119 818 M	2 593 M	138 140 M	108 596 M	3 642 M	4.4
FOKKER 50															
AUA		PAS	6	1	–	7	48	20.8	•••	7 531	–	•••	9 414	–	4.1
KENYA AIRWAYS		PAS	3	–	–	3	54	20.8	6 513	6 337	–	6 782	6 680	–	6.1
PAL		PAS	10	–	–	10	54	21.0	20 146	20 146	–	19 561	19 460	101	5.3
SAS		PAS	22	–	–	22	46	21.0	46 147	46 104	43	45 183	45 110	73	5.8
CROSSAIR		PAS	5	–	–	5	46	20.8	11 439	11 347	92	10 041	9 958	83	5.5
TOTAL SCHED. INTERNATIONAL			46	1	–	47			84 245 M	91 465	135	81 567 M	90 622	257	5.5
NORDESTE		FRT	–	1	1	–	FRT	12.5	765	765	–	1 123	1 088	35	12.9
RIO-SUL		PAS	–	2	–	2	50	21.0	2 196	2 075	82	2 058	1 838	171	•••
TOTAL SCHED. DOMESTIC			–	3	1	2			2 961	2 840	82	3 181	2 926	206	12.9
AUSTRIAN AIRTRANSP.	LI	PAS	•••	Z	Z	•••	48	20.8	320	••	•••	939	••	•••	•••
LUFTHANSA CITYLINE		PAS	19	4	–	23	50	•••	•••	••	•••	•••	••	•••	•••
TOTAL NON-SCHED. INTERNAT'L.			19 M	4 M	•••	23 M			320 M	••	•••	939 M	••	•••	•••
TOTAL ALL OPERATIONS			65 M	8 M	1	72 M			87 526 M	94 305	217	85 687 M	93 548	463	5.5

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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-159 GULFSTREAM I														
DRENAIR	FRT	6	–	–	6	FRT	16.0	2 030	••	2 030	2 468	••	2 468	1.1
TOTAL NON-SCHED. INTERNAT'L.		6	–	–	6			2 030	••	2 030	2 468	••	2 468	•••
TOTAL ALL OPERATIONS		6	–	–	6			2 030	••	2 030	2 468	••	2 468	•••
HP-7 DART HERALD														
BRITISH AIRFERRIES	FRT	1	–	–	1	FRT	19.0	149	30	119	754	115	639	2.5
TOTAL SCHED. INTERNATIONAL		1	–	–	1			149	30	119	754	115	639	2.5
CHANNEL EXPRESS	FRT	9	–	1	8	FRT	18.8	5 291	795	4 496	6 066	626	5 440	2.0
TOTAL SCHED. DOMESTIC		9	–	1	8			5 291	795	4 496	6 066	626	5 440	2.0
JANES AVIATION	FRT	2	–	–	2	FRT	19.5	782	••	782	1 386	••	1 386	1.9
TOTAL NON-SCHED. INTERNAT'L.		2	–	–	2			782	••	782	1 386	••	1 386	•••
TOTAL ALL OPERATIONS		12	–	1	11			6 222	825	5 397	8 206	741	7 465	2.1
HAWKER HS-748														
INDIAN AIRLINES LI	PAS	–	1	–	1	48	•••	•••	441	•••	582	582	•••	•••
MERPATI NUSANTARA	PAS	2	–	–	2	40	19.9	1 402	•••	•••	1 483	•••	•••	3.4 Y
AIR MADAGASCAR	CON	2	–	–	2	40– 44	21.1	3 607	3 530	42	3 647	3 543	57	4.9
BRITISH AIRWAYS	PAS	7	–	7	–	44	20.0	706	596	110	634	471	163	2.7
DAN-AIR SERVICES	PAS	6	–	6	–	48– 52	20.1	466	1	465	743	–	743	.7
BUSINESS AIR	UNK	–	1	–	1	44	20.2	256	3	253	324	8	316	1.8
TOTAL SCHED. INTERNATIONAL		17	2	13	6			6 437 M	4 571 M	870 M	7 413	4 604 M	1 279 M	2.6
EUROAIR TRANSPORT	FRT	–	5	–	5	FRT	19.9	349	–	349	500	–	500	1.4
TOTAL SCHED. DOMESTIC		–	5	–	5			349	–	349	500	–	500	1.4
INDEPENDENT AIRWAYS	PAS	–	1	–	1	44	18.6	6	••	6	40	••	40	.2
JANES AVIATION	FRT	–	7	–	7	FRT	20.0	1 016	••	1 016	913	••	913	.6
TOTAL NON-SCHED. INTERNAT'L.		–	8	–	8			1 022	••	1 022	953	••	953	•••
TOTAL ALL OPERATIONS		17	15	13	19			7 808 M	4 571 M	2 241 M	8 866	4 604 M	2 732 M	2.4
ILYUSHIN IL-18														
LOT LI	PAS	•••	Z	Z	•••	•••	•••	7	–	7	14	–	14	•••
TAROM	PAS	2	–	–	2	109	64.0	183	•••	•••	1 113	•••	•••	1.7 Y
TAROM	FRT	2	–	–	2	FRT	64.0	140	•••	140	1 522	•••	1 522	2.3
TOTAL SCHED. INTERNATIONAL		4 M	•••	•••	4 M			330	•••	147 M	2 649	•••	1 536 M	2.0

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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	
TOTAL ALL OPERATIONS		4 M	•••	•••	4 M			330	•••	147 M	2 649	•••	1 536 M	2.0
LOCKHEED L-1049 SUPER CONSTELL														
AEROCHAGO	FRT	3	–	–	3	FRT	•••	1 026	••	710	1 984	••	•••	•••
TOTAL NON-SCHED. INTERNAT'L.		3	–	–	3			1 026	••	710	1 984	••	•••	•••
TOTAL ALL OPERATIONS		3	–	–	3			1 026	••	710	1 984	••	•••	•••
LOCKHEED L100 L382 HERCULES														
MERPATI NUSANTARA	PAS	2	–	–	2	85	69.2	1 206	•••	•••	1 421	•••	•••	4.8 Y
TOTAL SCHED. INTERNATIONAL		2	–	–	2			1 206	•••	•••	1 421	•••	•••	4.8
MARKAIR	FRT	2	–	2	–	FRT	70.3	937	306	631	1 268	•••	•••	2.5 Y
TOTAL SCHED. DOMESTIC		2	–	2	–			937	306	631	1 268	•••	•••	2.5
SOUTHERN AIR TRANSP.	FRT	16	–	1	15	FRT	70.3	10 494	••	10 478	22 352	••	22 147	6.9
TOTAL NON-SCHED. INTERNAT'L.		16	–	1	15			10 494	••	10 478	22 352	••	22 147	•••
TOTAL ALL OPERATIONS		20	–	3	17			12 637	306 M	11 109	25 041	•• M	22 147	3.4
LOCKHEED L-188 ELECTRA														
VARIG	PAS	14	–	2	12	90	51.0	26	15	•••	31	17	•••	.0
CRUZEIRO LI	PAS	•••	Z	Z	•••	90	51.0	23	23	–	25	25	–	•••
SAHSA	FRT	1	–	–	1	FRT	53.0	239	–	239	515	–	515	1.5
HUNTING CARGO AIRL.	FRT	2	–	–	2	FRT	52.5	698	167	531	4 094	694	3 400	5.6
TOTAL SCHED. INTERNATIONAL		17 M	•••	2 M	15 M			986	205	770 M	4 665	736	3 915 M	.8
CHANNEL EXPRESS	FRT	2	–	–	2	FRT	45.5	939	21	918	3 995	17	3 978	7.1
TOTAL SCHED. DOMESTIC		2	–	–	2			939	21	918	3 995	17	3 978	7.1
TOTAL ALL OPERATIONS		19 M	– M	2 M	17 M			1 925	226	1 688 M	8 660	753	7 893 M	1.3
SHORTS SC - 5 BELFAST														
HEAVYLIFT CARGO	CON	3	–	1	2	14	104.7	32	••	32	1 452	••	1 452	1.4
TOTAL NON-SCHED. INTERNAT'L.		3	–	1	2			32	••	32	1 452	••	1 452	•••
TOTAL ALL OPERATIONS		3	–	1	2			32	••	32	1 452	••	1 452	•••

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL		Use Category	At Beginning of Year	Acquire	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
CARRIER									Total	Scheduled Revenue	Non - Sched Revenue	Total	Scheduled Revenue	Non - Sched Revenue	
SAAB FAIRCHD 340															
CSA	LI	PAS	•••	Z	Z	•••	33	•••	99	99	–	116	116	–	•••
BRITT AIR		UNK	6	–	–	6	33	•••	7 599	7 072	527	11 379	10 588	791	5.7
SAS	LI	PAS	•••	Z	Z	•••	•••	•••	2 765	2 765	–	2 552	2 552	–	•••
CROSSAIR		PAS	23	–	–	23	33	12.4- 12.7	46 945	43 908	3 037	45 627	41 772	3 855	5.5
BUSINESS AIR		CON	2	1	–	3	34	11.8	3 102	2 688	414	4 511	4 437	74	4.9
TOTAL SCHED. INTERNATIONAL			31 M	1 M	•••	32 M			60 510	56 532	3 978	64 185	59 465	4 720	5.5
FINNAVIATION		PAS	6	–	–	6	34	12.7	18 167	17 999	98	14 637	14 459	108	6.7
LINJEFLYG	LI	PAS	•••	Z	Z	•••	34	13.0	585	585	–	280	280	–	•••
TOTAL SCHED. DOMESTIC			6 M	•••	•••	6 M			18 752	18 584	98	14 917	14 739	108	6.7
TOTAL ALL OPERATIONS			37 M	1	•••	38 M			79 262	75 116	4 076	79 102	74 204	4 828	5.7
SHORTS 330															
OLYMPIC		PAS	5	–	–	5	30	10.3	4 360	4 207	32	4 284	3 897	40	2.2
GILL AVIATION		CON	6	3	2	7	30	9.9	6 008	5 402	606	3 894	3 824	70	1.4
HAWAIIAN AIRLINES		OTH	1	–	1	–	30	12.0	–	–	–	–	–	–	–
TOTAL SCHED. INTERNATIONAL			12	3	3	12			10 368	9 609	638	8 178	7 721	110	1.7
CELTIC INT LTD		UNK	–	2	–	2	30	9.9	226	••	226	10	••	10	.1
TITAN AIRWAYS		CON	1	1	–	2	30	10.0	1 006	••	1 006	849	••	849	1.2
TOTAL NON-SCHED. INTERNAT'L.			1	3	–	4			1 232	••	1 232	859	••	859	•••
TOTAL ALL OPERATIONS			13	6	3	16			11 600	9 609	1 870	9 037	7 721	969	1.7
SHORTS 360															
PAL		PAS	7	–	7	–	36	12.0	8 792	8 792	–	6 494	6 437	57	3.4
GILL AVIATION		CON	1	2	–	3	36	11.6	1 469	1 403	66	1 928	1 928	–	2.5
BUSINESS AIR		CON	1	–	–	1	36	11.6	14	–	14	–	–	–	.0
JERSEY EUROPEAN		CON	4	–	–	4	35– 36	11.6	9 445	9 444	1	7 842	7 830	12	5.7
LOGANAIR		PAS	5	–	–	5	36	11.6	11 091	9 443	1 648	9 521	9 465	56	5.2
MANX AIRLINES		PAS	3	–	–	3	36	11.6	6 418	6 377	41	5 340	4 421	919	4.9
AIR UK		PAS	2	1	1	2	36	11.6	2 191	2 191	–	2 403	2 403	–	5.2
AURIGNY		PAS	1	–	–	1	36	11.6	3 469	2 837	632	906	601	304	2.5
TOTAL SCHED. INTERNATIONAL			24	3	8	19			42 889	40 487	2 402	34 434	33 085	1 348	4.2
WESTAIR		PAS	2	–	2	–	36	12.0	3 086	3 086	–	1 785	•••	•••	5.9 Y
TOTAL SCHED. DOMESTIC			2	–	2	–			3 086	3 086	–	1 785	•••	•••	5.9
TITAN AIRWAYS		CON	–	2	–	2	39	11.6	100	••	100	65	••	65	.3
TOTAL NON-SCHED. INTERNAT'L.			–	2	–	2			100	••	100	65	••	65	•••
TOTAL ALL OPERATIONS			26	5	10	21			46 075	43 573	2 502	36 284	33 085 M	1 413	4.3

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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	
VICKERS 800 VISCOUNT														
BRITISH AIRFERRIES	FRT	11	1	–	12	FRT	29.0	5 043	21	5 022	6 482	96	6 386	1.5
TOTAL SCHED. INTERNATIONAL		11	1	–	12			5 043	21	5 022	6 482	96	6 386	1.5
TOTAL ALL OPERATIONS		11	1	–	12			5 043	21	5 022	6 482	96	6 386	1.5
VICKERS 950 VANGUARD														
HUNTING CARGO AIRL.	FRT	5	1	1	5	FRT	66.4	1 100	774	326	2 883	1 105	1 778	2.0
TOTAL SCHED. INTERNATIONAL		5	1	1	5			1 100	774	326	2 883	1 105	1 778	2.0
TOTAL ALL OPERATIONS		5	1	1	5			1 100	774	326	2 883	1 105	1 778	2.0
NAMCO YS11 A														
JAPAN AIR SYSTEM	PAS	16	–	3	13	62–64	25.0	20 521	20 521	–	23 492	23 492	–	6.1
ALL NIPPON AIRWAYS	PAS	9	–	9	–	•••	•••	–	–	–	–	–	–	–
TOTAL SCHED. INTERNATIONAL		25	–	12	13			20 521	20 521	–	23 492	23 492	–	6.1
AIR NIPPON	PAS	15	9	1	23	64	25.0	22 728	22 727	1	37 730	37 725	5	•••
TOTAL SCHED. DOMESTIC		15	9	1	23			22 728	22 727	1	37 730	37 725	5	•••
TOTAL ALL OPERATIONS		40	9	13	36			43 249	43 248	1	61 222	61 217	5	6.1

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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	
ANTONOV AN-2														
ESTONIAN AIR	PAS	12	–	–	12	12	5.3	389	–	389	215	–	148	.0
TOTAL SCHED. INTERNATIONAL		12	–	–	12			389	–	389	215	–	148	•••
TOTAL ALL OPERATIONS		12	–	–	12			389	–	389	215	–	148	•••
JETSTREAM 31 SUP														
BIRMINGHAM EUROPEAN	PAS	3	–	–	3	16	6.9	2 638	2 636	2	3 345	3 345	–	3.0
LOGANAIR	PAS	5	–	–	5	17	5.2	7 018	7 011	7	10 153	10 140	13	5.5
MANX AIRLINES EUROPE	PAS	3	–	–	3	16– 18	7.0	3 263	3 251	12	6 391	6 070	321	5.8
TOTAL SCHED. INTERNATIONAL		11	–	–	11			12 919	12 898	21	19 889	19 555	334	4.9
WESTAIR	PAS	34	–	–	34	19	7.0	••• B	••• B	–	••• B	•••	•••	••• B
TOTAL SCHED. DOMESTIC		34	–	–	34			•••	•••	–	•••	•••	•••	•••
TOTAL ALL OPERATIONS		45	–	–	45			12 919	12 898	21	19 889	19 555	334	4.9
JETSTREAM 32 BRITISH AEROSPACE														
WESTAIR	PAS	22	–	22	–	19	7.0	113 118 C	112 237 C	–	81 087 C	•••	•••	6.3 Y
TOTAL SCHED. DOMESTIC		22	–	22	–			113 118	112 237	–	81 087	•••	•••	6.3
TOTAL ALL OPERATIONS		22	–	22	–			113 118	112 237	–	81 087	•••	•••	6.3
BEECH 200 SUPER KING AIR														
AIR IVOIRE	PAS	1	–	–	1	9	6.0	•••	•••	•••	975	975	–	•••
EUROWINGS	PAS	1	–	–	1	9	5.7	247	180	67	309	222	87	.8
TOTAL SCHED. INTERNATIONAL		2	–	–	2			247 M	180 M	67 M	1 284	1 197	87	.8
BOND HELICOPTERS	PAS	2	–	–	2	8	5.6	633	••	633	366	••	366	.5
TOTAL NON-SCHED. INTERNAT'L.		2	–	–	2			633	••	633	366	••	366	•••
TOTAL ALL OPERATIONS		4	–	–	4			880 M	180 M	700 M	1 650	1 197	453	.8
BEECH BONANZA ALL SERIES														
JAL	OTH	5	–	–	5	•••	1.7	1 325	•••	•••	2 293	•••	•••	•••
TOTAL SCHED. INTERNATIONAL		5	–	–	5			1 325	•••	•••	2 293	•••	•••	•••

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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	
TOTAL ALL OPERATIONS		5	–	–	5			1 325	•••	•••	2 293	•••	•••	•••
BN-2 ISLANDER														
AIR SEYCHELLES	PAS	2	–	1	1	9	•••	795	–	795	718	–	718	•••
LOGANAIR	PAS	5	–	–	5	8	2.3	4 031	3 950	81	2 110	2 110	–	1.2
TOTAL SCHED. INTERNATIONAL		7	–	1	6			4 826	3 950	876	2 828	2 110	718	1.2
ISLES OF SCILLY	CON	5	1	1	5	1– 9	2.3	523	523	–	2 143	2 143	–	1.3
TOTAL SCHED. DOMESTIC		5	1	1	5			523	523	–	2 143	2 143	–	1.3
TAES	UNK	3	–	–	3	9	3.1	500	••	•••	350	••	•••	•••
TOTAL NON-SCHED. INTERNAT'L.		3	–	–	3			500	••	•••	350	••	•••	•••
TOTAL ALL OPERATIONS		15	1	2	14			5 849	4 473	876	5 321	4 253	718	1.2
BN-3 TRISLANDER														
AURIGNY	PAS	10	–	1	9	17	4.5	19 330	19 159	171	6 736	6 721	15	2.0
TOTAL SCHED. INTERNATIONAL		10	–	1	9			19 330	19 159	171	6 736	6 721	15	2.0
TOTAL ALL OPERATIONS		10	–	1	9			19 330	19 159	171	6 736	6 721	15	2.0
CASA C-212														
AVIOCAR MERPATI NUSANTARA	PAS	16	–	5	11	18– 26	6.4- 7.2	11 736	•••	•••	12 394	•••	•••	3.9 Y
TOTAL SCHED. INTERNATIONAL		16	–	5	11			11 736	•••	•••	12 394	•••	•••	3.9
MEDITERRANEAN AVIAT.	UNK	4	–	–	4	•••	•••	1 546	••	•••	3 083	••	•••	•••
TOTAL NON-SCHED. DOMESTIC		4	–	–	4			1 546	••	•••	3 083	••	•••	•••
TOTAL ALL OPERATIONS		20	–	5	15			13 282	•• M	•••	15 477	•• M	•••	3.9
CESSNA 150														
CDE AVIATION	OTH	3	–	–	3	2	.8	2 780	••	–	2 082	••	–	5.7 Y
SKY CABS (PVT) LTD	OTH	2	–	1	1	2	.8	•••	••	•••	1 594	••	•••	•••
TOTAL NON-SCHED. DOMESTIC		5	–	1	4			2 780 M	••	•••	3 676	••	•••	•••
TOTAL ALL OPERATIONS		5	–	1	4			2 780 M	••	•••	3 676	••	•••	•••

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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 208														
CARAVAN I														
BRASIL-CENTRAL LI	PAS	•••	Z	Z	•••	8	3.5	16 271	16 250	21	21 809	•••	35	.0
TAM LI	PAS	•••	Z	Z	•••	8	3.5	4	4	–	3	3	–	•••
TOTAL SCHED. DOMESTIC		•••	•••	•••	•••			16 275	16 254	21	21 812	3 M	35	•••
TOTAL ALL OPERATIONS		•••	•••	•••	•••			16 275	16 254	21	21 812	3 M	35	•••
CESSNA 404														
TITAN AMBASSADOR														
AIR ATLANT./CORBIERE	CON	1	–	–	1	11	3.8	53	51	2	3	3	–	.0
TOTAL SCHED. INTERNATIONAL		1	–	–	1			53	51	2	3	3	–	•••
TITAN AIRWAYS	CON	2	–	1	1	12	3.8	21	••	21	–	••	–	.0
TOTAL NON-SCHED. INTERNAT'L.		2	–	1	1			21	••	21	–	••	–	•••
TOTAL ALL OPERATIONS		3	–	1	2			74	51	23	3	3	–	•••
CESSNA 421														
GOLDEN EAGLE														
AIRTRANSIVOIRE	PAS	1	–	1	–	7	3.0	•••	••	•••	•••	••	•••	•••
TOTAL NON-SCHED. INTERNAT'L.		1	–	1	–			•••	••	•••	•••	••	•••	•••
TOTAL ALL OPERATIONS		1	–	1	–			•••	••	•••	•••	••	•••	•••
DHC-6 TWIN OTTER														
MERPATI NUSANTARA	PAS	11	–	–	11	18	5.6	13 273	•••	•••	12 059	•••	•••	4.2 Y
AIR MADAGASCAR	CON	2	2	–	4	16– 19	5.7	8 295	8 126	98	6 459	6 281	102	7.4
PIA	PAS	2	–	–	2	18– 20	5.7	2 161	2 118	–	1 758	1 667	–	2.3
AIR SEYCHELLES	PAS	3	1	–	4	20	•••	11 541	11 007	534	943	943	–	•••
LOGANAIR	PAS	3	–	1	2	18	5.6	2 612	2 602	10	2 792	2 792	–	2.8
AIR TANZANIA	PAS	3	–	–	3	18	5.6	2 587	2 556	31	2 121	2 073	48	•••
TOTAL SCHED. INTERNATIONAL		24	3	1	26			40 469	26 409 M	673 M	26 132	13 756 M	150 M	4.2
AIR NIPPON	PAS	2	–	–	2	19	5.7	1 129	1 126	3	1 501	1 493	8	•••
TOTAL SCHED. DOMESTIC		2	–	–	2			1 129	1 126	3	1 501	1 493	8	•••
TOTAL ALL OPERATIONS		26	3	1	28			41 598	27 535 M	676 M	27 633	15 249 M	158 M	4.2
DORNIER DO-228														
EUROWINGS	PAS	4	–	–	4	18	6.2	1 157	1 157	–	679	679	–	.5
OLYMPIC	PAS	7	–	–	7	19	6.0	12 113	11 485	387	9 248	8 257	356	3.4
SUCKLING AIRWAYS	PAS	1	1	–	2	18	5.7	1 492	1 492	–	1 928	1 928	–	5.3
TOTAL SCHED. INTERNATIONAL		12	1	–	13			14 762	14 134	387	11 855	10 864	356	2.6

AIRCRAFT TYPE			No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER		Use Category	At Beginning of Year	Acquire	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
DORNIER DO-228 (CONT'D)															
SATA	LI	PAS	1	–	–	1	18	7.0	1 158	1 158	–	1 047	1 042	–	4.0
TOTAL SCHED. DOMESTIC			1	–	–	1			1 158	1 158	–	1 047	1 042	–	4.0
TOTAL ALL OPERATIONS			13	1	–	14			15 920	15 292	387	12 902	11 906	356	2.6
EMBRAER EMB 110															
BRITT AIR		UNK	2	–	1	1	18	5.7	884	878	6	629	619	10	1.2
AIR LITTORAL		PAS	1	–	–	1	18	5.0	33	•••	33	94	•••	42	1.4
BUSINESS AIR		CON	4	–	3	1	10– 16	5.6	125	2	123	4	–	4	.0
TOTAL SCHED. INTERNATIONAL			7	–	4	3			1 042	880 M	162	727	619 M	56	.4
BRASIL-CENTRAL		PAS	8	–	–	8	16	5.6	2 379	2 373	6	2 606	2 594	12	2.1
BRASIL-CENTRAL	LI	PAS	•••	Z	Z	•••	15	5.6	364	364	–	416	416	–	•••
TAM		PAS	5	–	–	5	15	5.6	3	3	–	4	4	–	.3
TAM	LI	PAS	•••	Z	Z	•••	15	5.6	2 859	2 859	–	2 032	2 032	–	•••
NORDESTE		FRT	13	–	1	12	FRT	5.6	14 647	14 422	225	18 586	18 384	202	4.2
RIO-SUL		PAS	2	–	2	–	16	5.6	592	560	13	552	499	13	1.1
TABA		PAS	13	–	3	10	15	5.6	9 851	9 275	31	11 643	11 105	47	3.4
TOTAL SCHED. DOMESTIC			41 M	•••	6 M	35 M			30 695	29 856	275	35 839	35 034	274	3.5
TITAN AIRWAYS		CON	1	–	–	1	15	5.6	10	••	10	–	••	–	.0
TOTAL NON-SCHED. INTERNAT'L.			1	–	–	1			10	••	10	–	••	–	•••
TOTAL ALL OPERATIONS			49 M	– M	10 M	39 M			31 747	30 736 M	447	36 566	35 653 M	330	3.0
PIPER SENECA II															
LOT	LI	PAS	•••	Z	Z	•••	•••	•••	6	–	6	17	–	17	•••
TOTAL SCHED. INTERNATIONAL			•••	•••	•••	•••			6	–	6	17	–	17	•••
TOTAL ALL OPERATIONS			•••	•••	•••	•••			6	–	6	17	–	17	•••
PIPER CHEYENNE I II															
BRITT AIR		UNK	1	–	1	–	6	•••	117	–	117	176	–	176	.6
TOTAL SCHED. INTERNATIONAL			1	–	1	–			117	–	117	176	–	176	.6
TOTAL ALL OPERATIONS			1	–	1	–			117	–	117	176	–	176	.6
PIPER PA23 APACHE															
AIR INTERIVOIRE		PAS	2	–	1	1	•••	2.4	••• B	••	•••	476	••	476	•••

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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
PIPER PA23 APACHE (CONT'D)														
TAES	UNK	1	–	–	1	6	•••	400	••	•••	150	••	•••	•••
TOTAL NON-SCHED. INTERNAT'L.		3	–	1	2			400 M	••	•••	626	••	476 M	•••
TOTAL ALL OPERATIONS		3	–	1	2			400 M	••	•••	626	••	476 M	•••
PIPER SENECA III														
LOVE AIR	PAS	3	–	1	2	5	2.0	184	182	2	167	167	–	.2
TOTAL SCHED. INTERNATIONAL		3	–	1	2			184	182	2	167	167	–	.2
TAES	UNK	1	–	–	1	5	4.6	300	••	•••	150	••	•••	•••
TOTAL NON-SCHED. INTERNAT'L.		1	–	–	1			300	••	•••	150	••	•••	•••
CDE AVIATION	P/C	1	–	–	1	5	2.0	168	••	108	141	••	121	.3
TOTAL NON-SCHED. DOMESTIC		1	–	–	1			168	••	108	141	••	121	•••
TOTAL ALL OPERATIONS		5	–	1	4			652	182	110	458	167	121	.2
PARTENAVIA PN68 VICTOR OBSERVER														
AIRTRANSIVOIRE	PAS	1	–	1	–	5	2.0	26	••	•••	110	••	•••	•••
TOTAL NON-SCHED. INTERNAT'L.		1	–	1	–			26	••	•••	110	••	•••	•••
TOTAL ALL OPERATIONS		1	–	1	–			26	••	•••	110	••	•••	•••
SA 226 METRO II ALL SERIES														
AIR LITTORAL	PAS	3	–	2	1	16	5.0	36	•••	28	90	•••	30	1.0
TOTAL SCHED. INTERNATIONAL		3	–	2	1			36	•••	28	90	•••	30	1.0
SWIFTAIR, S.A.	CON	–	1	–	1	19	6.0	•••	••	100	110	••	91	.2
SWIFTAIR, S.A.	FRT	3	–	–	3	FRT	5.7	•••	••	3 232	2 698	••	2 513	2.3
TOTAL NON-SCHED. INTERNAT'L.		3	1	–	4			•••	••	3 332	2 808	••	2 604	•••
TOTAL ALL OPERATIONS		6	1	2	5			36	•• M	3 360	2 898	•• M	2 634	1.0
SA 227 METRO III ALL SERIES														
EUROWINGS	PAS	3	–	–	3	19	7.0	2 366	2 299	67	2 911	2 831	80	2.7
AIR ATLANT./CORBIERE	CON	1	–	–	1	19	7.3	236	228	8	451	420	31	2.4
HORIZON AIR	PAS	32	–	1	31	18	6.6	111 033	111 033	–	69 827	•••	•••	6.6 Y
UNITED PARCEL	OTH	11	–	–	11	FRT	6.6	–	–	–	–	–	–	–
TOTAL SCHED. INTERNATIONAL		47	–	1	46			113 635	113 560	75	73 189	3 251 M	111 M	6.1

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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	
AGUSTA 109														
OLYMPIC	PAS	2	–	1	1	7	2.6	634	–	581	779	–	722	1.5
TOTAL SCHED. INTERNATIONAL		2	–	1	1			634	–	581	779	–	722	1.5
TOTAL ALL OPERATIONS		2	–	1	1			634	–	581	779	–	722	1.5
BELL 212														
BRISTOW HELICOPTERS	CON	7	–	1	6	14	5.1	29	••	29	4 344	••	4 344	1.9
TOTAL NON-SCHED. INTERNAT'L.		7	–	1	6			29	••	29	4 344	••	4 344	•••
TOTAL ALL OPERATIONS		7	–	1	6			29	••	29	4 344	••	4 344	•••
BELL 206 TEXTRON JET RANGER II/III														
BRISTOW HELICOPTERS	CON	3	2	1	4	4	1.4	•••	••	•••	•••	••	•••	.0
TOTAL NON-SCHED. INTERNAT'L.		3	2	1	4			•••	••	•••	•••	••	•••	•••
CDE AVIATION	PAS	1	–	–	1	4	1.4	692	••	560	345	••	280	.8
TOTAL NON-SCHED. DOMESTIC		1	–	–	1			692	••	560	345	••	280	•••
TOTAL ALL OPERATIONS		4	2	1	5			692	••	560	345	••	280	•••
BELL 214 HUEY PLUS														
BRISTOW HELICOPTERS	CON	3	–	1	2	9	3.9	700	••	700	1 429	••	1 429	1.9
TOTAL NON-SCHED. INTERNAT'L.		3	–	1	2			700	••	700	1 429	••	1 429	•••
TOTAL ALL OPERATIONS		3	–	1	2			700	••	700	1 429	••	1 429	•••
BELL B206A														
JOHN KEELS AVIATION	CON	1	–	–	1	5	1.5	168	••	160	464	••	450	1.3
TOTAL NON-SCHED. DOMESTIC		1	–	–	1			168	••	160	464	••	450	•••
TOTAL ALL OPERATIONS		1	–	–	1			168	••	160	464	••	450	•••
MBB BO 105 ALL SERIES														
BOND HELICOPTERS	CON	10	–	–	10	1– 4	2.3	64	••	64	211	••	211	.1
TOTAL NON-SCHED. INTERNAT'L.		10	–	–	10			64	••	64	211	••	211	•••

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 (CONT'D)														
VARIG											YEAR	ENDED :	31 DEC	1992
BOEING 737 200	LI PAS	•••	Z	Z	•••	•••	57.0	8 469	8 443	24	8 786	8 742	37	•••
BOEING 737 300	PAS	23	3	–	26	132	57.0	32 886	31 965	485	43 389	42 402	577	4.8
BOEING 747 200	PAS	1	–	–	1	359	376.0	874	858	•••	4 028	4 013	•••	11.0
BOEING 747 200	LI FRT	•••	Z	Z	•••	FRT	114.0	7	3	4	37	18	19	•••
BOEING 747 200B	PAS	2	–	–	2	231	376.0	1 739	1 717	•••	8 198	8 177	•••	11.2
BOEING 747 300	PAS	5	–	–	5	274-408	376.0	4 457	4 415	•••	24 609	24 554	•••	13.8
BOEING 747 400	PAS	1	1	–	2	438	376.0	1 731	1 654	55	7 225	6 887	300	12.6
BOEING 767 200	PAS	6	–	–	6	194	164.0	5 815	5 699	21	14 196	13 992	107	6.4
BOEING 767 300	PAS	4	–	–	4	213	164.0	5 548	5 472	2	19 388	19 310	12	13.2
DOUGLAS DC10 30	PAS	10	–	2	8	232	260.0	7 362	7 145	50	28 963	28 248	252	9.7
DOUGLAS DC10 30	FRT	2	–	–	2	FRT	260.0	1 702	1 638	39	7 245	7 112	106	9.9
DOUGLAS MD-11	PAS	2	2	–	4	293	280.0	1 753	1 715	5	8 674	8 600	17	11.8
LOCKHEED L-188	PAS	14	–	2	12	90	51.0	26	15	•••	31	17	•••	.0
TOTALS		90 M	6 M	8 M	88 M			94 845	90 374	3 154 M	202 093	195 105	5 341 M	
CRUZEIRO											YEAR	ENDED :	31 DEC	1992
BOEING 727 100	PAS	5	–	5	–	117	76.0	2 390	2 343	•••	3 255	3 202	•••	2.7
BOEING 727 100	LI FRT	•••	Z	Z	•••	FRT	76.0	1 357	98	1 259	1 865	184	1 681	•••
BOEING 727 200	LI PAS	•••	Z	Z	•••	117	76.0	2 453	2 453	–	3 425	3 425	–	•••
BOEING 737 200	PAS	6	–	–	6	109	57.0	6 093	5 925	•••	8 104	7 957	•••	3.6
BOEING 737 200	LI PAS	•••	Z	Z	•••	109	57.0	10 035	10 035	–	13 448	13 448	–	•••
BOEING 737 300	LI PAS	•••	Z	Z	•••	132	57.0	21 507	21 507	–	29 221	29 221	–	•••
BOEING 747 200	LI PAS	•••	Z	Z	•••	231-356	376.0	31	31	–	71	71	–	•••
BOEING 747 300	LI PAS	•••	Z	Z	•••	274-408	376.0	56	56	–	130	130	–	•••
BOEING 747 400	LI PAS	•••	Z	Z	•••	438	376.0	4	4	–	9	9	–	•••
BOEING 767 200	LI PAS	•••	Z	Z	•••	194	164.0	6 693	6 693	–	10 021	10 021	–	•••
BOEING 767 300	LI PAS	•••	Z	Z	•••	213	164.0	28	28	–	51	51	–	•••
DOUGLAS DC10 30	LI PAS	•••	Z	Z	•••	232	260.0	430	430	–	1 021	1 021	–	•••
DOUGLAS MD-11	LI PAS	•••	Z	Z	•••	293	280.0	338	338	–	869	869	–	•••
LOCKHEED L-188	LI PAS	•••	Z	Z	•••	90	51.0	23	23	–	25	25	–	•••
TOTALS		11 M	•••	5 M	6 M			51 438	49 964	1 259 M	71 515	69 634	1 681 M	
VASP											YEAR	ENDED :	31 DEC	1992
AIRBUS A300B 2 2	PAS	3	–	–	3	240	142.0	2 834	2 780	54	5 563	5 463	100	5.1
BOEING 707	LI FRT	•••	Z	Z	•••	FRT	•••	526	423	103	1 086	879	207	•••
BOEING 737 200	PAS	24	–	6	18	109	50.3	43 317	42 498	819	54 813	53 986	827	7.2
BOEING 737 200	FRT	2	–	1	1	FRT	50.5	2 231	2 082	149	3 145	2 932	213	5.8
BOEING 737 300	PAS	20	–	18	2	132	60.3	32 178	31 854	324	42 922	42 433	489	7.2
BOEING 737 400	PAS	3	–	3	–	156	64.6	2 161	2 132	29	2 996	2 945	51	6.4
DOUGLAS DC-8	FRT	3	–	3	–	FRT	•••	1 567	1 157	410	4 512	2 662	1 850	4.9
DOUGLAS DC-8	LI FRT	•••	Z	Z	•••	FRT	•••	42	–	42	207	–	207	•••
DOUGLAS DC10 30	PAS	3	–	3	–	255	256.3	1 321	1 024	297	4 865	3 153	1 712	4.9
DOUGLAS DC10 30	LI PAS	•••	Z	Z	•••	•••	•••	9	9	–	105	105	–	•••
DOUGLAS MD-11	PAS	–	2	–	2	293	280.3	680	660	20	5 580	5 550	30	9.3
TOTALS		58 M	2 M	34 M	26 M			86 866	84 619	2 247	125 794	120 108	5 686	
CANADA														
AIR CANADA											YEAR	ENDED :	31 DEC	1992
AIRBUS A320	PAS	19	12	–	31	137	73.3	36 528	35 441	771	93 351	90 760	1 966	10.0
BOEING 727 200	PAS	18	–	17	1	136	89.3	16 641	14 404	1 974	34 730	30 642	3 661	8.8
BOEING 747	PAS	6	3	–	9	256-489	335.6	6 135	5 636	377	29 647	27 630	1 684	9.2

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
MANUFACTURER AND MODEL CARRIER	Use Category	At Beginning of Year	Acquire	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	
SA 365/366 ALL SERIES BOND HELICOPTERS	CON	19	–	5	14	4– 11	3.4	4 412	••	4 412	13 201	••	13 201	2.2
TOTAL NON-SCHED. INTERNAT'L.		19	–	5	14			4 412	••	4 412	13 201	••	13 201	•••
TOTAL ALL OPERATIONS		19	–	5	14			4 412	••	4 412	13 201	••	13 201	•••
WESTLAND 30														
BRITISH INTL HELICOP	PAS	3	–	–	3	17	5.4	26	26	–	134	134	–	.4
TOTAL SCHED. DOMESTIC		3	–	–	3			26	26	–	134	134	–	.4

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 SAM											YEAR	ENDED :	31 DEC	1992
BOEING 727 100	PAS	6	–	–	6	131	•••	12 048	12 048	–	11 906	11 906	–	6.0 *
BOEING 727 100	CON	2	–	1	1	79	•••	1 879	1 879	–	2 628	2 628	–	8.0
BOEING 727 200	UNK	–	2	–	2	165	•••	2 762	2 762	–	3 259	3 259	–	4.9 *
TOTALS		8	2	1	9			16 689	16 689	–	17 793	17 793	–	
COSTA RICA LACSA											YEAR	ENDED :	30 SEP	1992
AIRBUS A320	PAS	4	1	–	5	162	73.0	8 113	7 918	195	16 449	16 216	233	10.6
BOEING 707	FRT	1	–	1	–	FRT	•••	–	–	–	–	–	–	•••
BOEING 727 200	PAS	1	2	3	–	167	86.0	1 704	1 699	5	2 613	2 539	60	6.1
BOEING 737 200	PAS	–	1	–	1	125	54.0	378	378	–	691	691	–	7.5
DOUGLAS DC-8 50F	FRT	1	–	–	1	FRT	161.0	603	603	–	1 634	1 634	–	4.5
TOTALS		7	4	4	7			10 798	10 598	200	21 387	21 080	293	
COTE D'IVOIRE AIR IVOIRE											YEAR	ENDED :	31 DEC	1992
BEECH 200	PAS	1	–	–	1	9	6.0	•••	•••	•••	975	975	–	•••
FOKKER F-27	PAS	2	–	–	2	40	20.0	•••	•••	•••	795	795	–	•••
FOKKER F-28	PAS	4	1	3	2	85	33.0	•••	•••	•••	4 728	4 728	–	•••
TOTALS		7	1	3	5			•••	•••	•••	6 498	6 498	–	
CZECHOSLOVAK CSA											YEAR	ENDED :	31 DEC	1992
AIRBUS A310	PAS	2	–	–	2	214	157.0	1 718	1 702	16	8 712	8 673	39	11.9
ATR-72	PAS	–	4	–	4	65	22.0	4 996	4 653	343	5 275	4 956	319	5.3
BOEING 737 500	PAS	–	5	–	5	111	56.0	2 794	2 781	13	4 172	4 154	18	5.1
ILYUSHIN IL-62	PAS	8	–	–	8	174	167.0	1 439	936	503	4 015	2 134	1 881	1.4
SAAB FAIRCHD 340 LI	PAS	•••	Z	Z	•••	33	•••	99	99	–	116	116	–	•••
TUPOLEV TU-134	PAS	6	–	1	5	76	49.0	6 390	6 028	362	7 054	6 447	607	3.8
TUPOLEV TU-154	PAS	7	–	3	4	136	100.0	4 850	4 448	402	8 128	7 292	836	3.6
YAKOVLEV YAK-40	PAS	6	–	6	–	24	16.0	2 485	2 240	245	2 632	2 429	203	2.6
MISC AIRCRAFT LI	PAS	•••	Z	Z	•••	•••	•••	223	214	9	289	279	10	•••
TOTALS		29 M	9 M	10 M	28 M			24 994	23 101	1 893	40 393	36 480	3 913	
ECUADOR ECUATORIANA											YEAR	ENDED :	31 DEC	1992
AIRBUS A310	PAS	2	–	–	2	192	157.0	2 581	2 581	–	6 744	6 744	–	9.2
BOEING 707 300B	PAS	3	–	1	2	153	102.0	554	554	–	1 053	1 053	–	1.4
BOEING 707 300C	CON	1	–	–	1	FRT	102.0	305	305	–	786	786	–	2.2
BOEING 707 300C LI	CON	1	–	–	1	•••	•••	26	26	–	70	70	–	•••
BOEING 727 200 LI	PAS	1	–	–	1	156	•••	82	82	–	117	117	–	•••
DOUGLAS DC10 30	PAS	1	–	–	1	269	251.0	1 352	1 352	–	3 868	3 868	–	10.6

PART C

INDIVIDUAL FLEET TABLES OF AIR CARRIERS

1992

PARTIE C

TABLEAUX INDIVIDUELS DU MATÉRIEL VOLANT DES TRANSPORTEURS AÉRIENS

1992

PARTE C

TABLAS INDIVIDUALES DEL MATERIAL VOLANTE DE LOS TRANSPORTISTAS AEREOS

1992

ЧАСТЬ C

ТАБЛИЦЫ ДАННЫХ О САМОЛЕТНОМ ПАРКЕ ПО АВИАПЕРЕВОЗЧИКАМ

1992

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
								Number of Departures			Number of Hours Flown			Average Daily Revenue Hours
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	
FRANCE														
AOM-MINERVE S.A.											YEAR	ENDED :	31 DEC	1992
DOUGLAS DC-8 70F	PAS	1	–	–	1	246	164.0	129	54	75	658	360	298	4.1
DOUGLAS MD-80 83	PAS	5	–	–	5	167	73.0	6 708	3 907	2 801	10 804	4 793	6 011	6.2
DOUGLAS DC10 30	PAS	6	1	–	7	313	260.0	3 539	2 648	891	23 922	18 885	5 037	12.4
TOTALS		12	1	–	13			10 376	6 609	3 767	35 384	24 038	11 346	
BRITT AIR											YEAR	ENDED :	31 DEC	1992
ATR-42	UNK	9	2	–	11	50	16.7	14 361	14 290	71	18 709	18 602	107	5.8
ATR-72	UNK	2	–	–	2	68	•••	3 417	3 415	2	3 541	3 480	3	4.9
EMBRAER EMB 110	UNK	2	–	1	1	18	5.7	884	878	6	629	619	10	1.2
PIPER CHEYENNE	UNK	1	–	1	–	6	•••	117	–	117	176	–	176	.6
SAAB FAIRCHD 340	UNK	6	–	–	6	33	•••	7 599	7 072	527	11 379	10 588	791	5.7
TOTALS		20	2	2	20			26 378	25 655	723	34 434	33 289	1 087	
TAT/TAT EXPORT											YEAR	ENDED :	31 DEC	1992
ATR-42	PAS	6	–	–	6	•••	16.7	7 001	6 922	79	8 882	8 727	155	•••
ATR-72	PAS	2	2	–	4	•••	21.5	2 339	2 290	49	2 919	2 856	63	•••
FOKKER F-28	PAS	21	–	2	19	•••	29.5- 33.1	7 954	7 875	79	9 494	9 406	88	•••
FOKKER 100	PAS	5	5	–	10	•••	43.1	6 162	5 713	449	7 558	6 896	662	•••
TOTALS		34	7	2	39			23 456	22 800	656	28 853	27 885	968	
AIR INTER											YEAR	ENDED :	31 DEC	1992
AIRBUS A300B 2 2	PAS	16	–	1	15	314	137.0	••• B	••• B	••• B	••• B	••• B	••• B	••• B
AIRBUS A300B 4 4	PAS	6	–	–	6	314	150.0	34 315 C	33 361 C	660 C	42 925 C	41 750 C	825 C	5.3 C
AIRBUS A320	PAS	27	4	1	30	172	68.0	62 499 *	61 493	211	69 829	68 700 *	235 *	6.7
DASSAULT MERCURE	PAS	9	–	1	8	156	54.0	13 066 *	12 315	527	13 812	13 000 *	560	4.7
TOTALS		58	4	3	59			109 880	107 169	1 398	126 566	123 450	1 620	
AIR LITTORAL											YEAR	ENDED :	31 DEC	1992
ATR-42	PAS	5	–	–	5	50	16.0	7 407	•••	251	8 957	•••	360	.2
ATR-72	PAS	–	1	–	1	66	21.0	1 229	•••	5	1 611	•••	9	.0
EMBRAER EMB 110	PAS	1	–	–	1	18	5.0	33	•••	33	94	•••	42	1.4
EMBRAER EMB 120	PAS	9	–	–	9	30	11.0	11 954	•••	371	15 137	•••	477	.1
FOKKER 100	PAS	6	–	–	6	93	44.0	9 126	•••	105	13 590	•••	147	.1
SA 226 METRO II	PAS	3	–	2	1	16	5.0	36	•••	28	90	•••	30	1.0
TOTALS		24	1	2	23			29 785	•••	793	39 479	•••	1 065	
GERMANY														
LUFTHANSA											YEAR	ENDED :	31 DEC	1992
AIRBUS A300B 4 4	PAS	10	1	–	11	207-259	150.0-165.0	13 640	13 387	7	29 544	28 832	12	7.2
AIRBUS A310	PAS	24	1	2	23	164-201	125.0-153.0	36 876	35 481	141	77 960	76 660	133	9.1
AIRBUS A320	PAS	28	4	–	32	144	66.0	62 426	61 409	94	82 362	81 477	216	7.2
BOEING 727 200	PAS	7	–	7	–	136	77.0- 86.0	6 430	6 306	77	9 144	8 863	208	6.1
BOEING 727 LI	UNK	•••	Z	Z	•••	•••	•••	1 026	•••	•••	1 597	•••	•••	•••
BOEING 737 200	PAS	38	–	3	35	100	48.0- 51.0	54 828	53 464	–	79 186	78 815	–	6.0
BOEING 737 300	PAS	33	4	3	34	120	57.0	67 881	65 714	42	104 000	102 959	83	8.3

FLEET STATISTICS BY AIR CARRIER - 1992

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: 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														
AUA											YEAR	ENDED :	31 DEC	1992
AIRBUS A310	PAS	3	1	–	4	172	157.0	•••	–	•••	•••	17 540	–	12.7
DHC-7 DASH 7 LI	PAS	•••	Z	Z	•••	48	20.0	•••	762	–	•••	1 116	–	•••
DHC-8 DASH 8 LI	PAS	•••	Z	Z	•••	37	20.0	•••	1 926	–	•••	2 919	–	•••
DOUGLAS MD-80 81	PAS	7	–	–	7	137	64.4	•••	12 351	–	•••	22 539	–	8.8
DOUGLAS MD-80 82	PAS	6	–	–	6	137	67.8	•••	9 131	–	•••	18 886	–	8.6
DOUGLAS MD-80 82 LI	PAS	•••	Z	Z	•••	137	67.8	•••	57	–	•••	137	–	•••
DOUGLAS MD-80 83	PAS	1	–	–	1	144	72.6	•••	991	–	•••	1 826	–	6.9
DOUGLAS MD-80 87	PAS	5	–	–	5	107	57.8- 66.9	•••	9 193	–	•••	15 832	–	8.7
DOUGLAS MD-80 87 LI	PAS	•••	Z	Z	•••	107	57.8	•••	595	–	•••	694	–	•••
FOKKER 50	PAS	6	1	–	7	48	20.8	•••	7 531	–	•••	9 414	–	4.1
TOTALS		28	2	•••	30			•••	42 537	•••	•••	90 903	–	
TYROLEAN AIRWAYS											YEAR	ENDED :	31 DEC	1992
DHC-7 DASH 7	PAS	2	–	–	2	48	20.0	2 809	1 716	1 093	4 386	2 267	1 577	5.3
DHC-8 DASH 8	PAS	7	2	–	9	37- 50	16.0- 20.0	18 006	15 801	2 205	27 578	22 577	5 001	8.9
TOTALS		9	2	–	11			20 815	17 517	3 298	31 964	24 844	6 578	
BOLIVIA														
LAB											YEAR	ENDED :	31 DEC	1992
AIRBUS A310 LI	PAS	1	–	–	1	241	157.0	1 070	978	92	3 328	2 915	413	9.1
BOEING 707 300C	FRT	1	–	–	1	FRT	146.8	460	–	460	1 996	–	1 996	5.5
BOEING 707 LI	FRT	1	–	–	1	FRT	146.8	23	–	23	104	–	104	10.4
BOEING 727 100	PAS	3	–	–	3	122	74.1	5 974	5 620	354	6 195	5 491	704	6.6
BOEING 727 200	PAS	3	–	–	3	164	88.6	5 206	4 968	238	8 813	8 178	635	9.0
DOUGLAS DC-8 LI	FRT	–	1	–	1	FRT	146.8	4	–	4	22	–	22	•••
FOKKER F-27	PAS	2	–	–	2	40	19.7	2 522	2 465	57	2 780	2 720	60	4.4
TOTALS		11	1	–	12			15 259	14 031	1 228	23 238	19 304	3 934	
BRAZIL														
TRANSBRASIL											YEAR	ENDED :	31 DEC	1992
AIRBUS A300B LI	PAS	•••	Z	Z	•••	•••	•••	136	136	–	227	227	–	•••
BOEING 707 300	CON	3	–	1	2	FRT	151.0	1 468	726	742	3 602	1 094	2 508	•••
BOEING 737 300	PAS	11	2	2	11	135	61.0	18 522	18 520	2	19 564	19 563	1	6.5
BOEING 737 300 LI	PAS	•••	Z	Z	•••	132	•••	3 411	3 411	–	2 283	2 283	–	•••
BOEING 737 400	PAS	4	–	–	4	158	61.0	12 839	12 839	–	14 722	14 722	–	10.3
BOEING 767 200	PAS	3	1	–	4	210	143.0	5 927	5 920	7	11 497	11 475	22	12.2
BOEING 767 300	PAS	2	1	1	2	208	143.0	3 049	3 000	49	10 570	10 378	192	14.9
DOUGLAS DC-8 LI	CON	•••	Z	Z	•••	FRT	•••	5	5	–	36	36	–	•••
DOUGLAS DC10 LI	PAS	•••	Z	Z	•••	•••	•••	9	9	–	17	17	–	•••
DOUGLAS MD-11 LI	PAS	•••	Z	Z	•••	•••	•••	83	83	–	451	451	–	•••
TOTALS		23 M	4 M	4 M	23 M			45 449	44 649	800	62 969	60 246	2 723	
VARIG											YEAR	ENDED :	31 DEC	1992
BOEING 727 100	PAS	4	–	4	–	117	76.0	1 109	1 033	22	1 801	1 673	49	1.5
BOEING 727 100	FRT	5	–	–	5	FRT	76.0	3 768	1 325	2 360	6 651	2 823	3 731	3.6
BOEING 727 100 LI	PAS	•••	Z	Z	•••	•••	76.0	1 228	1 228	–	1 716	1 716	–	•••
BOEING 737 200	PAS	11	–	–	11	109	57.0	16 371	16 049	87	17 156	16 821	134	4.2

FLEET STATISTICS BY AIR CARRIER - 1992

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 (CONT'D)															
VARIG												YEAR	ENDED :	31 DEC	1992
BOEING 737 200	LI	PAS	•••	Z	Z	•••	•••	57.0	8 469	8 443	24	8 786	8 742	37	•••
BOEING 737 300		PAS	23	3	–	26	132	57.0	32 886	31 965	485	43 389	42 402	577	4.8
BOEING 747 200		PAS	1	–	–	1	359	376.0	874	858	•••	4 028	4 013	•••	11.0
BOEING 747 200	LI	FRT	•••	Z	Z	•••	FRT	114.0	7	3	4	37	18	19	•••
BOEING 747 200B		PAS	2	–	–	2	231	376.0	1 739	1 717	•••	8 198	8 177	•••	11.2
BOEING 747 300		PAS	5	–	–	5	274-408	376.0	4 457	4 415	•••	24 609	24 554	•••	13.8
BOEING 747 400		PAS	1	1	–	2	438	376.0	1 731	1 654	55	7 225	6 887	300	12.6
BOEING 767 200		PAS	6	–	–	6	194	164.0	5 815	5 699	21	14 196	13 992	107	6.4
BOEING 767 300		PAS	4	–	–	4	213	164.0	5 548	5 472	2	19 388	19 310	12	13.2
DOUGLAS DC10 30		PAS	10	–	2	8	232	260.0	7 362	7 145	50	28 963	28 248	252	9.7
DOUGLAS DC10 30		FRT	2	–	–	2	FRT	260.0	1 702	1 638	39	7 245	7 112	106	9.9
DOUGLAS MD-11		PAS	2	2	–	4	293	280.0	1 753	1 715	5	8 674	8 600	17	11.8
LOCKHEED L-188		PAS	14	–	2	12	90	51.0	26	15	•••	31	17	•••	.0
TOTALS			90 M	6 M	8 M	88 M			94 845	90 374	3 154 M	202 093	195 105	5 341 M	
CRUZEIRO												YEAR	ENDED :	31 DEC	1992
BOEING 727 100		PAS	5	–	5	–	117	76.0	2 390	2 343	•••	3 255	3 202	•••	2.7
BOEING 727 100	LI	FRT	•••	Z	Z	•••	FRT	76.0	1 357	98	1 259	1 865	184	1 681	•••
BOEING 727 200	LI	PAS	•••	Z	Z	•••	117	76.0	2 453	2 453	–	3 425	3 425	–	•••
BOEING 737 200		PAS	6	–	–	6	109	57.0	6 093	5 925	•••	8 104	7 957	•••	3.6
BOEING 737 200	LI	PAS	•••	Z	Z	•••	109	57.0	10 035	10 035	–	13 448	13 448	–	•••
BOEING 737 300	LI	PAS	•••	Z	Z	•••	132	57.0	21 507	21 507	–	29 221	29 221	–	•••
BOEING 747 200	LI	PAS	•••	Z	Z	•••	231-356	376.0	31	31	–	71	71	–	•••
BOEING 747 300	LI	PAS	•••	Z	Z	•••	274-408	376.0	56	56	–	130	130	–	•••
BOEING 747 400	LI	PAS	•••	Z	Z	•••	438	376.0	4	4	–	9	9	–	•••
BOEING 767 200	LI	PAS	•••	Z	Z	•••	194	164.0	6 693	6 693	–	10 021	10 021	–	•••
BOEING 767 300	LI	PAS	•••	Z	Z	•••	213	164.0	28	28	–	51	51	–	•••
DOUGLAS DC10 30	LI	PAS	•••	Z	Z	•••	232	260.0	430	430	–	1 021	1 021	–	•••
DOUGLAS MD-11	LI	PAS	•••	Z	Z	•••	293	280.0	338	338	–	869	869	–	•••
LOCKHEED L-188	LI	PAS	•••	Z	Z	•••	90	51.0	23	23	–	25	25	–	•••
TOTALS			11 M	•••	5 M	6 M			51 438	49 964	1 259 M	71 515	69 634	1 681 M	
VASP												YEAR	ENDED :	31 DEC	1992
AIRBUS A300B 2 2		PAS	3	–	–	3	240	142.0	2 834	2 780	54	5 563	5 463	100	5.1
BOEING 707	LI	FRT	•••	Z	Z	•••	FRT	•••	526	423	103	1 086	879	207	•••
BOEING 737 200		PAS	24	–	6	18	109	50.3	43 317	42 498	819	54 813	53 986	827	7.2
BOEING 737 200		FRT	2	–	1	1	FRT	50.5	2 231	2 082	149	3 145	2 932	213	5.8
BOEING 737 300		PAS	20	–	18	2	132	60.3	32 178	31 854	324	42 922	42 433	489	7.2
BOEING 737 400		PAS	3	–	3	–	156	64.6	2 161	2 132	29	2 996	2 945	51	6.4
DOUGLAS DC-8		FRT	3	–	3	–	FRT	•••	1 567	1 157	410	4 512	2 662	1 850	4.9
DOUGLAS DC-8	LI	FRT	•••	Z	Z	•••	FRT	•••	42	–	42	207	–	207	•••
DOUGLAS DC10 30		PAS	3	–	3	–	255	256.3	1 321	1 024	297	4 865	3 153	1 712	4.9
DOUGLAS DC10 30	LI	PAS	•••	Z	Z	•••	•••	•••	9	9	–	105	105	–	•••
DOUGLAS MD-11		PAS	–	2	–	2	293	280.3	680	660	20	5 580	5 550	30	9.3
TOTALS			58 M	2 M	34 M	26 M			86 866	84 619	2 247	125 794	120 108	5 686	
CANADA															
AIR CANADA												YEAR	ENDED :	31 DEC	1992
AIRBUS A320		PAS	19	12	–	31	137	73.3	36 528	35 441	771	93 351	90 760	1 966	10.0
BOEING 727 200		PAS	18	–	17	1	136	89.3	16 641	14 404	1 974	34 730	30 642	3 661	8.8
BOEING 747		PAS	6	3	–	9	256-489	335.6	6 135	5 636	377	29 647	27 630	1 684	9.2

FLEET STATISTICS BY AIR CARRIER - 1992

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
CANADA (CONT'D)														
AIR CANADA											YEAR	ENDED :	31 DEC	1992
BOEING 767	PAS	21	–	–	21	163-188	...	23 091	20 948	1 822	89 694	81 910	7 250	11.7
DOUGLAS DC-8 70F	FRT	5	–	–	5	FRT	161.0	3 544	3 374	–	8 612	8 258	–	4.6
DOUGLAS DC-9 30	PAS	35	–	–	35	92	49.0	63 875	63 145	326	97 018	95 630	773	7.6
LOCKHEED L-1011	UNK	3	–	–	3	...	...	–	–	–	–	–	–	–
TOTALS		107	15	17	105			149 814	142 948	5 270	353 052	334 830	15 334	
CANADIAN											YEAR	ENDED :	31 DEC	1992
AIRBUS A310	PAS	2	–	2	–	180	157.0	13	–	–	60	–	–	–
AIRBUS A320	PAS	5	6	–	11	132	75.5	11 156	9 693	1 321	34 317	30 186	3 990	10.4
BOEING 737 200	PAS	53	–	6	47	63-122	54.7	91 156	83 411	7 037	147 547	128 531	18 590	8.0
BOEING 737 200 LI	PAS	1	–	–	1	105	58.1	4 929	4 856	32	3 535	3 436	97	9.7
BOEING 747 400	PAS	2	1	–	3	392	395.0	1 692	1 677	–	13 356	13 356	–	13.8
BOEING 767 300	PAS	12	–	–	12	222	183.0	11 543	10 920	543	57 225	55 606	1 602	13.1
DOUGLAS DC10 30	PAS	8	–	–	8	255-270	186.4	5 406	5 202	124	35 952	35 396	480	12.3
TOTALS		83	7	8	82			125 917	115 759	9 057	291 992	266 511	24 759	
CHILE														
LAN CHILE											YEAR	ENDED :	31 DEC	1992
BAE-146	PAS	2	–	–	2	84	40.6	4 950	4 950	–	5 918	5 918	–	8.2
BOEING 707 300C	PAS	1	–	1	–	153	150.9	333	333	–	1 420	1 420	–	7.1
BOEING 707 300C	CON	1	–	–	1	FRT	150.9	379	379	–	2 250	2 250	–	7.7
BOEING 707 300C	FRT	2	–	–	2	FRT	150.9	828	828	–	4 760	4 760	–	7.2
BOEING 707	FRT	1	–	1	–	FRT	150.9	96	96	–	708	708	–	13.6
BOEING 727	FRT	–	1	1	–	FRT	76.8	54	54	–	169	169	–	6.3
BOEING 737 200	PAS	3	1	–	4	117	53.1- 56.5	7 601	7 601	–	10 341	10 341	–	9.2
BOEING 767 200	PAS	3	–	–	3	172	159.2	3 414	3 406	8	14 388	14 325	63	13.8
BOEING 767 300	PAS	–	1	–	1	192	184.6	1 186	1 186	–	4 955	4 955	–	14.7
DOUGLAS DC-8	FRT	–	2	1	1	FRT	148.8	27	27	–	152	152	–	4.5
DOUGLAS DC10	FRT	–	1	1	–	FRT	253.1	18	18	–	247	247	–	13.0
TOTALS		13	6	5	14			18 886	18 878	8	45 308	45 245	63	
LADECO											YEAR	ENDED :	31 DEC	1992
BAC ONE ELEVEN	PAS	4	–	–	4	74	35.0	...	...	...	...	...	...	...
BOEING 707	UNK	3	–	3	–	...	...	...	...	...	...	...	...	...
BOEING 727 100	UNK	4	–	4	–	...	...	...	...	...	...	...	...	...
BOEING 737 200	PAS	3	2	–	5	89-119	54.5	...	...	...	...	...	...	...
BOEING 737 300	PAS	1	1	–	2	106	62.0	...	...	...	...	...	...	...
BOEING 757	PAS	1	1	–	2	159	113.0	...	...	...	...	...	...	...
TOTALS		16	4	7	13			...	...	...	...	...	...	
COLOMBIA														
ARCA											YEAR	ENDED :	31 DEC	1992
DOUGLAS DC-8 50F	FRT	2	–	–	2	FRT	...	1 112	1 110	...	3 614	...	...	...
TOTALS		2	–	–	2			1 112	1 110	...	3 614	...	...	

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 SAM											YEAR	ENDED :	31 DEC	1992
BOEING 727 100	PAS	6	–	–	6	131	•••	12 048	12 048	–	11 906	11 906	–	6.0 *
BOEING 727 100	CON	2	–	1	1	79	•••	1 879	1 879	–	2 628	2 628	–	8.0
BOEING 727 200	UNK	–	2	–	2	165	•••	2 762	2 762	–	3 259	3 259	–	4.9 *
TOTALS		8	2	1	9			16 689	16 689	–	17 793	17 793	–	
COSTA RICA LACSA											YEAR	ENDED :	30 SEP	1992
AIRBUS A320	PAS	4	1	–	5	162	73.0	8 113	7 918	195	16 449	16 216	233	10.6
BOEING 707	FRT	1	–	1	–	FRT	•••	–	–	–	–	–	–	•••
BOEING 727 200	PAS	1	2	3	–	167	86.0	1 704	1 699	5	2 613	2 539	60	6.1
BOEING 737 200	PAS	–	1	–	1	125	54.0	378	378	–	691	691	–	7.5
DOUGLAS DC-8 50F	FRT	1	–	–	1	FRT	161.0	603	603	–	1 634	1 634	–	4.5
TOTALS		7	4	4	7			10 798	10 598	200	21 387	21 080	293	
COTE D'IVOIRE AIR IVOIRE											YEAR	ENDED :	31 DEC	1992
BEECH 200	PAS	1	–	–	1	9	6.0	•••	•••	•••	975	975	–	•••
FOKKER F-27	PAS	2	–	–	2	40	20.0	•••	•••	•••	795	795	–	•••
FOKKER F-28	PAS	4	1	3	2	85	33.0	•••	•••	•••	4 728	4 728	–	•••
TOTALS		7	1	3	5			•••	•••	•••	6 498	6 498	–	
CZECHOSLOVAK CSA											YEAR	ENDED :	31 DEC	1992
AIRBUS A310	PAS	2	–	–	2	214	157.0	1 718	1 702	16	8 712	8 673	39	11.9
ATR-72	PAS	–	4	–	4	65	22.0	4 996	4 653	343	5 275	4 956	319	5.3
BOEING 737 500	PAS	–	5	–	5	111	56.0	2 794	2 781	13	4 172	4 154	18	5.1
ILYUSHIN IL-62	PAS	8	–	–	8	174	167.0	1 439	936	503	4 015	2 134	1 881	1.4
SAAB FAIRCHD 340 LI	PAS	•••	Z	Z	•••	33	•••	99	99	–	116	116	–	•••
TUPOLEV TU-134	PAS	6	–	1	5	76	49.0	6 390	6 028	362	7 054	6 447	607	3.8
TUPOLEV TU-154	PAS	7	–	3	4	136	100.0	4 850	4 448	402	8 128	7 292	836	3.6
YAKOVLEV YAK-40	PAS	6	–	6	–	24	16.0	2 485	2 240	245	2 632	2 429	203	2.6
MISC AIRCRAFT LI	PAS	•••	Z	Z	•••	•••	•••	223	214	9	289	279	10	•••
TOTALS		29 M	9 M	10 M	28 M			24 994	23 101	1 893	40 393	36 480	3 913	
ECUADOR ECUATORIANA											YEAR	ENDED :	31 DEC	1992
AIRBUS A310	PAS	2	–	–	2	192	157.0	2 581	2 581	–	6 744	6 744	–	9.2
BOEING 707 300B	PAS	3	–	1	2	153	102.0	554	554	–	1 053	1 053	–	1.4
BOEING 707 300C	CON	1	–	–	1	FRT	102.0	305	305	–	786	786	–	2.2
BOEING 707 300C LI	CON	1	–	–	1	•••	•••	26	26	–	70	70	–	•••
BOEING 727 200 LI	PAS	1	–	–	1	156	•••	82	82	–	117	117	–	•••
DOUGLAS DC10 30	PAS	1	–	–	1	269	251.0	1 352	1 352	–	3 868	3 868	–	10.6

FLEET STATISTICS BY AIR CARRIER - 1992

PART: C1 (CONT'D)

SCHEDULED INTERNATIONAL AIRLINES

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
								Number of Departures			Number of Hours Flown			Average Daily
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	Revenue Hours
ECUADOR (CONT'D)														
ECUATORIANA											YEAR	ENDED :	31 DEC	1992
TOTALS		9	–	1	8			4 900	4 900	–	12 638	12 638	–	
EGYPT														
EGYPTAIR											YEAR	ENDED :	31 DEC	1992
AIRBUS A300B 4 4	CON	10	2	–	12	260-271	165.0-170.5	13 041	10 552	2 455	30 985	25 200	5 685	7.1
AIRBUS A320	CON	5	–	–	5	145	73.5	6 894	5 641	1 231	15 742	12 893	2 793	8.6
BOEING 707 300C	CON	3	–	–	3	168	152.4	1 005	483	517	2 386	673	1 693	2.2
BOEING 707 LI	CON	3	–	–	3	168	152.0	1 962	1 580	377	3 574	2 936	617	3.2
BOEING 737 200	CON	4	–	–	4	121	54.2	7 493	6 601	842	8 018	6 660	1 250	5.4
BOEING 737 500	CON	3	2	–	5	104	60.6	6 560	4 780	1 750	12 344	8 226	3 983	6.7
BOEING 747 300	CON	2	–	–	2	450	377.8	1 270	1 123	125	6 323	5 876	363	8.6
BOEING 767 200	CON	3	–	–	3	206	156.5	2 670	2 097	570	8 372	6 639	1 717	7.6
BOEING 767 300	CON	2	–	–	2	217	181.4	1 316	1 034	282	7 052	5 957	1 094	9.7
FOKKER F-27	CON	2	–	–	2	52	20.8	322	181	133	476	223	234	.6
TUPOLEV TU-154 LI	CON	1	–	–	1	160	90.0	6	2	4	6	2	4	.0
TOTALS		38	4	–	42			42 539	34 074	8 286	95 278	75 285	19 433	
ESTONIA														
ESTONIAN AIR											YEAR	ENDED :	31 DEC	1992
ANTONOV AN-2	PAS	12	–	–	12	12	5.3	389	–	389	215	–	148	.0
TUPOLEV TU-134	PAS	12	–	–	12	72- 80	48.2	3 565	3 342	223	4 898	4 121	717	1.4
YAKOVLEV YAK-40	PAS	4	–	–	4	30- 32	16.1	2 155	1 505	650	2 196	1 209	971	1.9
TOTALS		28	–	–	28			6 109	4 847	1 262	7 309	5 330	1 836	
FINLAND														
FINNAIR											YEAR	ENDED :	31 DEC	1992
AIRBUS A300B 4 4	PAS	2	–	–	2	308	165.0	1 292	26	1 222	4 850	58	4 768	6.6
ATR-72	PAS	5	1	–	6	66	21.5	1 676	1 618	3	1 485	1 375	2	6.5
BOEING 737 200C LI	FRT	1	–	–	1	FRT	...	1 614	1 614	–	2 924	2 924	–	...
DOUGLAS DC-9 40	PAS	5	–	–	5	126	51.7	12 515	12 499	–	10 808	10 796	–	5.9
DOUGLAS DC-9 50	PAS	12	–	–	12	121-129	54.9	19 366	18 991	276	23 856	22 961	723	5.4
DOUGLAS MD-80 82	PAS	9	1	–	10	141	67.8	14 795	14 366	405	27 893	26 607	1 252	7.9
DOUGLAS MD-80 83	PAS	4	–	–	4	156	72.5	4 451	2 099	2 328	12 065	3 497	8 532	8.2
DOUGLAS MD-80 87	PAS	3	–	–	3	114	63.5	4 052	3 825	208	7 511	6 901	573	6.8
DOUGLAS DC10 30	PAS	5	–	–	5	222-345	251.8	2 067	1 190	871	14 115	9 459	4 646	7.7
DOUGLAS MD-11	PAS	2	–	–	2	365-399	274.7	1 424	441	954	7 727	3 421	4 249	10.5
MISC AIRCRAFT LI	OTH	...	Z	Z	...	...	...	2 669	2 669	–	2 620	2 620	–	...
TOTALS		48 M	2 M	...	50 M			65 921	59 338	6 267	115 854	90 619	24 745	

FLEET STATISTICS BY AIR CARRIER - 1992

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
								Number of Departures			Number of Hours Flown			Average Daily
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	Revenue Hours
FRANCE														
AOM-MINERVE S.A.											YEAR	ENDED :	31 DEC	1992
DOUGLAS DC-8 70F	PAS	1	–	–	1	246	164.0	129	54	75	658	360	298	4.1
DOUGLAS MD-80 83	PAS	5	–	–	5	167	73.0	6 708	3 907	2 801	10 804	4 793	6 011	6.2
DOUGLAS DC10 30	PAS	6	1	–	7	313	260.0	3 539	2 648	891	23 922	18 885	5 037	12.4
TOTALS		12	1	–	13			10 376	6 609	3 767	35 384	24 038	11 346	
BRITT AIR											YEAR	ENDED :	31 DEC	1992
ATR-42	UNK	9	2	–	11	50	16.7	14 361	14 290	71	18 709	18 602	107	5.8
ATR-72	UNK	2	–	–	2	68	•••	3 417	3 415	2	3 541	3 480	3	4.9
EMBRAER EMB 110	UNK	2	–	1	1	18	5.7	884	878	6	629	619	10	1.2
PIPER CHEYENNE	UNK	1	–	1	–	6	•••	117	–	117	176	–	176	.6
SAAB FAIRCHD 340	UNK	6	–	–	6	33	•••	7 599	7 072	527	11 379	10 588	791	5.7
TOTALS		20	2	2	20			26 378	25 655	723	34 434	33 289	1 087	
TAT/TAT EXPORT											YEAR	ENDED :	31 DEC	1992
ATR-42	PAS	6	–	–	6	•••	16.7	7 001	6 922	79	8 882	8 727	155	•••
ATR-72	PAS	2	2	–	4	•••	21.5	2 339	2 290	49	2 919	2 856	63	•••
FOKKER F-28	PAS	21	–	2	19	•••	29.5- 33.1	7 954	7 875	79	9 494	9 406	88	•••
FOKKER 100	PAS	5	5	–	10	•••	43.1	6 162	5 713	449	7 558	6 896	662	•••
TOTALS		34	7	2	39			23 456	22 800	656	28 853	27 885	968	
AIR INTER											YEAR	ENDED :	31 DEC	1992
AIRBUS A300B 2 2	PAS	16	–	1	15	314	137.0	••• B	••• B	••• B	••• B	••• B	••• B	••• B
AIRBUS A300B 4 4	PAS	6	–	–	6	314	150.0	34 315 C	33 361 C	660 C	42 925 C	41 750 C	825 C	5.3 C
AIRBUS A320	PAS	27	4	1	30	172	68.0	62 499 *	61 493	211	69 829	68 700 *	235 *	6.7
DASSAULT MERCURE	PAS	9	–	1	8	156	54.0	13 066 *	12 315	527	13 812	13 000 *	560	4.7
TOTALS		58	4	3	59			109 880	107 169	1 398	126 566	123 450	1 620	
AIR LITTORAL											YEAR	ENDED :	31 DEC	1992
ATR-42	PAS	5	–	–	5	50	16.0	7 407	•••	251	8 957	•••	360	.2
ATR-72	PAS	–	1	–	1	66	21.0	1 229	•••	5	1 611	•••	9	.0
EMBRAER EMB 110	PAS	1	–	–	1	18	5.0	33	•••	33	94	•••	42	1.4
EMBRAER EMB 120	PAS	9	–	–	9	30	11.0	11 954	•••	371	15 137	•••	477	.1
FOKKER 100	PAS	6	–	–	6	93	44.0	9 126	•••	105	13 590	•••	147	.1
SA 226 METRO II	PAS	3	–	2	1	16	5.0	36	•••	28	90	•••	30	1.0
TOTALS		24	1	2	23			29 785	•••	793	39 479	•••	1 065	
GERMANY														
LUFTHANSA											YEAR	ENDED :	31 DEC	1992
AIRBUS A300B 4 4	PAS	10	1	–	11	207-259	150.0-165.0	13 640	13 387	7	29 544	28 832	12	7.2
AIRBUS A310	PAS	24	1	2	23	164-201	125.0-153.0	36 876	35 481	141	77 960	76 660	133	9.1
AIRBUS A320	PAS	28	4	–	32	144	66.0	62 426	61 409	94	82 362	81 477	216	7.2
BOEING 727 200	PAS	7	–	7	–	136	77.0- 86.0	6 430	6 306	77	9 144	8 863	208	6.1
BOEING 727 LI	UNK	•••	Z	Z	•••	•••	•••	1 026	•••	•••	1 597	•••	•••	•••
BOEING 737 200	PAS	38	–	3	35	100	48.0- 51.0	54 828	53 464	–	79 186	78 815	–	6.0
BOEING 737 300	PAS	33	4	3	34	120	57.0	67 881	65 714	42	104 000	102 959	83	8.3

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 (CONT'D)														
LUFTHANSA											YEAR	ENDED :	31 DEC	1992
BOEING 737 400	PAS	–	7	–	7	138	63.0	5 621	5 578	8	6 527	6 380	19	6.8
BOEING 737 500	PAS	33	–	–	33	100-102	53.0	63 141	62 887	22	89 071	88 790	42	7.4
BOEING 737 LI	UNK	•••	Z	Z	•••	•••	•••	16 809	•••	•••	20 617	•••	•••	•••
BOEING 747 200B	PAS	4	2	–	6	386	363.0-378.0	2 901	2 782	35	23 704	23 089	235	11.4
BOEING 747 200B	CON	10	–	5	5	258	363.0-378.0	3 612	2 500	11	24 906	24 743	75	9.6
BOEING 747 200F	FRT	5	1	–	6	FRT	372.0-378.0	3 436	3 277	53	22 390	21 621	283	11.8
BOEING 747 400	PAS	8	3	1	10	387	386.0-395.0	6 215	6 119	11	52 699	52 538	90	15.2
BOEING 747 400	CON	7	–	–	7	260	386.0-395.0	4 512	4 169	3	35 138	35 044	4	13.7
BOEING 747 LI	UNK	•••	Z	Z	•••	•••	•••	2 524	•••	•••	14 293	•••	•••	•••
BOEING 757 LI	UNK	•••	Z	Z	•••	•••	•••	209	•••	•••	880	•••	•••	•••
CANADAIR CL 65 LI	UNK	•••	Z	Z	•••	•••	•••	627	•••	•••	1 111	•••	•••	•••
DOUGLAS DC-8 LI	UNK	•••	Z	Z	•••	•••	•••	565	•••	•••	3 105	•••	•••	•••
DOUGLAS MD-80 80 LI	UNK	•••	Z	Z	•••	•••	•••	3	•••	•••	4	•••	•••	•••
DOUGLAS DC-9 LI	UNK	•••	Z	Z	•••	•••	•••	283	•••	•••	603	•••	•••	•••
DOUGLAS DC10 30	PAS	10	1	1	10	232	252.0	7 904	7 515	50	51 078	49 946	126	13.7
DOUGLAS DC10 LI	UNK	•••	Z	Z	•••	•••	•••	1	•••	•••	9	•••	•••	•••
MISC AIRCRAFT LI	UNK	•••	Z	Z	•••	•••	•••	76 495	•••	•••	118 582	•••	•••	•••
TOTALS		217 M	24 M	22 M	219 M			437 965	330 588 M	554 M	848 510	679 757 M	1 526 M	
EUROWINGS											YEAR	ENDED :	31 DEC	1992
ATR-42	PAS	10	3	–	13	42- 54	16.7	20 170	19 725	445	23 704	22 617	1 087	5.7
ATR-72	PAS	4	2	–	6	69	21.5	9 838	9 171	667	13 608	11 996	1 611	6.5
BAE-146	CON	1	–	–	1	15	42.2	810	810	–	1 273	1 273	–	3.5
BEECH 200	PAS	1	–	–	1	9	5.7	247	180	67	309	222	87	.8
DORNIER DO-228	PAS	4	–	–	4	18	6.2	1 157	1 157	–	679	679	–	.5
SA 227 METRO III	PAS	3	–	–	3	19	7.0	2 366	2 299	67	2 911	2 831	80	2.7
TOTALS		23	5	–	28			34 588	33 342	1 246	42 484	39 618	2 865	
GREECE														
OLYMPIC											YEAR	ENDED :	31 DEC	1992
AEROSPATIALE 355	PAS	1	–	–	1	5	2.0	800	–	738	814	–	765	2.1
AGUSTA 109	PAS	2	–	1	1	7	2.6	634	–	581	779	–	722	1.5
AIRBUS A300B 4 4	PAS	8	1	–	9	260-269	170.5	10 561	10 276	226	20 466	19 781	528	6.5
ATR-42	PAS	4	–	–	4	50	16.7	10 514	10 346	90	9 557	9 255	91	6.4
ATR-72	PAS	2	2	–	4	68	21.5	8 451	8 203	229	7 832	7 417	385	6.4
BOEING 727 200	PAS	9	–	6	3	146-150	78.2- 86.4	3 801	3 123	648	6 108	4 458	1 598	2.6
BOEING 737 200	PAS	11	–	–	11	117	53.1	21 078	20 129	829	30 493	28 197	1 935	7.5
BOEING 737 400	PAS	6	–	–	6	150	68.0	10 632	10 517	99	19 744	19 490	212	9.0
BOEING 747 200B	PAS	4	–	–	4	395-426	351.5-371.9	2 395	2 360	4	16 040	15 928	16	10.9
DORNIER DO-228	PAS	7	–	–	7	19	6.0	12 113	11 485	387	9 248	8 257	356	3.4
PIPER PA32	OTH	2	–	–	2	3	1.0	–	–	–	–	–	–	.0
SHORTS 330	PAS	5	–	–	5	30	10.3	4 360	4 207	32	4 284	3 897	40	2.2
MISC AIRCRAFT	OTH	3	–	–	3	•••	•••	232	–	217	350	–	329	.3
TOTALS		64	3	7	60			85 571	80 646	4 080	125 715	116 680	6 977	

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	Scheduled Revenue	Non - Sched Revenue	Number of Hours Flown Total	Scheduled Revenue	Non - Sched Revenue	Average Daily Revenue Hours
GUINEA														
AIR GUINEE											YEAR	ENDED :	31 DEC	1992
BOEING 737 200	UNK	1	–	–	1	•••	•••	•••	••• B	•••	•••	•••	•••	•••
DHC-7 DASH 7	UNK	1	–	–	1	•••	•••	•••	656 C	•••	•••	•••	•••	•••
TOTALS		2	–	–	2			•••	656	•••	•••	•••	•••	
HONDURAS														
SAHSA											YEAR	ENDED :	31 DEC	1992
BOEING 737 200	PAS	4	1	1	4	118-123	58.3	11 056	11 056	–	10 030	10 030	–	7.2
LOCKHEED L-188	FRT	1	–	–	1	FRT	53.0	239	–	239	515	–	515	1.5
TOTALS		5	1	1	5			11 295	11 056	239	10 545	10 030	515	
INDIA														
AIR INDIA											YEAR	ENDED :	31 MAR	1993
AIRBUS A300B 4 4	PAS	3	–	–	3	238	165.0	2 071	2 071	–	6 210	6 210	–	9.1
AIRBUS A310	PAS	8	–	–	8	206	154.0	7 926	7 926	–	25 607	25 607	–	10.0
BOEING 747 200B	PAS	9	–	–	9	394	363.0	5 066	4 930	136	25 090	24 395	695	8.8
BOEING 747 300	PAS	2	–	–	2	283	378.0	1 311	1 311	–	6 390	6 390	–	9.2
ILYUSHIN IL-62 LI	PAS	•••	Z	Z	•••	•••	•••	313	313	–	1 499	1 499	–	•••
ILYUSHIN IL-76 LI	FRT	•••	Z	Z	•••	FRT	•••	877	877	–	2 880	2 880	–	•••
TOTALS		22 M	•••	•••	22 M			17 564	17 428	136	67 676	66 981	695	
INDIAN AIRLINES N											YEAR	ENDED :	31 MAR	1993
AIRBUS A300B 2 2	PAS	••• B	–	–	••• B	271-273	146.6	••• B	••• B	••• B	••• B	••• B	••• B	••• B
AIRBUS A300B 4 4	PAS	11 C	–	–	11 C	271-273	146.6	12 989 C	12 957 C	3 C	25 148 C	24 412 C	679 C	6.3 C
AIRBUS A320	PAS	18	–	–	18	168	70.0	25 296	25 094	2	37 723	37 524	2	5.8
BOEING 737 200	PAS	23	–	–	23	126	51.6	46 023	45 336	248	51 807	50 897	370	6.1
DOUGLAS MD-80 83 LI	PAS	–	1	–	1	160	•••	•••	23	•••	27	27	•••	•••
FOKKER F-27 LI	PAS	–	1	–	1	44	•••	•••	56	•••	85	85	•••	•••
HAWKER HS-748 LI	PAS	–	1	–	1	48	•••	•••	441	•••	582	582	•••	•••
TUPOLEV TU-154 LI	PAS	1	–	–	1	164	•••	•••	320	•••	589	589	•••	•••
MISC AIRCRAFT LI	FRT	1	–	–	1	FRT	•••	•••	17	•••	34	34	•••	•••
TOTALS		54	3	–	57			84 308 M	84 244	253 M	115 995	114 150	1 051 M	
INDONESIA														
MERPATI NUSANTARA											YEAR	ENDED :	31 DEC	1992
BAE-ATP	PAS	–	5	–	5	68	22.9	4 498	•••	•••	6 052	•••	•••	4.4 Y
CASA C-212	PAS	16	–	5	11	18- 26	6.4- 7.2	11 736	•••	•••	12 394	•••	•••	3.9 Y
CN-235	PAS	15	–	1	14	40	14.2	16 839	•••	•••	12 365	•••	•••	4.3 Y
DHC-6 TWIN OTTER	PAS	11	–	–	11	18	5.6	13 273	•••	•••	12 059	•••	•••	4.2 Y
DOUGLAS DC-9 30	PAS	7	1	–	8	102	48.2	11 408	•••	•••	15 545	•••	•••	6.1 Y
FOKKER F-27	PAS	13	8	3	18	45- 55	19.4- 20.1	13 685	•••	•••	16 472	•••	•••	4.1 Y
FOKKER F-28	PAS	27	–	–	27	65- 85	31.7	50 226	•••	•••	59 133	•••	•••	3.0 Y
HAWKER HS-748	PAS	2	–	–	2	40	19.9	1 402	•••	•••	1 483	•••	•••	3.4 Y
LOCKHEED L100	PAS	2	–	–	2	85	69.2	1 206	•••	•••	1 421	•••	•••	4.8 Y

N - FOR NOTE (S) ON THIS TABLE SEE PAGES D - 38 / D - 40

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
INDONESIA (CONT'D)														
MERPATI NUSANTARA											YEAR	ENDED :	31 DEC	1992
TOTALS		93	14	9	98			124 273	...	...	136 924	...	...	
SEMPATI											YEAR	ENDED :	31 DEC	1992
BOEING 737 200	PAS	–	3	–	3	97-126	49.0	669	669	–	787	787	–	7.2
FOKKER F-27	CON	5	–	–	5	44	19.0	10 033	10 033	–	13 105	13 105	–	7.9
FOKKER 100	PAS	7	–	–	7	100	43.0	18 170	18 170	–	26 459	26 459	–	10.5
TOTALS		12	3	–	15			28 872	28 872	–	40 351	40 351	–	
ISRAEL														
EL AL											YEAR	ENDED :	31 MAR	1993
BOEING 707 300C	CON	1	–	–	1	181-200	152.0	376	233	143	1 594	845	749	4.4
BOEING 737 200	PAS	2	–	–	2	111	54.0	1 952	1 944	8	6 301	6 276	24	8.8
BOEING 747 200B	PAS	5	–	–	5	457	356.0-365.0	2 007	2 007	–	15 869	15 833	...	9.4
BOEING 747 200C	CON	2	–	–	2	457	365.0	1 308	1 042	266	6 995	5 794	1 177	9.6
BOEING 747 200F	FRT	1	–	1	–	FRT	320.0	627	603	24	3 229	3 111	106	11.6
BOEING 747 F	FRT	1	–	–	1	FRT	333.0	818	801	17	4 084	4 000	72	11.3
BOEING 757	PAS	5	–	–	5	187-197	109.0	4 638	4 346	292	17 056	15 938	1 107	9.5
BOEING 767 200	PAS	4	–	–	4	224	143.0-152.0	3 448	3 388	60	14 172	13 859	277	9.8
TOTALS		21	–	1	20			15 174	14 364	810	69 300	65 656	3 512 M	
ITALY														
ATI N											YEAR	ENDED :	31 DEC	1992
ATR-42	PAS	1	–	1	–	48	16.7	2	–	2	4	–	4	...
DOUGLAS DC-9 30	PAS	8	–	8	–	...	...	–	–	–	–	–	–	–
DOUGLAS MD-80 82	PAS	27	8	–	35	172	67.0	70 954	70 324	630	65 108	64 574	534	5.5
TOTALS		36	8	9	35			70 956	70 324	632	65 112	64 574	538	
MERIDIANA											YEAR	ENDED :	31 DEC	1992
BAE-146	PAS	3	–	–	3	79	39.0	5 120	5 064	48	8 475	8 409	56	8.3
DOUGLAS DC-9 50	PAS	6	–	–	6	119-137	53.0	10 551	10 250	250	12 798	12 336	375	6.6
DOUGLAS MD-80 82	PAS	6	1	–	7	165	68.0	12 587	12 003	523	15 145	13 881	1 145	7.2
TOTALS		15	1	–	16			28 258	27 317	821	36 418	34 626	1 576	
JAPAN														
JAPAN ASIA AIRWAYS											YEAR	ENDED :	31 MAR	1993
BOEING 747 F LI	FRT	–	1	1	–	FRT	...	226	204	22	707	638	69	...
BOEING 747	PAS	6	–	2	4	403	311.0	2 992	2 980	12	8 084	8 053	31	...
DOUGLAS DC10 40	PAS	4	–	–	4	273	220.0	3 408	3 297	111	7 123	6 893	230	...
TOTALS		10	1	3	8			6 626	6 481	145	15 914	15 584	330	

N - FOR NOTE (S) ON THIS TABLE SEE PAGES D - 38 / D - 40

FLEET STATISTICS BY AIR CARRIER - 1992

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
JAPAN														
JAPAN AIR SYSTEM											YEAR	ENDED :	31 MAR	1993
AIRBUS A300B 4 4	PAS	19	5	–	24	254-308	137.0-144.0	33 879	33 879	–	52 924	52 924	–	6.0
DOUGLAS DC-9 40	PAS	11	–	4	7	128	52.0	19 228	19 226	2	18 817	18 814	3	8.6
DOUGLAS MD-80 81	PAS	19	3	–	22	163	64.0	38 724	38 718	6	44 315	44 297	18	5.5
DOUGLAS MD-80 87	PAS	8	–	–	8	134	57.0	13 025	13 022	3	16 496	16 492	4	5.6
DOUGLAS DC10 30	PAS	2	–	–	2	276-295	230.0	2 335	2 333	2	7 075	7 059	16	9.7
NAMCO YS11 A	PAS	16	–	3	13	62- 64	25.0	20 521	20 521	–	23 492	23 492	–	6.1
TOTALS		75	8	7	76			127 712	127 699	13	163 119	163 078	41	
JAL											YEAR	ENDED :	31 MAR	1993
BEECH 55 & 58	OTH	5	–	–	5	•••	2.5	1 184	•••	•••	2 291	•••	•••	•••
BEECH BONANZA	OTH	5	–	–	5	•••	1.7	1 325	•••	•••	2 293	•••	•••	•••
BOEING 747 100	PAS	4	–	3	1	239-519	333.1	••• B	••• B	••• B	••• B	••• B	••• B	••• B
BOEING 747 100	FRT	1	–	1	–	FRT	340.2	••• B	••• B	••• B	••• B	••• B	••• B	••• B
BOEING 747 200	PAS	20	–	–	20	239-528	358.3	••• B	••• B	••• B	••• B	••• B	••• B	••• B
BOEING 747 200 LI	PAS	2	–	–	2	239-528	357.2	••• B	••• B	••• B	••• B	••• B	••• B	••• B
BOEING 747 200F	FRT	6	–	–	6	FRT	366.7	••• B	••• B	••• B	••• B	••• B	••• B	••• B
BOEING 747 200F LI	FRT	2	1	–	3	FRT	370.9	••• B	••• B	••• B	••• B	••• B	••• B	••• B
BOEING 747 300	PAS	7	–	–	7	239-528	371.9	••• B	••• B	••• B	••• B	••• B	••• B	••• B
BOEING 747 300 LI	PAS	2	–	–	2	239-528	371.9	••• B	••• B	••• B	••• B	••• B	••• B	••• B
BOEING 747 400	PAS	16	3	–	19	236-568	360.5	••• B	••• B	••• B	••• B	••• B	••• B	••• B
BOEING 747 400 LI	PAS	4	2	–	6	236-568	352.3	48 005 C	45 919 C	111 C	254 873 C	249 360 C	987 C	10.0 C
BOEING 747 SR	PAS	10	–	1	9	528-537	269.9-272.2	16 430	16 375	–	27 400	27 285	–	7.7
BOEING 767 200	PAS	3	–	–	3	219-270	136.1	••• B	••• B	••• B	••• B	••• B	••• B	••• B
BOEING 767 300	PAS	10	–	–	10	219-270	144.8	••• B	••• B	••• B	••• B	••• B	••• B	••• B
BOEING 767 300 LI	PAS	3	–	–	3 2	19-270	143.0	23 802 C	23 285 C	70 C	39 219 C	38 375 C	154 C	7.0 C
DOUGLAS DC10 40	PAS	15	–	–	15	218-318	229.9	19 588	19 084	78	48 302	47 143	242	8.3
TOTALS		115	6	5	116			110 334	104 663 M	259 M	374 378	362 163 M	1 383 M	
NIPPON CARGO											YEAR	ENDED :	31 MAR	1993
BOEING 747 200F	FRT	6	–	–	6	FRT	378.0	2 395	2 393	2	24 591	24 480	111	11.2
TOTALS		6	–	–	6			2 395	2 393	2	24 591	24 480	111	
ALL NIPPON AIRWAYS											YEAR	ENDED :	31 MAR	1993
AIRBUS A320	PAS	10	3	–	13	166	67.0	21 134	21 120	14	25 128	25 108	20	7.0
BOEING 737 200	PAS	14	–	14	–	126	50.0	1 539	1 539	–	1 795	1 795	–	6.1
BOEING 747 200B	PAS	6	–	–	6	326	378.0	3 017	3 016	1	27 968	27 956	12	14.2
BOEING 747 400	PAS	6	5	–	11	365	375.0	10 600	10 600	–	28 766	28 766	–	9.9
BOEING 747 SR	PAS	17	–	–	17	528	264.0	25 196	25 192	4	40 648	40 612	36	8.5
BOEING 767 200	PAS	25	–	–	25	234	127.0	46 555	46 555	–	66 452	66 452	–	8.2
BOEING 767 300	PAS	22	4	–	26	231-288	131.0-185.0	1 284	1 275	9	5 672	5 633	39	7.4
LOCKHEED L-1011	PAS	11	–	2	9	341	195.0	14 496	14 496	–	24 264	24 264	–	7.1
NAMCO YS11 A	PAS	9	–	9	–	•••	•••	–	–	–	–	–	–	–
TOTALS		120	12	25	107			123 821	123 793	28	220 693	220 586	107	

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
KENYA															
KENYA AIRWAYS												YEAR	ENDED :	31 DEC	1992
AIRBUS A310		PAS	2	–	–	2	195	153.0	2 302	2 121	99	9 654	9 145	461	13.2
AIRBUS A310	LI	PAS	1	–	–	1	195	153.0	1 120	1 001	112	4 056	3 525	527	11.1
BOEING 737 200	LI	PAS	1	1	–	2	102	54.2	3 270	3 165	9	4 436	4 363	18	6.5
BOEING 757	LI	PAS	1	–	–	1	201	108.8	1 087	578	471	3 674	1 475	2 177	10.0
FOKKER 50		PAS	3	–	–	3	54	20.8	6 513	6 337	–	6 782	6 680	–	6.1
TOTALS			8	1	–	9			14 292	13 202	691	28 602	25 188	3 183	
KUWAIT															
KUWAIT AIRWAYS												YEAR	ENDED :	31 DEC	1992
AIRBUS A310	LI	UNK	5	–	–	5	178	...	...	...	...	9 906	...	...	...
BOEING 707	LI	UNK	2	–	–	2	...	...	...	...	...	7 378	...	...	...
BOEING 727 200		UNK	3	–	–	3	135	...	...	...	...	4 860	...	...	...
BOEING 747 200	LI	UNK	1	1	1	1	...	...	...	...	...	...	...	...	...
BOEING 747 200B		UNK	4	–	–	4	378	...	...	...	...	12 822	...	...	...
BOEING 767 200		UNK	1	–	–	1	170	...	...	...	...	2 136	...	...	...
DOUGLAS DC10	LI	UNK	1	1	1	1	...	...	...	...	...	...	...	...	...
HS-125,BAE-125		UNK	1	–	–	1	8	...	...	...	...	...	...	...	...
LOCKHEED L-1011	LI	UNK	2	1	1	2	...	...	...	...	...	2 042	...	...	...
TOTALS			20	3	3	20			...	...	...	39 144 M	...	...	
LITHUANIA															
LIETUVA												YEAR	ENDED :	31 DEC	1992
YAKOVLEV YAK-40		PAS	7	–	–	7	26	16.8	1 201	247	954	1 935	254	1 681	1.0
TOTALS			7	–	–	7			1 201	247	954	1 935	254	1 681	
LITHUANIAN AIRLINES												YEAR	ENDED :	31 DEC	1992
ANTONOV AN-24		PAS	4	–	–	4	48	21.0	1 323	1 109	214	3 145	2 475	670	2.4
ANTONOV AN-26 B		FRT	3	–	–	3	FRT	24.0	185	–	185	1 293	–	1 293	1.3
BOEING 737 200		PAS	1	–	–	1	108	53.7	984	902	82	2 038	1 735	303	15.4
TUPOLEV TU-134		PAS	9	–	–	9	80	49.0	2 382	1 906	476	6 658	5 255	1 303	3.2
YAKOVLEV YAK-42		PAS	12	–	–	12	120	54.0	4 601	3 948	653	13 395	10 894	2 501	5.3
TOTALS			29	–	–	29			9 475	7 865	1 610	26 529	20 359	6 070	
MADAGASCAR															
AIR MADAGASCAR												YEAR	ENDED :	31 DEC	1992
BOEING 737 200		CON	2	–	–	2	122-125	46.8	2 435	2 380	34	2 774	2 704	50	4.0
BOEING 747 200B		PAS	1	–	–	1	270-287	362.8	496	496	–	4 224	4 223	–	12.5
DHC-6 TWIN OTTER		CON	2	2	–	4	16- 19	5.7	8 295	8 126	98	6 459	6 281	102	7.4
HAWKER HS-748		CON	2	–	–	2	40- 44	21.1	3 607	3 530	42	3 647	3 543	57	4.9
PIPER PA28		OTH	3	–	–	3	5	2.4	1 046	1 014	29	773	681	72	.7
PIPER PA31		OTH	1	–	–	1	5	2.9	–	–	–	–	–	–	.0
TOTALS			11	2	–	13			15 879	15 546	203	17 877	17 432	281	

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	Scheduled Revenue	Non - Sched Revenue	Number of Hours Flown Total	Scheduled Revenue	Non - Sched Revenue	Average Daily Revenue Hours
MEXICO														
AEROMEXICO											YEAR	ENDED :	31 DEC	1992
BOEING 767 200	PAS	1	1	–	2	190	175.5	1 412	1 384	28	7 414	7 321	93	10.1
BOEING 767 300	PAS	1	1	–	2	233	184.6	1 848	1 775	73	7 003	6 777	226	9.6
DOUGLAS DC-9 30	PAS	15	3	–	18	102	49.0	38 340	38 142	198	51 291	51 032	259	8.5
DOUGLAS MD-80 82	PAS	10	5	–	15	143-145	66.7	32 157	31 913	244	45 281	44 763	518	9.5
DOUGLAS MD-80 88	PAS	10	2	–	12	122-145	72.0	24 936	23 308	1 628	34 275	30 246	4 029	9.2
DOUGLAS DC10 10	PAS	2	–	–	2	276	206.4	2 361	2 341	20	6 617	6 559	58	9.0
DOUGLAS DC10 30	PAS	4	–	–	4	262	251.7	4 534	4 487	47	12 659	12 549	110	9.3
TOTALS		43	12	–	55			105 588	103 350	2 238	164 540	159 247	5 293	
MEXICANA											YEAR	ENDED :	31 DEC	1992
AIRBUS A320	PAS	8	7	–	15	150	73.9	16 961	16 029	•••	35 828	35 510	•••	•••
BOEING 727 200	PAS	44	–	3	41	150-168	86.1	75 635	75 145	•••	125 395	124 870	•••	•••
DOUGLAS DC10 10	PAS	6	–	–	6	268-315	200.9-207.7	7 093	7 004	•••	17 258	17 403	•••	8.7
TOTALS		58	7	3	62			99 689	98 178	•••	178 481	177 783	•••	
NEW ZEALAND														
AIR NEW ZEALAND											YEAR	ENDED :	30 JUN	1993
BOEING 737 200	PAS	11	–	–	11	121	49.0	37 735	37 735	–	32 488	32 488	–	8.1
BOEING 737 200C	CON	1	–	–	1	119	54.0	375	375	–	494	494	–	1.4
BOEING 747 200	PAS	3	1	–	4	415	378.0	2 332	2 332	–	15 359	15 359	–	11.7
BOEING 747 400	PAS	2	1	–	3	436	395.0	1 877	1 877	–	15 675	15 675	–	15.5
BOEING 767 200	PAS	4	–	–	4	209	163.0	4 027	4 027	–	18 719	18 719	–	12.8
BOEING 767 200 LI	PAS	•••	Z	Z	•••	209	163.0	3 237	3 237	–	13 197	13 197	–	•••
BOEING 767 300	PAS	2	–	–	2	245	185.0	1 782	1 782	–	11 013	11 013	–	15.1
TOTALS		23 M	2 M	•••	25 M			51 365	51 365	–	106 945	106 945	–	
PAKISTAN														
PIA											YEAR	ENDED :	30 JUN	1992
AIRBUS A300B 2 2	PAS	8	–	–	8	246-258	165.0	11 170	11 123	–	25 969	25 887	–	9.1
AIRBUS A310	PAS	1	2	–	3	212	157.0	3 524	3 481	19	9 440	9 281	98	9.4
BOEING 707 300C	PAS	3	–	1	2	162	150.4	2 310	2 276	–	4 738	4 675	–	5.9
BOEING 707 300C	FRT	2	–	–	2	FRT	148.3	839	751	69	4 152	3 847	261	5.6
BOEING 707 LI	FRT	•••	Z	Z	•••	FRT	•••	18	18	–	79	79	–	13.2
BOEING 737 300	PAS	6	–	–	6	122	61.2	14 242	14 119	11	18 929	18 738	21	8.5
BOEING 747 200B	PAS	2	–	–	2	274	362.9	1 542	1 534	–	6 789	6 756	–	9.9
BOEING 747 B	PAS	6	–	–	6	404	351.5	6 037	6 011	5	23 596	23 521	23	10.7
DHC-6 TWIN OTTER	PAS	2	–	–	2	18- 20	5.7	2 161	2 118	–	1 758	1 667	–	2.3
FOKKER F-27	PAS	14	–	–	14	44	19.4	27 951	27 215	244	32 195	30 652	385	6.1
ILYUSHIN IL-86 LI	PAS	–	1	–	1	•••	•••	424	423	–	1 536	1 532	–	•••
TOTALS		44 M	3 M	1 M	46 M			70 218	69 069	348	129 181	126 635	788	

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
PERU														
FAUCETT											YEAR	ENDED :	31 DEC	1992
BOEING 727 200	PAS	1	1	1	1	173	•••	127	127	–	146	146	–	3.7
BOEING 727	PAS	–	1	–	1	126	•••	1 789	1 789	–	1 789	1 789	–	5.7
BOEING 737 100	PAS	1	–	–	1	115	•••	1 786	1 784	2	1 877	1 873	3	6.7
BOEING 737 200	PAS	2	–	–	2	127-128	•••	4 522	4 516	6	3 616	3 605	10	5.5
BOEING 737	PAS	–	1	–	1	122	•••	2 095	2 048	47	2 040	1 982	58	7.8
DOUGLAS DC-8 50	PAS	2	–	2	–	163-169	136.4	595	591	4	1 522	1 509	13	3.2
LOCKHEED L-1011	PAS	1	1	–	2	266-316	195.0	548	548	–	2 466	2 466	–	6.8
TOTALS		7	4	3	8			11 462	11 403	59	13 456	13 370	84	
PHILIPPINES														
PAL											YEAR	ENDED :	31 DEC	1992
AIRBUS A300B 4 4	PAS	7	1	–	8	246	163.0	7 753	7 674	59	16 628	16 506	122	6.4
BAC ONE ELEVEN 500	PAS	2	–	2	–	109	42.0	276	276	–	59	58	1	.2
BOEING 737 300	PAS	9	3	–	12	141	58.0	24 669	24 585	84	25 517	25 413	103	6.5
BOEING 747 200B	PAS	9	2	1	10	376	372.0	3 174	3 170	4	38 132	38 006	126	11.8
DOUGLAS DC10 30	PAS	2	–	–	2	274	258.0	1 321	1 315	6	8 457	8 455	2	11.6
FOKKER 50	PAS	10	–	–	10	54	21.0	20 146	20 146	–	19 561	19 460	101	5.3
SHORTS 360	PAS	7	–	7	–	36	12.0	8 792	8 792	–	6 494	6 437	57	3.4
TOTALS		46	6	10	42			66 131	65 958	153	114 848	114 335	512	
POLAND														
LOT											YEAR	ENDED :	31 DEC	1992
ATR-72	PAS	3	2	–	5	64	21.0	7 046	7 021	25	7 985	7 770	50	5.1
ANTONOV AN-12 LI	FRT	•••	Z	Z	•••	FRT	•••	157	–	157	336	–	333	•••
ANTONOV AN-26 B	FRT	•••	Z	Z	•••	FRT	•••	24	–	24	47	–	47	•••
BOEING 737 500	PAS	–	4	–	4	108	51.0	29	29	–	107	57	–	1.7
BOEING 737 500 LI	PAS	•••	Z	Z	•••	•••	•••	2 134	2 134	–	4 048	3 888	•••	•••
BOEING 757	PAS	•••	Z	Z	•••	•••	•••	4	–	4	23	–	23	•••
BOEING 767 200	PAS	2	–	–	2	207	157.0	1 152	927	225	10 491	8 322	2 127	14.3
BOEING 767 200 LI	PAS	•••	Z	Z	•••	•••	•••	276	276	–	1 929	1 929	–	•••
BOEING 767 300	PAS	1	–	–	1	247	178.0	588	528	60	5 241	4 697	532	14.3
ILYUSHIN IL-18 LI	PAS	•••	Z	Z	•••	•••	•••	7	–	7	14	–	14	•••
ILYUSHIN IL-62 LI	PAS	•••	Z	Z	•••	•••	•••	104	–	104	516	–	516	•••
L410 TURBOLET	PAS	•••	Z	Z	•••	•••	•••	2	–	2	3	–	3	•••
PIPER SENECA II LI	PAS	•••	Z	Z	•••	•••	•••	6	–	6	17	–	17	•••
TUPOLEV TU-134	PAS	7	–	–	7	64	46.0	5 644	5 561	83	9 232	9 022	156	3.6
TUPOLEV TU-154	PAS	14	–	–	14	150	90.0	6 212	5 949	263	12 250	11 429	633	2.4
TUPOLEV TU-154 LI	PAS	•••	Z	Z	•••	•••	•••	8	–	8	16	–	16	•••
YAKOVLEV YAK-40 LI	PAS	•••	Z	Z	•••	•••	•••	37	–	37	67	–	67	•••
TOTALS		27 M	6 M	•••	33 M			23 430	22 425	1 005	52 322	47 114	4 534 M	
PORTUGAL														
TAP AIR PORTUGAL											YEAR	ENDED :	31 DEC	1992
AIRBUS A310	PAS	6	–	1	5	205	160.0	4 686	4 647	6	15 384	15 261	27	8.0
AIRBUS A320	PAS	–	4	–	4	156	70.0	3 728	3 679	–	8 282	8 129	–	7.3
BOEING 737 200	PAS	8	–	–	8	119	60.0	14 513	14 385	–	29 303	29 015	–	9.9
BOEING 737 200C	CON	1	–	–	1	119	60.0	1 476	1 453	7	2 906	2 860	12	7.8
BOEING 737 300	PAS	5	2	–	7	132	60.0	9 926	9 843	–	21 469	21 311	–	8.8

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
PORTUGAL (CONT'D)														
TAP AIR PORTUGAL											YEAR	ENDED :	31 DEC	1992
LOCKHEED L-1011	PAS	7	–	–	7	253	230.0	4 453	4 427	4	22 412	22 326	11	10.2
MISC AIRCRAFT LI	UNK	•••	Z	Z	•••	•••	•••	7	5	–	11	10	–	•••
TOTALS		27 M	6 M	1 M	32 M			38 789	38 439	17	99 767	98 912	50	
ROMANIA														
TAROM											YEAR	ENDED :	31 DEC	1992
AIRBUS A310	PAS	–	2	–	2	209	164.0	27	11	16	118	50	68	4.9
ANTONOV AN-24	PAS	21	–	4	17	52	21.8	5 117	•••	•••	12 145	•••	•••	2.3 Y
BAC ONE ELEVEN 400	FRT	1	–	–	1	FRT	47.0	30	•••	30	121	•••	121	1.5
BAC ONE ELEVEN 500	PAS	16	–	3	13	104	47.0	3 928	•••	•••	16 509	•••	•••	4.3 Y
BOEING 707 300C	PAS	2	–	–	2	182	151.0	281	•••	•••	5 004	•••	•••	7.3 Y
BOEING 707 300C	FRT	2	–	–	2	FRT	151.0	508	•••	508	3 688	•••	3 688	6.0
ILYUSHIN IL-18	PAS	2	–	–	2	109	64.0	183	•••	•••	1 113	•••	•••	1.7 Y
ILYUSHIN IL-18	FRT	2	–	–	2	FRT	64.0	140	•••	140	1 522	•••	1 522	2.3
ILYUSHIN IL-62	PAS	4	–	–	4	179	161.6-167.0	248	•••	•••	3 758	•••	•••	3.6 Y
TUPOLEV TU-154	CON	10	–	–	8	164	98.0	1 008	•••	•••	6 359	•••	•••	2.7 Y
TOTALS		60	2	7	53			11 470	11 M	694 M	50 337	50 M	5 399 M	
SCANDINAVIA														
SAS											YEAR	ENDED :	31 DEC	1992
BOEING 737 LI	PAS	•••	Z	Z	•••	•••	•••	310	310	–	269	269	–	•••
BOEING 767 200	PAS	2	–	–	2	150	179.0	959	956	3	6 481	6 478	3	13.4
BOEING 767 300	PAS	11	1	–	12	196-222	184.6	6 583	6 517	66	55 569	55 369	200	14.1
DHC-7 DASH 7 LI	PAS	•••	Z	Z	•••	•••	•••	190	190	–	171	171	–	•••
DOUGLAS DC-9 20	PAS	8	1	–	9	75	45.0	14 015	13 995	20	19 193	19 161	32	7.2
DOUGLAS DC-9 40	PAS	34	–	5	29	110-122	52.0	54 843	54 607	236	64 267	63 956	311	6.0
DOUGLAS MD-80 81	PAS	29	4	–	33	133-156	68.0	55 864	55 793	71	83 094	82 977	117	7.5
DOUGLAS MD-80 82	PAS	14	–	5	9	156	68.0	23 643	23 552	91	22 703	22 579	124	6.0
DOUGLAS MD-80 83	PAS	1	–	1	–	133	68.0	•••	•••	•••	•••	•••	•••	•••
DOUGLAS MD-80 83 LI	PAS	•••	Z	Z	•••	•••	•••	188	188	–	210	210	–	•••
DOUGLAS MD-80 87	PAS	12	4	–	16	110	61.0	25 965	25 947	18	46 066	46 024	42	8.5
DOUGLAS DC10 LI	PAS	•••	Z	Z	•••	•••	•••	30	30	–	40	40	–	•••
FOKKER F-27 LI	PAS	•••	Z	Z	•••	•••	•••	557	557	–	337	337	–	•••
FOKKER 50	PAS	22	–	–	22	46	21.0	46 147	46 104	43	45 183	45 110	73	5.8
SAAB FAIRCHD 340 LI	PAS	•••	Z	Z	•••	•••	•••	2 765	2 765	–	2 552	2 552	–	•••
MISC AIRCRAFT LI	PAS	•••	Z	Z	•••	•••	•••	18	18	–	19	19	–	•••
TOTALS		133 M	10 M	11 M	132 M			232 077 M	231 529 M	548 M	346 154 M	345 252 M	902 M	
SEYCHELLES														
AIR SEYCHELLES											YEAR	ENDED :	31 DEC	1992
BOEING 767	PAS	1	–	–	1	208	175.4	518	518	–	4 320	4 320	–	•••
BN-2 ISLANDER	PAS	2	–	1	1	9	•••	795	–	795	718	–	718	•••
DHC-6 TWIN OTTER	PAS	3	1	–	4	20	•••	11 541	11 007	534	943	943	–	•••
TOTALS		6	1	1	6			12 854	11 525	1 329	5 981	5 263	718	

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
SINGAPORE														
SIA N											YEAR	ENDED :	31 DEC	1992
AIRBUS A310	PAS	15	2	–	17	186-189	142.0-153.0	••• B	••• B	••• B	••• B	••• B	••• B	••• B
BOEING 737 300	FRT	–	1	–	1	FRT	61.2	24 071 C	22 509 C	1 562 C	57 217 C	51 203 C	6 014 C	9.7
BOEING 747 200	PAS	4	–	–	4	392	371.9	••• B	••• B	••• B	••• B	••• B	••• B	••• B
BOEING 747 200F	FRT	1	2	–	3	FRT	377.8	••• B	••• B	••• B	••• B	••• B	••• B	••• B
BOEING 747 300	PAS	11	–	–	11	414	377.8	••• B	••• B	••• B	••• B	••• B	••• B	••• B
BOEING 747 300	CON	3	–	–	3	304	377.8	••• B	••• B	••• B	••• B	••• B	••• B	••• B
BOEING 747 400	PAS	12	5	–	17	374-410	394.6	18 646 C	16 125 C	2 521 C	159 860 C	150 033 C	9 827 C	13.2 C
MISC AIRCRAFT	OTH	–	2	–	2	•••	•••	69	69	–	145	145	–	.3
TOTALS		46	12	–	58			42 786	38 703	4 083	217 222	201 381	15 841	
SPAIN														
AVIACO											YEAR	ENDED :	31 DEC	1992
DOUGLAS DC-9 30	PAS	20	1	1	20	110	49.8- 54.9	48 930	44 152	4 778	46 060	42 519	3 541	6.0
DOUGLAS DC-9 30 LI	PAS	–	3	–	3	110	49.8	8 026	6 109	1 917	6 363	5 244	1 119	5.8
DOUGLAS MD-80 83 LI	PAS	5	–	–	5	155	67.8	1 842	1 819	23	1 832	1 785	47	1.0
DOUGLAS MD-80 88	PAS	7	6	–	13	155	64.4	15 876	15 804	72	16 096	15 907	189	3.4
FOKKER F-27	PAS	8	–	–	8	44	19.7	3 118	3 066	52	2 702	2 622	80	1.3
MISC AIRCRAFT	PAS	•••	Z	Z	•••	•••	•••	45	44	1	46	45	1	•••
TOTALS		40 M	10 M	1 M	49 M			77 837	70 994	6 843	73 099	68 122	4 977	
IBERIA											YEAR	ENDED :	31 DEC	1992
AIRBUS A300B 4 4	PAS	8	–	–	8	251	158.0	10 516	10 368	–	20 647	20 599	–	7.1
AIRBUS A320	PAS	14	7	–	21	147	72.0	31 592	30 176	–	50 028	49 714	–	11.1
BOEING 727 200	PAS	35	–	5	30	153-170	84.0	51 718	49 389	–	61 656	61 246	–	5.0
BOEING 747 200B	P/C	7	–	–	7	294-430	372.0	4 023	3 734	–	31 190	31 129	–	12.2
DOUGLAS DC-9 30	PAS	18	–	–	18	73-110	49.0	11 420	11 043	–	17 673	17 420	–	3.1
DOUGLAS MD-80 87	PAS	24	–	–	24	109	62.0	41 011	39 043	–	69 514	69 203	–	7.9
DOUGLAS DC10 30	PAS	8	–	–	8	266	252.0	6 120	5 853	–	37 754	37 683	–	12.9
TOTALS		114	7	5	116			156 400	149 606	–	288 462	286 994	–	
VIVA AIR											YEAR	ENDED :	31 DEC	1992
AIRBUS A300B LI	UNK	•••	Z	Z	•••	•••	•••	•••	1	•••	•••	4	•••	•••
BOEING 727 LI	UNK	•••	Z	Z	•••	•••	•••	•••	8	•••	•••	17	•••	•••
BOEING 737 300	PAS	7	3	1	9	142	61.0	8 414	8 122	204	18 739	18 229	341	•••
BOEING 737 300 LI	UNK	•••	Z	Z	•••	•••	•••	•••	13	•••	•••	28	•••	•••
DOUGLAS MD-80 83 LI	UNK	•••	Z	Z	•••	•••	•••	•••	6	•••	•••	14	•••	•••
DOUGLAS DC-9	PAS	3	–	3	–	105	49.0	8	4	•••	17	9	•••	•••
DOUGLAS DC-9 LI	UNK	•••	Z	Z	•••	•••	•••	•••	2	•••	•••	4	•••	•••
TOTALS		10 M	3 M	4 M	9 M			8 422 M	8 156	204 M	18 756 M	18 305	341 M	

N - FOR NOTE (S) ON THIS TABLE SEE PAGES D - 38 / D - 40

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	1992
BOEING 737 200	PAS	1	1	1	1	107-121	...	...	...	...	...	...	...	...
LOCKHEED L-1011	PAS	4	–	–	4	244-276	...	4 252	4 158	94	15 992	15 905	87	...
LOCKHEED L-1011 LI	PAS	3	–	–	3	234-270	...	3 440	3 300	140	12 768	12 668	100	...
TOTALS		8	1	1	8			7 692 M	7 458 M	234 M	28 760 M	28 573 M	187 M	
SWITZERLAND														
CROSSAIR											YEAR	ENDED :	31 DEC	1992
BAE-146	PAS	4	–	–	4	82	36.7	8 695	7 790	905	7 305	5 449	1 856	5.0
FOKKER 50	PAS	5	–	–	5	46	20.8	11 439	11 347	92	10 041	9 958	83	5.5
SAAB FAIRCHD 340	PAS	23	–	–	23	33	12.4- 12.7	46 945	43 908	3 037	45 627	41 772	3 855	5.5
TOTALS		32	–	–	32			67 079	63 045	4 034	62 973	57 179	5 794	
SYRIAN ARAB														
SYRIAN ARAB											YEAR	ENDED :	31 DEC	1992
BOEING 727 200	PAS	3	–	–	3	147	86.0	3 623	3 441	182	6 663	6 134	514	6.1
BOEING 747 SP	PAS	2	–	–	2	319	248.0	1 386	1 277	109	3 395	3 116	269	4.6
SE210 CARAVELLE	PAS	2	–	–	2	80	52.0	2 378	2 356	22	2 251	2 101	143	3.1
TUPOLEV TU-134	PAS	2	–	–	2	72	47.0	1 174	1 170	4	1 604	1 592	5	2.2
TUPOLEV TU-154	PAS	3	–	–	3	139	96.5	1 533	1 418	115	3 280	3 021	232	3.0
TOTALS		12	–	–	12			10 094	9 662	432	17 193	15 964	1 163	
THAILAND														
THAI AIRWAYS											YEAR	ENDED :	30 SEP	1992
AIRBUS A300B 4 4	PAS	23	3	–	26	223-247	157.5-165.0	27 368	27 077	204	62 038	61 166	468	7.0
AIRBUS A300B 4 4 LI	PAS	2	–	2	–	247	157.5	557	549	3	708	693	4	1.4
AIRBUS A310	PAS	2	–	–	2	211	142.0	2 441	2 435	–	5 266	5 218	–	7.1
AIRBUS A310 LI	PAS	2	–	1	1	192	157.0	1 631	1 624	3	3 074	3 040	6	7.2
ATR-42	PAS	2	–	–	2	46	16.7	4 388	4 363	1	3 823	3 782	1	5.2
ATR-72	PAS	2	–	–	2	64	21.5	4 450	4 406	3	2 964	2 828	3	3.9
BAE-146 LI	PAS	6	–	1	5	46-108	38.1- 43.1	250	250	–	202	202	–	2.2
BOEING 737 200	PAS	3	–	–	3	115	52.4	5 255	5 234	13	5 929	5 875	14	5.4
BOEING 737 400	PAS	3	3	–	6	148	64.6	6 331	6 308	6	7 932	7 789	12	6.0
BOEING 747 200	PAS	6	–	–	6	378	371.9	4 337	4 333	2	24 729	24 603	2	11.2
BOEING 747 200F	FRT	1	–	1	–	FRT	371.9	105	105	–	555	555	–	3.0
BOEING 747 300	PAS	2	–	–	2	405	377.8	1 325	1 316	6	8 787	8 742	7	12.0
BOEING 747 400	PAS	3	1	–	4	405	385.5	2 716	2 710	2	18 294	18 224	3	13.0
DOUGLAS DC10 30	PAS	3	–	–	3	243	267.6	1 564	1 526	32	11 729	11 610	86	10.7
DOUGLAS MD-11	PAS	2	2	–	4	287	280.3	1 195	1 190	2	9 177	9 063	12	10.2
TOTALS		62	9	5	66			63 913	63 426	277	165 207	163 390	618	
TUNISIA														
TUNIS AIR											YEAR	ENDED :	31 DEC	1992
AIRBUS A300B 4 4	PAS	1	–	–	1	265	165.0	1 184	1 116	68	2 783	2 563	220	7.6
AIRBUS A320	PAS	3	2	–	5	144-174	73.5	5 013	3 725	1 288	11 191	8 480	2 711	8.2

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 (CONT'D)														
TUNIS AIR											YEAR	ENDED :	31 DEC	1992
BOEING 727 200	PAS	8	–	1	7	178	79.5	9 170	4 815	4 355	19 333	9 698	9 635	7.4
BOEING 737 200	P/C	4	1	–	5	126	53.0- 58.1	6 182	1 741	4 441	13 975	3 819	10 156	7.8
TOTALS		16	3	1	18			21 549	11 397	10 152	47 282	24 560	22 722	
UNTD ARAB EM														
EMIRATES AIRLINES											YEAR	ENDED :	31 DEC	1992
AIRBUS A300B 4 4	PAS	4	–	–	4	223-253	172.0	4 615	4 615	–	17 412	17 412	–	•••
AIRBUS A310	PAS	2	5	–	7	181-201	153.0-157.0	5 050	5 050	–	20 811	20 756	55	•••
BOEING 727 200	PAS	3	–	–	3	135	89.0	3 771	3 771	–	9 491	9 491	–	•••
TOTALS		9	5	–	14			13 436	13 436	–	47 714	47 659	55	
UNTD KINGDOM														
AIR ATLANT./CORBIERE											YEAR	ENDED :	31 DEC	1992
CESSNA 310	CON	1	1	–	2	5	2.5	11	9	2	7	7	–	.0
CESSNA 402	CON	1	–	–	1	9	3.1	129	127	2	141	141	–	.4
CESSNA 404	CON	1	–	–	1	11	3.8	53	51	2	3	3	–	.0
DOUGLAS DC-3	CON	2	–	–	2	30- 36	12.7	113	6	107	161	4	157	.2
DOUGLAS DC-6	FRT	2	–	–	2	FRT	47.0	222	–	222	591	–	591	.8
PIPER PA31	CON	1	–	–	1	9	3.1	–	–	–	–	–	–	–
SA 227 METRO III	CON	1	–	–	1	19	7.3	236	228	8	451	420	31	2.4
MISC AIRCRAFT	CON	2	–	–	2	•••	•••	1 928	1 896	32	1 155	1 148	7	1.6
TOTALS		11	1	–	12			2 692	2 317	375	2 509	1 723	786	
HUNTING CARGO AIRL.											YEAR	ENDED :	31 DEC	1992
LOCKHEED L-188	FRT	2	–	–	2	FRT	52.5	698	167	531	4 094	694	3 400	5.6
VICKERS 950	FRT	5	1	1	5	FRT	66.4	1 100	774	326	2 883	1 105	1 778	2.0
TOTALS		7	1	1	7			1 798	941	857	6 977	1 799	5 178	
AHK AIR HONG KONG											YEAR	ENDED :	31 DEC	1992
BOEING 707 300C	FRT	2	1	2	1	FRT	151.0	828	384	444	2 543	1 171	1 372	4.3
BOEING 747 F	FRT	2	1	–	3	FRT	342.0	1 186	1 182	4	6 366	6 345	21	9.1
TOTALS		4	2	2	4			2 014	1 566	448	8 909	7 516	1 393	
BRITISH AIRWAYS											YEAR	ENDED :	31 DEC	1992
AIRBUS A320	PAS	10	–	–	10	146	70.8	7 182	7 174	8	24 408	24 370	38	6.7
BAC ONE ELEVEN 500	PAS	30	–	19	11	94- 99	42.3	19 153	18 916	237	42 526	41 585	941	5.2
BAE-ATP	PAS	12	2	–	14	64	22.4	22 423	21 493	930	22 387	21 159	1 228	4.8
BAC-SUD CONCORDE	PAS	7	–	–	7	100	185.1	882	819	3	6 473	6 244	229	2.5
BOEING 737 200	PAS	43	–	4	39	106-116	53.1	22 269	22 224	45	83 464	82 009	1 455	5.7
BOEING 737 300	PAS	2	–	2	–	•••	•••	263	262	1	1 026	1 020	6	4.5
BOEING 737 400	PAS	8	11	–	19	141	68.0	12 282	12 242	40	32 416	32 182	234	6.8
BOEING 747 100	PAS	15	–	–	15	376	332.9	3 476	3 475	1	54 033	53 969	64	9.8
BOEING 747 200	PAS	13	–	–	13	373-399	371.9	3 502	3 494	8	55 594	55 594	–	11.7

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	Scheduled Revenue	Non - Sched Revenue	Number of Hours Flown Total	Scheduled Revenue	Non - Sched Revenue	Average Daily Revenue Hours
UNTD KINGDOM (CONT'D)														
BRITISH AIRWAYS											YEAR	ENDED :	31 DEC	1992
BOEING 747 200B	CON	3	–	–	3	373	377.7	49	49	–	13 118	13 118	–	11.9
BOEING 747 400	PAS	19	4	–	23	386	394.6	4 308	4 307	1	114 345	114 327	18	14.0
BOEING 757	PAS	37	1	1	37	195	104.3	43 001	42 970	31	87 321	87 229	92	6.7
BOEING 767 300	PAS	13	4	–	17	193-247	156.4-172.3	7 019	7 019	–	56 526	56 497	28	9.7
DOUGLAS DC10 30	PAS	8	–	1	7	233	259.5	1 826	1 826	–	31 097	30 583	514	11.1
HAWKER HS-748	PAS	7	–	7	–	44	20.0	706	596	110	634	471	163	2.7
LOCKHEED L-1011	PAS	6	–	6	–	243	215.0	–	–	–	2 053	–	2 053	8.2
TOTALS		233	22	40	215			148 341	146 866	1 415	627 421	620 357	7 063	
BRITISH MIDLAND											YEAR	ENDED :	31 DEC	1992
BAE-ATP	PAS	2	1	–	3	64	22.4	4 270	4 268	2	4 807	4 748	59	5.8
BOEING 737 300	PAS	7	1	–	8	136-148	61.0	12 941	12 319	622	10	10	–	.0
BOEING 737 400	PAS	4	2	–	6	156-174	65.0	9 171	7 978	1 193	19 449	10 903	8 545	10.0
DHC-7 DASH 7	PAS	3	–	1	2	44	20.0	2 933	2 932	1	2 341	2 333	7	2.7
DOUGLAS DC-9 10	PAS	6	–	–	6	85	40.8	9 157	9 132	25	15 176	15 062	114	6.9
DOUGLAS DC-9 30	PAS	8	–	–	8	110	49.0	13 752	13 713	39	23 472	23 306	166	8.0
TOTALS		30	4	1	33			52 224	50 342	1 882	65 255	56 362	8 891	
BIRMINGHAM EUROPEAN											YEAR	ENDED :	31 DEC	1992
BAC ONE ELEVEN	PAS	4	–	–	4	•••	39.9	4 656	4 615	41	9 491	9 370	121	6.5
JETSTREAM 31 SUP	PAS	3	–	–	3	16	6.9	2 638	2 636	2	3 345	3 345	–	3.0
TOTALS		7	–	–	7			7 294	7 251	43	12 836	12 715	121	
BRYMON AIRWAYS											YEAR	ENDED :	31 DEC	1992
DHC-7 DASH 7	PAS	5	2	2	5	46	19.9	4 589	3 264	1 325	9 600	7 942	1 658	5.2
DHC-8 DASH 8	PAS	3	1	–	4	36- 50	15.0- 18.6	6 777	6 461	316	9 666	8 188	668	6.5
TOTALS		8	3	2	9			11 366	9 725	1 641	19 266	16 130	2 326	
BRITANNIA											YEAR	ENDED :	31 DEC	1992
BOEING 737 200	PAS	20	1	5	16	130	55.0	13 005	1 080	11 925	70 736	1 281	69 455	9.7
BOEING 737 300	PAS	6	–	4	2	149	61.0	2 892	315	2 577	13 464	887	12 577	8.9
BOEING 757	PAS	3	3	1	5	223-232	104.3	2 632	17	2 615	18 380	25	18 355	11.5
BOEING 767 200	PAS	10	–	1	9	258-274	140.0	4 848	37	4 811	43 066	39	43 027	11.9
TOTALS		39	4	11	32			23 377	1 449	21 928	145 646	2 232	143 414	
CATHAY PACIFIC											YEAR	ENDED :	31 DEC	1992
BOEING 747 200B	PAS	8	–	1	7	409	362.8	7 192	7 008	184	32 339	31 645	574	12.1
BOEING 747 200F	FRT	3	1	–	4	FRT	377.8	3 505	3 426	79	16 838	16 439	380	13.4
BOEING 747 300	PAS	6	–	–	6	418	362.8	6 109	6 074	35	18 351	18 179	108	8.3
BOEING 747 400	PAS	10	4	–	14	368	394.6	9 194	9 119	75	60 683	60 306	263	14.7
LOCKHEED L-1011	PAS	18	1	–	17	277	211.3	15 288	14 587	701	37 316	35 460	1 707	6.0
TOTALS		45	6	1	48			41 288	40 214	1 074	165 527	162 029	3 032	

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														
DAN-AIR SERVICES											YEAR	ENDED :	31 DEC	1992
BAC ONE ELEVEN 500	PAS	11	–	–	11	119	45.2	8 639	7 423	1 216	21 445	16 282	5 163	7.1
BAE-146	PAS	4	2	2	4	88-110	34.5- 43.0	3 135	3 074	61	15 879	11 816	4 063	14.2
BOEING 727 200	PAS	8	1	2	7	159-187	93.9	2 356	126	2 230	12 548	286	12 262	6.4
BOEING 737 200	PAS	4	–	–	4	127-130	58.0	5 690	5 014	676	2 320	2 126	194	2.1
BOEING 737 300	PAS	2	1	–	3	138	61.2	3 241	3 203	38	7 540	7 361	179	8.2
BOEING 737 400	PAS	4	5	–	9	170	68.0	6 453	3 812	2 641	28 181	10 311	17 870	10.9
HAWKER HS-748	PAS	6	–	6	–	48- 52	20.1	466	1	465	743	–	743	.7
TOTALS		39	9	10	38			29 980	22 653	7 327	88 656	48 182	40 474	
DRAGONAIR											YEAR	ENDED :	31 DEC	1992
BOEING 737 200	PAS	5	–	–	5	126	•••	5 635	4 649	986	10 685	8 654	2 031	5.9
LOCKHEED L-1011	PAS	1	–	–	1	300	•••	1 370	1 282	88	3 128	2 951	177	8.6
TOTALS		6	–	–	6			7 005	5 931	1 074	13 813	11 605	2 208	
GILL AVIATION											YEAR	ENDED :	31 DEC	1992
SHORTS 330	CON	6	3	2	7	30	9.9	6 008	5 402	606	3 894	3 824	70	1.4
SHORTS 360	CON	1	2	–	3	36	11.6	1 469	1 403	66	1 928	1 928	–	2.5
TOTALS		7	5	2	10			7 477	6 805	672	5 822	5 752	70	
BUSINESS AIR											YEAR	ENDED :	31 DEC	1992
EMBRAER EMB 110	CON	4	–	3	1	10- 16	5.6	125	2	123	4	–	4	.0
HAWKER HS-748	UNK	–	1	–	1	44	20.2	256	3	253	324	8	316	1.8
SAAB FAIRCHD 340	CON	2	1	–	3	34	11.8	3 102	2 688	414	4 511	4 437	74	4.9
SHORTS 360	CON	1	–	–	1	36	11.6	14	–	14	–	–	–	.0
TOTALS		7	2	3	6			3 497	2 693	804	4 839	4 445	394	
GB AIRWAYS											YEAR	ENDED :	31 DEC	1992
BOEING 737 200	PAS	3	2	–	5	112-120	54.5	2 394	1 577	817	12 646	9 418	3 228	12.2
TOTALS		3	2	–	5			2 394	1 577	817	12 646	9 418	3 228	
JERSEY EUROPEAN											YEAR	ENDED :	31 DEC	1992
FOKKER F-27	CON	8	–	–	8	48- 52	19.0	14 081	14 056	25	2	2	–	.0
SHORTS 360	CON	4	–	–	4	35- 36	11.6	9 445	9 444	1	7 842	7 830	12	5.7
TOTALS		12	–	–	12			23 526	23 500	26	7 844	7 832	12	
LOGANAIR											YEAR	ENDED :	31 DEC	1992
BAE-ATP	PAS	3	2	–	5	64	22.4	8 340	8 330	10	9 896	9 859	37	5.4
BAE-146	PAS	1	–	1	–	•••	•••	27	15	12	84	12	72	.9
BN-2 ISLANDER	PAS	5	–	–	5	8	2.3	4 031	3 950	81	2 110	2 110	–	1.2
DHC-6 TWIN OTTER	PAS	3	–	1	2	18	5.6	2 612	2 602	10	2 792	2 792	–	2.8
JETSTREAM 31 SUP	PAS	5	–	–	5	17	5.2	7 018	7 011	7	10 153	10 140	13	5.5

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	Scheduled Revenue	Non - Sched Revenue	Number of Hours Flown Total	Scheduled Revenue	Non - Sched Revenue	Average Daily Revenue Hours
UNTD KINGDOM (CONT'D)														
LOGANAIR											YEAR	ENDED :	31 DEC	1992
SHORTS 360	PAS	5	–	–	5	36	11.6	11 091	9 443	1 648	9 521	9 465	56	5.2
TOTALS		22	2	2	22			33 119	31 351	1 768	34 556	34 378	178	
LOVE AIR											YEAR	ENDED :	31 DEC	1992
PIPER SENECA III	PAS	3	–	1	2	5	2.0	184	182	2	167	167	–	.2
PIPER PA31	PAS	1	2	–	3	7- 9	3.2	113	111	2	87	87	–	.2
TOTALS		4	2	1	5			297	293	4	254	254	–	
MANX AIRLINES EUROPE											YEAR	ENDED :	31 DEC	1992
JETSTREAM 31 SUP	PAS	3	–	–	3	16- 18	7.0	3 263	3 251	12	6 391	6 070	321	5.8
TOTALS		3	–	–	3			3 263	3 251	12	6 391	6 070	321	
MANX AIRLINES											YEAR	ENDED :	31 DEC	1992
BAE-ATP	PAS	3	–	–	3	60- 68	22.4	6 516	6 501	15	5 448	4 978	469	5.1
BAE-146	PAS	1	–	1	–	85	34.4	1 747	1 706	41	1 481	1 332	149	4.4
SHORTS 360	PAS	3	–	–	3	36	11.6	6 418	6 377	41	5 340	4 421	919	4.9
TOTALS		7	–	1	6			14 681	14 584	97	12 269	10 731	1 537	
MONARCH AIRLINES											YEAR	ENDED :	31 DEC	1992
AIRBUS A300B 4 4	PAS	2	2	–	4	361	170.5	1 867	–	1 867	14 115	–	14 115	10.9
BOEING 737 300	PAS	9	–	1	8	148	61.0	1 148	269	879	16 910	1 477	15 433	5.6
BOEING 757	PAS	7	3	1	9	235	104.3	4 367	122	4 245	32 096	799	31 297	10.6
TOTALS		18	5	2	21			7 382	391	6 991	63 121	2 276	60 845	
SUCKLING AIRWAYS											YEAR	ENDED :	31 DEC	1992
DORNIER DO-228	PAS	1	1	–	2	18	5.7	1 492	1 492	–	1 928	1 928	–	5.3
TOTALS		1	1	–	2			1 492	1 492	–	1 928	1 928	–	
AIR UK											YEAR	ENDED :	31 DEC	1992
BAE-146	PAS	13	–	3	10	100-110	42.1- 43.0	19 592	19 497	95	27 960	27 459	501	7.4
FOKKER F-27	PAS	14	–	2	12	44- 52	19.0	26 128	26 112	16	34 176	34 172	4	6.9
FOKKER 100	UNK	–	5	–	5	101	43.0	871	869	2	2 480	2 471	–	5.4
SHORTS 360	PAS	2	1	1	2	36	11.6	2 191	2 191	–	2 403	2 403	–	5.2
TOTALS		29	6	6	29			48 782	48 669	113	67 019	66 505	505	

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 AIRFERRIES											YEAR	ENDED :	31 DEC	1992
BAC ONE ELEVEN 200	FRT	2	–	–	2	FRT	35.0	79	–	79	644	–	644	.9
BAC ONE ELEVEN 400	FRT	1	–	–	1	FRT	44.0	30	–	30	156	–	156	.4
BAC ONE ELEVEN 500	FRT	–	2	–	2	FRT	47.0	18	–	18	42	–	42	.9
BAE-146	FRT	1	1	1	1	FRT	43.0	177	–	177	1 315	–	1 315	3.2
FOKKER F-27	FRT	1	–	1	–	FRT	•••	278	–	278	464	–	464	3.8
HP-7 DART HERALD	FRT	1	–	–	1	FRT	19.0	149	30	119	754	115	639	2.5
VICKERS 800	FRT	11	1	–	12	FRT	29.0	5 043	21	5 022	6 482	96	6 386	1.5
TOTALS		17	4	2	19			5 774	51	5 723	9 857	211	9 646	
VIRGIN ATLANTIC											YEAR	ENDED :	31 DEC	1992
BOEING 747 100	PAS	1	–	–	1	476	332.9	305	264	41	5 288	4 590	698	14.4
BOEING 747 200	PAS	7	–	–	7	346-476	351.5	1 808	1 808	–	31 645	31 639	6	12.4
TOTALS		8	–	–	8			2 113	2 072	41	36 933	36 229	704	
AURIGNY											YEAR	ENDED :	31 DEC	1992
BN-3 TRISLANDER	PAS	10	–	1	9	17	4.5	19 330	19 159	171	6 736	6 721	15	2.0
SHORTS 360	PAS	1	–	–	1	36	11.6	3 469	2 837	632	906	601	304	2.5
TOTALS		11	–	1	10			22 799	21 996	803	7 642	7 322	319	
U R TANZANIA														
AIR TANZANIA											YEAR	ENDED :	31 DEC	1992
BOEING 737 200	PAS	2	–	–	2	106	52.6	2 968	2 939	29	4 037	3 807	230	•••
DHC-6 TWIN OTTER	PAS	3	–	–	3	18	5.6	2 587	2 556	31	2 121	2 073	48	•••
FOKKER F-27	PAS	3	–	–	3	44	20.4	1 958	1 852	106	2 400	2 378	22	•••
TOTALS		8	–	–	8			7 513	7 347	166	8 558	8 258	300	
UNTD STATES														
AMERICAN N											YEAR	ENDED :	31 DEC	1992
AIRBUS A300B 4 4	PAS	30	4	–	34	267	165.0	35 333	35 331	2	90 470	•••	•••	7.8 Y
BOEING 727 100	PAS	36	–	18	18	118	72.6	45 336	45 334	2	68 392	•••	•••	6.7 Y
BOEING 727 200	PAS	125	–	1	124	150	78.5	197 087	196 850	237	328 723	•••	•••	7.2 Y
BOEING 737 300	PAS	5	–	5	–	130	56.5	1 832	1 832	–	1 928	•••	•••	6.8 Y
BOEING 747 SP	PAS	2	–	2	–	216	353.7	556	556	–	3 665	•••	•••	9.1 Y
BOEING 757	PAS	49	20	–	69	194	99.8	69 108	69 074	34	190 564	•••	•••	8.3 Y
BOEING 767 200	PAS	30	–	–	30	172-204	136.1	21 708	21 708	–	123 758	•••	•••	11.6 Y
BOEING 767 300	PAS	18	10	–	28	215	141.5	14 820	14 820	–	103 013	•••	•••	12.3 Y
DOUGLAS MD-80 80	PAS	249	11	–	260	142	63.5	436 005	435 864	141	737 081	•••	•••	7.9 Y
DOUGLAS DC10 10	PAS	49	–	–	49	290	251.7	54 726	54 697	29	156 048	•••	•••	8.7 Y
DOUGLAS DC10 30	PAS	10	–	–	10	227-292	251.7	6 308	6 308	–	40 400	•••	•••	11.0 Y
DOUGLAS MD-11	PAS	5	6	–	11	227	280.3	4 800	4 800	–	39 588	•••	•••	12.2 Y
FOKKER 100	PAS	13	26	–	39	97	43.1	43 924	43 924	–	45 423	•••	•••	5.4 Y
TOTALS		621	77	26	672			931 543	931 098	445	1929 053	•••	•••	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES D-38 / D-40

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	Scheduled Revenue	Non - Sched Revenue	Number of Hours Flown Total	Scheduled Revenue	Non - Sched Revenue	Average Daily Revenue Hours
UNTD STATES														
USAIR N											YEAR	ENDED :	31 DEC	1992
BAE-146	OTH	18	–	–	18	81	40.6	–	–	–	–	–	–	–
BOEING 727 200	PAS	17	–	9	8	151	78.5	26 057	25 595	31	35 531	•••	•••	6.7 Y
BOEING 727 200	OTH	18	1	–	19	151	78.5	–	–	–	–	–	–	–
BOEING 737 200	PAS	74	4	–	78	110	49.4	162 220	161 798	422	194 656	•••	•••	7.1 Y
BOEING 737 200	OTH	7	–	4	3	110	49.4	–	–	–	–	–	–	–
BOEING 737 300	PAS	101	–	–	101	128	56.5	199 048	198 016	1 032	337 230	•••	•••	9.2 Y
BOEING 737 400	PAS	54	–	–	54	146	64.6	115 862	115 245	617	162 097	•••	•••	8.2 Y
BOEING 757	PAS	1	11	–	12	186	99.8	9 299	9 297	2	20 923	•••	•••	7.7 Y
BOEING 767 200	PAS	11	–	–	11	210	136.1	9 893	9 805	–	47 498	•••	•••	11.8 Y
DHC-8 DASH 8	OTH	5	6	–	11	37	15.0	–	–	–	–	–	–	–
DOUGLAS DC-9 30	PAS	74	–	1	73	104	51.7	172 872	169 473	814	167 117	•••	•••	6.3 Y
DOUGLAS MD-80 80	PAS	31	–	–	31	141	63.5	65 561	64 090	339	81 564	•••	•••	7.2 Y
DOUGLAS MD-80 80	OTH	–	2	–	2	143	63.5	–	–	–	–	–	–	–
FOKKER F-28	PAS	42	–	1	41	63- 68	33.1	82 728	80 946	2	74 321	•••	•••	5.6 Y
FOKKER 100	PAS	32	8	–	40	100	43.1	83 554	82 104	272	92 705	•••	•••	6.8 Y
TOTALS		485	32	15	502			927 094	916 369	3 531	1213 642	•••	•••	
AMERICAN TRANSAIR N											YEAR	ENDED :	31 DEC	1992
BOEING 727 100	PAS	7	–	–	7	129	72.6	6 853	1 428	5 421	11 661	•••	•••	•••
BOEING 757	PAS	4	2	–	6	218	99.8	5 237	1 187	4 025	17 813	•••	•••	•••
LOCKHEED L-1011	PAS	10	–	–	10	362	195.0	8 026	993	7 033	28 941	•••	•••	•••
TOTALS		21	2	–	23			20 116	3 608	16 479	58 415	•••	•••	
AMERICA WEST N											YEAR	ENDED :	31 DEC	1992
AIRBUS A320	PAS	16	2	–	18	148	73.5	30 574	30 320	254	57 852	•••	•••	9.1 Y
BOEING 737 100	PAS	••• B	–	Z	••• B	85	48.2	••• B	••• B	••• B	••• B	•••	•••	••• B
BOEING 737 200	PAS	27 C	–	4 C	23 C	122	48.2	58 019 C	57 981 C	38 C	73 822 C	•••	•••	8.0 Y
BOEING 737 300	PAS	40	–	7	33	131-143	56.5	89 401	88 924	477	126 801	•••	•••	9.1 Y
BOEING 747 200	PAS	3	–	3	–	381-419	353.7	766	643	123	4 757	•••	•••	9.8 Y
BOEING 757	PAS	10	2	–	12	189-190	99.8	15 222	15 169	53	42 586	•••	•••	10.5 Y
DHC-8 DASH 8	PAS	6	–	6	–	37	15.0	10 890	10 890	–	9 165	•••	•••	4.8 Y
DOUGLAS DC10 30	PAS	–	1	1	–	•••	251.7	80	80	–	427	•••	•••	9.1 Y
DOUGLAS DC10 40	PAS	–	1	1	–	•••	206.3	16	15	–	74	•••	•••	10.6 Y
LOCKHEED L-1011	PAS	–	1	1	–	361	195.0	185	185	–	1 017	•••	•••	9.5 Y
TOTALS		102	7	23	86			205 153	204 207	945	316 501	•••	•••	
ALASKA N											YEAR	ENDED :	31 DEC	1992
BOEING 727 100	OTH	3	–	1	2	104-119	72.6	–	–	–	–	–	–	–
BOEING 727 100C	P/F	1	1	–	2	104-119	72.6	2 346	2 343	3	3 146	•••	•••	4.6 Y
BOEING 727 200	P/F	23	–	8	15	136	78.5	30 957	30 771	186	51 443	•••	•••	7.0 Y
BOEING 737 200C	P/F	7	–	–	7	111	56.5	16 544	16 350	194	19 139	•••	•••	7.5 Y
BOEING 737 400	PAS	–	10	–	10	136	64.6	6 092	6 086	6	10 125	•••	•••	6.6 Y
DOUGLAS MD-80 80	PAS	32	6	–	38	135-138	63.5	61 290	60 567	723	98 838	•••	•••	7.5 Y
TOTALS		66	17	9	74			117 229	116 117	1 112	182 691	•••	•••	
CONTINENTAL N											YEAR	ENDED :	31 DEC	1992
AIRBUS A300B 4 4	PAS	22	–	1	21	233	137.0	24 810	24 480	330	67 604	•••	•••	8.5 Y
ATR-42	PAS	37	–	37	–	•••	•••	–	–	–	–	–	–	–
BOEING 727 100	P/F	10	–	7	3	78-117	72.6	3 613	3 609	4	6 251	•••	•••	5.7 Y
BOEING 727 200	PAS	96	–	9	87	131-164	78.5	117 080	114 557	2 523	213 815	•••	•••	7.1 Y

N - FOR NOTE(S) ON THIS TABLE SEE PAGES D-38 / D-40

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
UNTD STATES (CONT'D) CONTINENTAL N											YEAR	ENDED :	31 DEC	1992
BOEING 737 100	PAS	14	–	1	13	86	46.6	23 686	23 677	9	31 092	•••	•••	6.6 Y
BOEING 737 200C	PAS	27	–	6	21	92- 98	48.2	••• B	••• B	••• B	••• B	•••	•••	••• B
BOEING 737 300	PAS	55	–	–	55	120	56.5	131 076	130 637 C	438 C	236 792 C	•••	•••	8.3 Y
BOEING 747 100	PAS	2	–	–	2	348	327.7	1 143	1 143	–	7 528	•••	•••	10.3 Y
BOEING 747 200	PAS	6	–	1	5	336-348	353.7	3 608	3 608	–	23 796	•••	•••	11.3 Y
DOUGLAS DC-9 30	PAS	34	–	–	34	75-100	51.7	62 818	62 660	158	89 155	•••	•••	7.2 Y
DOUGLAS MD-80 80	PAS	61	3	–	64	117-130	63.5	100 096	99 901	195	202 586	•••	•••	8.8 Y
DOUGLAS DC10 10	PAS	7	–	–	7	262	251.7	7 237	7 230	7	24 289	•••	•••	9.5 Y
DOUGLAS DC10 30	PAS	10	3	–	13	185-217	251.7	7 777	7 741	36	49 319	•••	•••	11.9 Y
EMBRAER EMB 120	PAS	33	–	33	–	•••	•••	–	–	–	–	–	–	–
FOKKER F-27	PAS	–	1	1	–	•••	20.4	1 822	1 822	–	499	•••	•••	2.7 Y
MISC AIRCRAFT	UNK	10	–	10	–	•••	•••	–	–	–	–	–	–	–
TOTALS		424	7	106	325			484 766	481 065	3 700	952 726	•••	•••	
DELTA N											YEAR	ENDED :	31 DEC	1992
AIRBUS A310	PAS	21	–	–	21	192-196	150.0	16 317	16 317	–	92 552	•••	•••	12.0 Y
BOEING 727 100	PAS	••• B	–	–	••• B	138-163	78.5	••• B	••• B	••• B	••• B	•••	•••	••• B
BOEING 727 200	PAS	153 C	–	–	153 C	138-163	78.5	285 696 C	285 096 C	600 C	414 162 C	•••	•••	7.4 Y
BOEING 737 100	PAS	••• B	–	Z	••• B	107	49.4	••• B	••• B	••• B	••• B	•••	•••	••• B
BOEING 737 200	PAS	59 C	–	1 C	58 C	107	49.4	137 667 C	137 630 C	37 C	157 012 C	•••	•••	7.3 Y
BOEING 737 300	PAS	13	–	–	13	128	56.5	29 713	29 707	6	35 709	•••	•••	7.5 Y
BOEING 757	PAS	69	11	–	80	187	99.8	132 071	131 934	137	264 792	•••	•••	9.5 Y
BOEING 767 200	PAS	15	–	–	15	204	136.1	22 494	22 482	12	50 829	•••	•••	9.3 Y
BOEING 767 300	PAS	31	5	–	36	218-254	141.5	42 896	42 876	20	129 979	•••	•••	10.5 Y
DOUGLAS DC-9 30	PAS	31	–	28	3	98	51.7	43 835	43 774	61	36 944	•••	•••	6.3 Y
DOUGLAS MD-80 88	PAS	92	18	–	110	142	63.5	244 523	244 385	138	296 477	•••	•••	7.8 Y
DOUGLAS MD-11	PAS	2	7	–	9	248	280.3	3 697	3 697	–	22 808	•••	•••	12.2 Y
LOCKHEED L-1011	PAS	48	8	–	56	218-302	195.0-224.9	52 201	52 160	41	196 534	•••	•••	10.1 Y
TOTALS		534	49	29	554			1011 110	1010 058	1 052	1697 798	•••	•••	
FEDERAL EXPRESS N											YEAR	ENDED :	31 DEC	1992
BOEING 727 100C	FRT	87	–	7	80	FRT	74.6	48 552	48 550	2	61 809	•••	•••	2.2 Y
BOEING 727 200	FRT	59	20	–	79	FRT	78.5	47 057	47 057	–	77 102	•••	•••	3.5 Y
BOEING 747 100	FRT	2	2	–	4	FRT	353.7	1 255	1 078	177	4 750	•••	•••	5.9 Y
BOEING 747 200	PAS	2	–	–	2	476-492	353.7	803	–	803	3 392	•••	•••	5.3 Y
BOEING 747 200	FRT	10	–	4	6	FRT	353.7	6 281	4 743	1 538	23 799	•••	•••	9.1 Y
DOUGLAS DC10 10	FRT	10	1	–	11	FRT	251.7	8 203	8 203	–	19 827	•••	•••	5.0 Y
DOUGLAS DC10 30	FRT	16	3	–	19	FRT	251.7	14 638	14 281	357	51 924	•••	•••	8.1 Y
DOUGLAS MD-11	FRT	3	5	–	8	FRT	280.3	3 010	3 010	–	12 880	•••	•••	8.8 Y
FOKKER F-27	FRT	31	1	–	32	FRT	•••	••• B	••• B	••• B	••• B	••• B	••• B	••• B
MISC AIRCRAFT	FRT	223	32	–	255	FRT	•••	135 330 C	135 328 C	2 C	133 727 C	•••	•••	1.9 Y
TOTALS		443	64	11	496			265 129	262 250	2 879	389 210	M	M	
TOWER AIR N											YEAR	ENDED :	31 DEC	1992
BOEING 747 100	P/F	5	–	–	5	480-485	327.7	2 681	1 683	551	18 024	•••	•••	9.9 Y
BOEING 747 200	FRT	–	1	1	–	FRT	353.7	223	116	107	652	•••	•••	3.5 Y
TOTALS		5	1	1	5			2 904	1 799	658	18 676	•••	•••	

N - FOR NOTE (S) ON THIS TABLE SEE PAGES D - 38 / D - 40

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	Scheduled Revenue	Non - Sched Revenue	Number of Hours Flown Total	Scheduled Revenue	Non - Sched Revenue	Average Daily Revenue Hours
UNTD STATES														
HAWAIIAN AIRLINES N											YEAR	ENDED :	31 DEC	1992
DHC-7 DASH 7	PAS	8	–	4	4	50	20.0	13 247	13 145	78	5 523	•••	•••	3.8 Y
DOUGLAS DC-8 60F	PAS	6	–	–	6	204-250	158.7	2 454	1 867	512	11 791	•••	•••	5.4 Y
DOUGLAS DC-9 50	PAS	13	2	–	15	125-139	55.4	49 540	48 806	734	21 454	•••	•••	4.4 Y
DOUGLAS DC10 30	PAS	–	1	1	–	•••	251.7	580	520	–	4 785	•••	•••	16.4 Y
DOUGLAS DC10 40	PAS	–	1	1	–	•••	206.3	8	8	–	66	•••	•••	16.5 Y
LOCKHEED L-1011	PAS	6	–	1	5	322-350	195.0	2 824	2 776	31	13 415	•••	•••	7.3 Y
SHORTS 330	OTH	1	–	1	–	30	12.0	–	–	–	–	–	–	–
TOTALS		34	4	8	30			68 653	67 122	1 355	57 034	•••	•••	
NORTHWEST N											YEAR	ENDED :	31 DEC	1992
AIRBUS A320	PAS	20	21	–	41	150	73.5	44 221	44 204	17	102 845	•••	•••	9.4 Y
BOEING 727 100C	PAS	6	–	6	–	118	72.6	55	55	–	103	•••	•••	.2 Y
BOEING 727 200	PAS	62	6	–	68	146	78.5	98 670	98 622	48	185 550	•••	•••	7.8 Y
BOEING 747 400	PAS	10	–	–	10	404	378.7	4 851	4 851	–	42 167	•••	•••	11.5 Y
BOEING 747 B	PAS	32	–	–	32	376-410	340.7	19 570	19 007	563	122 124	•••	•••	10.5 Y
BOEING 747 F	FRT	8	–	–	8	FRT	353.7	6 824	6 788	36	30 175	•••	•••	10.3 Y
BOEING 757	PAS	33	–	–	33	184	99.8	46 333	46 309	24	112 413	•••	•••	9.3 Y
CONVAIR CV-580	OTH	10	–	10	–	48	24.9	–	–	–	–	–	–	–
DOUGLAS DC-9 10	PAS	30	–	3	27	78	44.4	51 499	51 499	–	50 335	•••	•••	4.8 Y
DOUGLAS DC-9 30	PAS	77	–	–	77	100	51.7	146 497	146 486	11	194 120	•••	•••	6.9 Y
DOUGLAS DC-9 40	PAS	12	–	–	12	121	54.9	21 814	21 812	2	28 789	•••	•••	7.1 Y
DOUGLAS DC-9 50	PAS	28	–	–	28	122	55.4	58 940	58 934	6	69 138	•••	•••	6.7 Y
DOUGLAS MD-80 80	PAS	8	–	–	8	143	63.5	13 510	13 497	13	24 366	•••	•••	8.3 Y
DOUGLAS DC10 30	PAS	5	3	–	8	271	251.7	4 176	4 176	–	20 733	•••	•••	10.8 Y
DOUGLAS DC10 40	PAS	21	–	–	21	248-299	206.3	20 430	20 426	4	72 803	•••	•••	9.5 Y
TOTALS		362	30	19	373			537 390	536 666	724	1055 661	•••	•••	
HORIZON AIR N											YEAR	ENDED :	31 DEC	1992
DHC-8 DASH 8	PAS	18	4	–	22	37	15.0	77 379	77 379	–	54 333	•••	•••	7.2 Y
FOKKER F-28	PAS	3	–	–	3	65	33.1	7 384	7 384	–	6 212	•••	•••	6.8 Y
SA 227 METRO III	PAS	32	–	1	31	18	6.6	111 033	111 033	–	69 827	•••	•••	6.6 Y
TOTALS		53	4	1	56			195 796	195 796	–	130 372	•••	•••	
USAIR SHUTTLE N											YEAR	ENDED :	31 DEC	1992
BOEING 727 100	PAS	6	–	2	4	119	72.6	1 430	1 409	20	1 525	•••	•••	1.5 Y
BOEING 727 200	PAS	15	–	–	15	157-165	78.5	20 938	20 037	878	17 131	•••	•••	3.1 Y
TOTALS		21	–	2	19			22 368	21 446	898	18 656	•••	•••	
TWA N											YEAR	ENDED :	31 DEC	1992
BOEING 727 100	PAS	8	–	–	8	115	72.6	5 331	5 205	126	7 881	•••	•••	5.8 Y
BOEING 727 200	PAS	55	–	5	50	146	78.5	81 292	80 694	598	131 821	•••	•••	7.1 Y
BOEING 747 100	PAS	12	–	2	10	431-437	327.7	••• B	••• B	••• B	••• B	••• B	••• B	••• B
BOEING 747 200	PAS	3	–	2	1	437	353.7	8 263 C	8 067 C	196 C	49 705 C	•••	•••	10.1 Y
BOEING 767 200	PAS	6	3	–	9	184	136.1	8 709	8 607	102	36 591	•••	•••	11.4 Y
DOUGLAS DC-9 10	PAS	7	–	–	7	73	44.4	13 682	13 675	7	14 666	•••	•••	5.7 Y
DOUGLAS DC-9 30	PAS	36	–	–	36	102	51.7	69 175	69 073	102	81 694	•••	•••	6.3 Y
DOUGLAS DC-9 40	PAS	3	–	–	3	102	54.9	5 700	5 674	26	6 822	•••	•••	6.2 Y

N - FOR NOTE(S) ON THIS TABLE SEE PAGES D-38 / D-40

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)														
TWA N											YEAR	ENDED :	31 DEC	1992
DOUGLAS MD-80 80	PAS	29	4	–	33	142	63.5	52 168	51 885	283	102 252	•••	•••	9.1 Y
LOCKHEED L-1011	PAS	32	–	17	15	261-275	195.0	29 917	29 624	293	94 406	•••	•••	9.0 Y
TOTALS		191	7	26	172			274 237	272 504	1 733	525 838	M	M	
UNITED N											YEAR	ENDED :	31 DEC	1992
BOEING 727 100	PAS	12	–	9	3	108	72.6	8 069	8 063	6	10 163	•••	•••	4.1 Y
BOEING 727 100	OTH	7	–	6	1	108	72.6	–	–	–	–	–	–	–
BOEING 727 200	PAS	103	–	2	101	147	78.5	162 939	162 797	142	246 991	•••	•••	6.7 Y
BOEING 727 200	OTH	1	–	1	–	147	79.0	–	–	–	–	–	–	–
BOEING 737 200	PAS	73	–	4	69	109	49.4	132 636	132 628	8	163 879	•••	•••	6.5 Y
BOEING 737 300	PAS	101	–	–	101	128	56.5	168 483	168 216	267	314 659	•••	•••	8.5 Y
BOEING 737 500	PAS	21	27	–	48	108	56.4	64 396	64 390	6	99 118	•••	•••	8.0 Y
BOEING 747 100	PAS	18	–	–	18	400-424	327.7	11 505	11 421	84	63 044	•••	•••	9.8 Y
BOEING 747 200	PAS	9	–	–	9	299-353	353.7	4 089	4 086	3	35 349	•••	•••	10.7 Y
BOEING 747 400	PAS	12	6	–	18	378-436	359.3	8 632	8 632	–	68 618	•••	•••	12.9 Y
BOEING 747 SP	PAS	11	–	1	10	243-244	353.7	5 791	5 791	–	41 958	•••	•••	10.8 Y
BOEING 757	PAS	47	27	–	74	188-194	99.8	75 655	75 359	294	205 525	•••	•••	9.6 Y
BOEING 767 200	PAS	19	–	–	19	168-204	136.1	15 110	15 068	42	74 793	•••	•••	10.8 Y
BOEING 767 300	PAS	5	10	–	15	208-213	168.9	5 835	5 824	11	38 889	•••	•••	12.4 Y
DOUGLAS DC-8 70F	PAS	5	–	5	–	200	158.7	–	–	–	26	–	–	•••
DOUGLAS DC10 10	PAS	46	–	1	45	287	251.7	51 337	51 303	34	142 731	•••	•••	8.5 Y
DOUGLAS DC10 30	PAS	8	–	–	8	285	251.7	7 027	7 014	13	33 417	•••	•••	11.4 Y
TOTALS		498	70	29	539			721 504	720 592	910	1539 160	•••	•••	
UNITED PARCEL											YEAR	ENDED :	31 DEC	1992
BOEING 727 100QC	FRT	38	2	–	40	FRT	76.6	14 524	4 128	10 396	16 558	•••	•••	•••
BOEING 727 100QC	OTH	1	3	–	4	FRT	76.6	–	–	–	–	–	–	–
BOEING 727 200	FRT	8	–	–	8	FRT	78.5	4 150	974	3 176	4 040	•••	•••	•••
BOEING 747 100	FRT	10	1	–	11	FRT	327.7	4 645	1 720	2 925	20 113	•••	•••	•••
BOEING 747 100	OTH	1	–	1	–	FRT	327.7	–	–	–	–	–	–	–
BOEING 757	FRT	25	5	–	30	FRT	99.8	25 365	5 704	19 661	40 082	•••	•••	•••
DOUGLAS DC-8 70F	FRT	49	–	–	49	FRT	158.7	30 094	9 583	20 511	75 782	•••	•••	•••
SA 227 METRO III	OTH	11	–	–	11	FRT	6.6	–	–	–	–	–	–	–
TOTALS		143	11	1	153			78 778	22 109	56 669	156 575	•••	•••	
VENEZUELA														
LAV											YEAR	ENDED :	31 DEC	1992
DOUGLAS DC-9 10	PAS	1	–	–	1	85	44.0	••• B	••• B	••• B	••• B	••• B	••• B	••• B
DOUGLAS DC-9 30	PAS	3	–	–	3	112-115	47.0	••• B	••• B	••• B	••• B	••• B	••• B	••• B
DOUGLAS DC-9 50	PAS	7	–	1	6	125-135	52.0	••• B	••• B	••• B	••• B	••• B	••• B	••• B
DOUGLAS MD-80 83	PAS	5	1	–	6	114-157	72.0	37 890 C	37 240 C	650 C	45 358 C	44 531 C	827 C	•••
TOTALS		16	1	1	16			37 890	37 240	650	45 358	44 531	827	

N - FOR NOTE (S) ON THIS TABLE SEE PAGES D - 38 / D - 40

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
VENEZUELA														
VIASA											YEAR	ENDED :	31 DEC	1992
AIRBUS A300B	PAS	2	–	–	2	231	•••	1 853	1 853	–	5 867	5 867	–	•••
BOEING 727 200	PAS	–	5	–	5	141	•••	1 031	1 012	19	3 370	2 294	76	•••
DOUGLAS DC10 30	PAS	6	–	1	5	258	•••	5 260	5 260	–	25 708	25 708	–	•••
TOTALS		8	5	1	12			8 144	8 125	19	34 945	33 869	76	
YAOUNDE TR S														
AIR AFRIQUE											YEAR	ENDED :	31 DEC	1992
AIRBUS A300B 4 4	PAS	3	–	–	3	227	165.0	•••	•••	•••	8 577	8 538	39	•••
AIRBUS A310	PAS	1	2	–	3	180	153.0	•••	•••	•••	5 511	5 511	–	•••
ANTONOV AN-12 LI	FRT	–	1	–	1	FRT	•••	•••	•••	•••	920	920	–	•••
BOEING 707 LI	FRT	–	1	–	1	FRT	•••	•••	•••	•••	5 378	5 378	–	•••
DOUGLAS DC10 30	PAS	3	–	–	3	236	240.0	•••	•••	•••	10 372	8 844	1 528	•••
FOKKER 100 LI	PAS	–	1	–	1	102	•••	•••	•••	•••	1 301	1 301	–	•••
TOTALS		7	5	–	12			•••	•••	•••	32 059	30 492	1 567	

FLEET STATISTICS BY AIR CARRIER - 1992

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 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
AUSTRALIA														
ANSETT AIR FREIGHT											YEAR	ENDED :	30 JUN	1992
BAE-146	FRT	2	–	–	2	FRT	•••	•••	•••	•••	3 284	3 284	–	•••
BOEING 727	FRT	1	–	–	1	FRT	•••	•••	•••	•••	1 361	1 361	–	•••
TOTALS		3	–	–	3			•••	•••	•••	4 645	4 645	–	
BRAZIL														
BRASIL-CENTRAL											YEAR	ENDED :	31 DEC	1992
CESSNA 208 LI	PAS	•••	Z	Z	•••	8	3.5	16 271	16 250	21	21 809	•••	35	.0
CESSNA 650	PAS	•••	Z	Z	•••	8	•••	2	2	–	2	2	–	•••
EMBRAER EMB 110	PAS	8	–	–	8	16	5.6	2 379	2 373	6	2 606	2 594	12	2.1
EMBRAER EMB 110 LI	PAS	•••	Z	Z	•••	15	5.6	364	364	–	416	416	–	•••
FOKKER F-27	PAS	2	–	–	2	48	20.4	541	539	2	1 222	1 218	4	1.9
FOKKER F-27 LI	PAS	•••	Z	Z	•••	48	20.4	4 969	4 956	13	5 152	5 120	32	•••
FOKKER 100 LI	PAS	•••	Z	Z	•••	108	44.5	1 241	1 215	26	1 004	955	49	•••
MISC AIRCRAFT	PAS	•••	Z	Z	•••	•••	•••	6	6	–	7	7	–	•••
TOTALS		10 M	•••	•••	10 M			25 773	25 705	68	32 218	10 312 M	132	
TAM											YEAR	ENDED :	31 DEC	1992
CESSNA 208 LI	PAS	•••	Z	Z	•••	8	3.5	4	4	–	3	3	–	•••
CESSNA 650 LI	PAS	•••	Z	Z	•••	8	•••	1	1	–	1	1	–	•••
EMBRAER EMB 110	PAS	5	–	–	5	15	5.6	3	3	–	4	4	–	.3
EMBRAER EMB 110 LI	PAS	•••	Z	Z	•••	15	5.6	2 859	2 859	–	2 032	2 032	–	•••
FOKKER F-27	PAS	8	–	–	8	48	20.4	10 674	10 558	116	10 843	10 661	182	4.3
FOKKER F-27 LI	PAS	•••	Z	Z	•••	48	20.4	2 205	2 198	7	2 254	2 245	9	•••
FOKKER 100	PAS	4	4	–	8	108	44.5	10 890	10 668	222	10 750	10 312	438	6.2
TOTALS		17 M	4 M	•••	21 M			26 636	26 291	345	25 887	25 258	629	
NORDESTE											YEAR	ENDED :	31 DEC	1992
EMBRAER EMB 110	FRT	13	–	1	12	FRT	5.6	14 647	14 422	225	18 586	18 384	202	4.2
EMBRAER EMB 120	FRT	–	1	–	1	FRT	7.6	792	786	6	763	745	18	8.3
FOKKER 50	FRT	–	1	1	–	FRT	12.5	765	765	–	1 123	1 088	35	12.9
TOTALS		13	2	2	13			16 204	15 973	231	20 472	20 217	255	
RIO-SUL											YEAR	ENDED :	31 DEC	1992
BOEING 737 500	PAS	–	2	–	2	108	39.6	741	728	11	618	594	22	•••
EMBRAER EMB 110	PAS	2	–	2	–	16	5.6	592	560	13	552	499	13	1.1
EMBRAER EMB 120	PAS	12	–	2	10	28- 30	11.5	27 773	27 476	24	25 223	24 918	40	7.2
FOKKER F-27	PAS	2	–	2	–	52	26.3	2 492	2 404	40	2 398	2 261	74	4.9
FOKKER 50	PAS	–	2	–	2	50	21.0	2 196	2 075	82	2 058	1 838	171	•••
TOTALS		16	4	6	14			33 794	33 243	170	30 849	30 110	320	
TABA											YEAR	ENDED :	31 DEC	1992
DHC-8 DASH 8	PAS	3	1	–	4	50	19.0	7 350	6 021	1 206	8 257	6 680	1 512	5.6
DHC-8 DASH 8	CON	–	1	–	1	•••	19.0	16	6	–	39	7	–	.8

FLEET STATISTICS BY AIR CARRIER - 1992

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 (CONT'D)														
TABA											YEAR	ENDED :	31 DEC	1992
EMBRAER EMB 110	PAS	13	–	3	10	15	5.6	9 851	9 275	31	11 643	11 105	47	3.4
FAIRCHILD FH-227	PAS	5	–	–	5	44	22.8	3 453	1 732	1 396	4 701	2 040	2 438	3.1
TOTALS		21	2	3	20			20 670	17 034	2 633	24 640	19 832	3 997	
COLOMBIA														
INTERCONTINENTAL COL											YEAR	ENDED :	31 DEC	1992
DOUGLAS DC-9 10	PAS	4	3	1	6	85	41.5	13 023	12 862	18	10 734	10 586	17	7.0
TOTALS		4	3	1	6			13 023	12 862	18	10 734	10 586	17	
ECUADOR														
TAME											YEAR	ENDED :	31 DEC	1992
BOEING 727 100	UNK	3	–	–	3	123-126	•••	4 654	4 607	47	2 708	2 680	28	•••
BOEING 727 200	UNK	3	–	–	3	135-170	•••	2 689	1 140	1 549	2 005	1 550	385	•••
FOKKER F-28	UNK	1	–	–	1	85	•••	2 832	2 732	100	1 274	1 229	45	•••
TOTALS		7	–	–	7			10 175	8 479	1 696	5 987	5 459	458	
FINLAND														
KAR AIR											YEAR	ENDED :	31 DEC	1992
ATR-72	PAS	5	1	–	6	66	21.5	16 142	16 136	6	11 946	11 941	5	7.1
TOTALS		5	1	–	6			16 142	16 136	6	11 946	11 941	5	
FINNAVIATION											YEAR	ENDED :	31 DEC	1992
SAAB FAIRCHD 340	PAS	6	–	–	6	34	12.7	18 167	17 999	98	14 637	14 459	108	6.7
TOTALS		6	–	–	6			18 167	17 999	98	14 637	14 459	108	
JAPAN														
AIR NIPPON											YEAR	ENDED :	31 MAR	1993
AIRBUS A320	PAS	–	9	–	9	166	67.0	883	883	–	2 126	2 126	–	•••
BOEING 737	PAS	1	11	2	10	126	50.0	8 344	8 340	4	17 254	17 246	8	•••
DHC-6 TWIN OTTER	PAS	2	–	–	2	19	5.7	1 129	1 126	3	1 501	1 493	8	•••
NAMCO YS11 A	PAS	15	9	1	23	64	25.0	22 728	22 727	1	37 730	37 725	5	•••
TOTALS		18	29	3	44			33 084	33 076	8	58 611	58 590	21	

FLEET STATISTICS BY AIR CARRIER - 1992

PART: C2 (CONT'D)

SCHEDULED DOMESTIC AIRLINES

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
								Number of Departures			Number of Hours Flown			Average Daily
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	Revenue Hours
PORTUGAL														
SATA											YEAR	ENDED :	31 DEC	1992
BAE-ATP	PAS	3	–	–	3	64	23.0	7 593	7 552	29	4 557	4 522	20	4.1
DORNIER DO-228 LI	PAS	1	–	–	1	18	7.0	1 158	1 158	–	1 047	1 042	–	4.0
TOTALS		4	–	–	4			8 751	8 710	29	5 604	5 564	20	
SPAIN														
BINTER MEDIT.											YEAR	ENDED :	31 DEC	1992
CN-235	PAS	5	–	–	5	44	15.0	11 822	11 419	27	10 534	10 065	36	5.5
TOTALS		5	–	–	5			11 822	11 419	27	10 534	10 065	36	
BINTER CANARIAS											YEAR	ENDED :	31 DEC	1992
ATR-72	PAS	5	1	–	6	68	21.0	21 575	21 413	–	13 663	13 458	–	6.2
CN-235	PAS	4	–	–	4	40	14.0	11 157	10 985	–	7 245	6 959	–	4.8
TOTALS		9	1	–	10			32 732	32 398	–	20 908	20 417	–	
SWEDEN														
LINJEFLYG											YEAR	ENDED :	31 DEC	1992
BOEING 737 500	PAS	9	–	–	9	131	61.0	28 197	27 694	503	20 143	18 901	1 242	•••
FOKKER F-28	PAS	19	–	–	19	70- 75	32.0- 34.0	48 296	47 716	580	31 404	30 821	583	•••
SAAB FAIRCHD 340 LI	PAS	•••	Z	Z	•••	34	13.0	585	585	–	280	280	–	•••
TOTALS		28 M	•••	•••	28 M			77 078	75 995	1 083	51 827	50 002	1 825	
UNTD KINGDOM														
BRITISH INTL HELICOP											YEAR	ENDED :	31 DEC	1992
PUMA 330/332 SUP	PAS	5	1	–	6	19	8.2	2 741	–	2 741	6 597	–	6 597	3.3
SIKORSKY S-61 N	PAS	15	–	–	15	23- 32	9.3	4 705	553	4 152	14 921	1 464	13 456	2.7
SIKORSKY S-76	PAS	4	–	4	–	10- 12	4.5	131	–	131	333	–	333	.3
WESTLAND 30	PAS	3	–	–	3	17	5.4	26	26	–	134	134	–	.4
TOTALS		27	1	4	24			7 603	579	7 024	21 985	1 598	20 386	
CHANNEL EXPRESS											YEAR	ENDED :	31 DEC	1992
FOKKER F-27	FRT	1	–	1	–	FRT	18.8	289	–	289	447	–	447	3.7
HP-7 DART HERALD	FRT	9	–	1	8	FRT	18.8	5 291	795	4 496	6 066	626	5 440	2.0
LOCKHEED L-188	FRT	2	–	–	2	FRT	45.5	939	21	918	3 995	17	3 978	7.1
TOTALS		12	–	2	10			6 519	816	5 703	10 508	643	9 865	

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														
ISLES OF SCILLY											YEAR	ENDED :	31 DEC	1992
BN-2 ISLANDER	CON	5	1	1	5	1- 9	2.3	523	523	–	2 143	2 143	–	1.3
TOTALS		5	1	1	5			523	523	–	2 143	2 143	–	
EUROAIR TRANSPORT											YEAR	ENDED :	31 DEC	1992
HAWKER HS-748	FRT	–	5	–	5	FRT	19.9	349	–	349	500	–	500	1.4
TOTALS		–	5	–	5			349	–	349	500	–	500	
UNTD STATES														
MARKAIR N											YEAR	ENDED :	31 DEC	1992
BOEING 737 100	P/C	••• B	–	Z	••• B	107-109	52.4	••• B	••• B	••• B	••• B	•••	•••	••• B
BOEING 737 200C	P/C	11 C	–	5 C	6 C	107-109	52.4	18 179 C	16 817 C	1 333 C	20 399 C	•••	•••	•••
BOEING 737 300	P/C	–	2	–	2	106-107	56.5	2 956	2 951	5	6 635	•••	•••	9.1 Y
BOEING 737 400	P/C	–	3	–	3	126-154	64.6	3 125	3 121	4	7 024	•••	•••	6.4 Y
DHC-7 DASH 7	PAS	1	–	–	1	54	20.0	–	–	–	–	–	–	–
DHC-8 DASH 8	PAS	2	–	2	–	48	18.0	–	–	–	–	–	–	–
LOCKHEED L100	FRT	2	–	2	–	FRT	70.3	937	306	631	1 268	•••	•••	2.5 Y
TOTALS		16	5	9	12			25 197	23 195	1 973	35 326	•••	•••	
MID-WEST EXPRESS N											YEAR	ENDED :	31 DEC	1992
DOUGLAS DC-9 10	PAS	8	–	–	8	60	44.4	12 064	12 001	63	19 587	•••	•••	6.7 Y
DOUGLAS DC-9 30	PAS	3	1	–	4	84	51.7	7 624	7 337	286	10 263	•••	•••	7.0 Y
DOUGLAS MD-80 80	PAS	2	–	–	2	112	63.5	2 614	2 517	97	7 708	•••	•••	10.5 Y
TOTALS		13	1	–	14			22 302	21 855	446	37 558	•••	•••	
ALOHA N											YEAR	ENDED :	31 DEC	1992
BOEING 737 200	P/C	17	–	–	17	113-121	49.4	46 585	45 051	47	20 600	•••	•••	5.2 Y
BOEING 737 300	PAS	2	2	–	4	130-139	56.5	32 989	32 971	18	14 259	•••	•••	9.8 Y
BOEING 737 400	PAS	–	2	–	2	159	64.6	1 002	1 001	1	551	•••	•••	4.5 Y
TOTALS		19	4	–	23			80 576	79 023	66	35 410	•••	•••	
WESTAIR N											YEAR	ENDED :	31 DEC	1992
BAE-146	PAS	5	–	2	3	90	40.6	8 898	8 688	•••	9 258	•••	•••	6.8 Y
EMBRAER EMB 120	PAS	29	–	14	15	30	11.5	45 162	45 162	–	44 013	•••	•••	7.7 Y
JETSTREAM 31 SUP	PAS	34	–	–	34	19	7.0	••• B	••• B	–	••• B	•••	•••	••• B
JETSTREAM 32	PAS	22	–	22	–	19	7.0	113 118 C	112 237 C	–	81 087 C	•••	•••	6.3 Y
SHORTS 360	PAS	2	–	2	–	36	12.0	3 086	3 086	–	1 785	•••	•••	5.9 Y
TOTALS		92	–	40	52			170 264	169 173	•••	136 143	•••	•••	–

N - FOR NOTE(S) ON THIS TABLE SEE PAGES D-38/D-40

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														
SOUTHWEST N											YEAR	ENDED :	31 DEC	1992
BOEING 737 200	PAS	49	–	–	49	122	49.4	156 103	156 076	27	149 984	•••	•••	8.5 Y
BOEING 737 300	PAS	57	10	–	67	137	56.5	204 615	203 784	831	201 868	•••	•••	9.0 Y
BOEING 737 500	PAS	18	7	–	25	122	52.2	78 419	78 330	89	74 897	•••	•••	8.9 Y
TOTALS		124	17	–	141			439 137	438 190	947	426 749	•••	•••	
AIR WISCONSIN N											YEAR	ENDED :	31 DEC	1992
BAE-ATP	PAS	10	–	1	9	64	22.1	26 277	26 277	–	17 161	•••	•••	4.9 Y
BAE-146	PAS	10	2	–	12	64-100	22.1- 40.6	33 377	33 202	–	22 806	•••	•••	5.3 Y
DHC-8 DASH 8	PAS	8	4	–	12	37- 50	15.0- 18.0	30 449	30 448	–	22 171	•••	•••	5.7 Y
FOKKER F-27	PAS	6	–	1	5	48	20.8	11 748	11 748	–	7 691	•••	•••	4.2 Y
TOTALS		34	6	2	38			101 851	101 675	–	69 829	•••	•••	

N - FOR NOTE(S) ON THIS TABLE SEE PAGES D-38/D-40

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	Scheduled Revenue	Non - Sched Revenue	Number of Hours Flown Total	Scheduled Revenue	Non - Sched Revenue	Average Daily Revenue Hours
AUSTRIA														
AUSTRIAN AIRTRANSP. N											YEAR	ENDED :	31 DEC	1992
AIRBUS A310	LI PAS	•••	Z	Z	•••	172	157.0	216	••	•••	679	••	•••	•••
DHC-8 DASH 8	LI PAS	•••	Z	Z	•••	37	16.0	6	••	•••	8	••	•••	•••
DOUGLAS MD-80 81	LI PAS	•••	Z	Z	•••	137	64.4	1 286	••	•••	2 837	••	•••	•••
DOUGLAS MD-80 82	LI PAS	•••	Z	Z	•••	137	67.8	1 794	••	•••	4 336	••	•••	•••
DOUGLAS MD-80 83	LI PAS	•••	Z	Z	•••	144	72.6	514	••	•••	2 176	••	•••	•••
DOUGLAS MD-80 87	LI PAS	•••	Z	Z	•••	107	57.8- 66.9	1 127	••	•••	2 608	••	•••	•••
DOUGLAS DC10	LI PAS	•••	Z	Z	•••	•••	•••	3	••	•••	22	••	•••	•••
FOKKER 50	LI PAS	•••	Z	Z	•••	48	20.8	320	••	•••	939	••	•••	•••
TOTALS		•••	•••	•••	•••			5 266	••	•••	13 605	••	•••	
COTE D'IVOIRE														
AIR INTERIVOIRE											YEAR	ENDED :	31 DEC	1992
BEECH 55 & 58	UNK	–	1	–	1	•••	2.5	••• B	••	•••	626	••	626	•••
PIPER PA23	PAS	2	–	1	1	•••	2.4	••• B	••	•••	476	••	476	•••
PIPER PA31	PAS	4	–	–	4	•••	3.2- 4.0	744 C	••	•••	1 209	••	1 209	•••
TOTALS		6	1	1	6			744	••	•••	2 311	••	2 311	
AIRTRANSIVOIRE											YEAR	ENDED :	31 DEC	1992
CESSNA 310	PAS	2	–	2	–	5	•••	•••	••	•••	•••	••	•••	•••
CESSNA 337	PAS	1	–	1	–	5	2.0	•••	••	•••	•••	••	•••	•••
CESSNA 402	PAS	2	–	2	–	8- 9	•••	•••	••	•••	•••	••	•••	•••
CESSNA 421	PAS	1	–	1	–	7	3.0	•••	••	•••	•••	••	•••	•••
PARTENAVIA PN68	PAS	1	–	1	–	5	2.0	26	••	•••	110	••	•••	•••
TOTALS		7	–	7	–			26 M	••	•••	110 M	••	•••	
DOMINICAN R														
AEROCHAGO											YEAR	ENDED :	31 DEC	1992
DOUGLAS DC-7	FRT	•••	Z	Z	•••	FRT	•••	•••	••	316	•••	••	•••	•••
LOCKHEED L-1049	FRT	3	–	–	3	FRT	•••	1 026	••	710	1 984	••	•••	•••
TOTALS		3 M	•••	•••	3 M			1 026 M	••	1 026	1 984 M	••	•••	
EL SALVADOR														
TAES											YEAR	ENDED :	31 DEC	1992
BN-2 ISLANDER	UNK	3	–	–	3	9	3.1	500	••	•••	350	••	•••	•••
DOUGLAS DC-3	UNK	2	–	1	1	27	13.0	340	••	•••	200	••	•••	•••
PIPER SENECA III	UNK	1	–	–	1	5	4.6	300	••	•••	150	••	•••	•••
PIPER PA23	UNK	1	–	–	1	6	•••	400	••	•••	150	••	•••	•••
PIPER PA28	UNK	5	–	–	5	3	2.6	716	••	•••	2 600	••	•••	7.1 Y
PIPER PA31	UNK	2	–	–	2	7	3.3	900	••	•••	350	••	•••	•••
TOTALS		14	–	1	13			3 156	••	•••	3 800	••	•••	

N - FOR NOTE (S) ON THIS TABLE SEE PAGES D - 38 / D - 40

FLEET STATISTICS BY AIR CARRIER - 1992

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	Scheduled Revenue	Non - Sched Revenue	Number of Hours Flown Total	Scheduled Revenue	Non - Sched Revenue	Average Daily Revenue Hours
ESTONIA														
AVIES											YEAR	ENDED :	31 DEC	1992
PIPER PA31	CON	–	2	–	2	8	3.2	197	••	176	329	••	280	.5
TOTALS		–	2	–	2			197	••	176	329	••	280	
FRANCE														
CORSE AIR INTL											YEAR	ENDED :	31 DEC	1992
BOEING 737 300	PAS	2	–	1	1	148	63.0	2 361	••	2 361	5 105	••	5 105	8.0
BOEING 737 400	PAS	–	2	–	2	173	68.0	1 481	••	1 481	3 407	••	3 407	8.6
BOEING 747 100	PAS	2	–	–	2	517	334.0	1 721	••	1 721	8 590	••	8 590	11.9
BOEING 747 200	PAS	–	1	–	1	530	363.0	59	••	59	363	••	363	12.1
TOTALS		4	3	1	6			5 622	••	5 622	17 465	••	17 465	
AIR CHARTER INT.											YEAR	ENDED :	31 DEC	1992
AIRBUS A300B 4 4	PAS	1	–	–	1	314	165.0	604	••	604	1 920	••	1 880	•••
BOEING 727 200	PAS	4	1	3	2	184	88.4	1 598	••	1 598	4 335	••	3 805	•••
BOEING 737 200	PAS	3	–	–	3	103	52.4	–	••	–	7 450	••	•••	•••
TOTALS		8	1	3	6			2 202	••	2 202	13 705	••	5 685 M	
GERMANY														
LTU											YEAR	ENDED :	31 DEC	1992
BOEING 757	PAS	6	1	–	7	200	108.9	7 525	••	7 362	21 528	••	21 212	8.7
BOEING 767 300	PAS	3	1	–	4	276	184.6	3 549	••	3 491	16 859	••	16 759	12.4
DOUGLAS MD-11	PAS	1	3	–	4	408	226.0-275.0	1 925	••	1 917	5 962	••	5 944	8.9
LOCKHEED L-1011	PAS	10	–	1	9	288-358	195.0-231.0	8 523	••	8 488	32 472	••	32 295	9.3
TOTALS		20	5	1	24			21 522	••	21 258	76 821	••	76 210	
CONDOR											YEAR	ENDED :	31 DEC	1992
BOEING 737 300	PAS	9	–	2	7	144-148	62.8	10 484	••	9 828	32 036	••	31 496	9.7
BOEING 757	PAS	9	7	2	14	207-210	113.4	16 904	••	15 126	49 411	••	48 547	10.3
BOEING 767 300	PAS	3	2	–	5	269	184.6	2 706	••	2 659	15 701	••	15 618	13.8
DOUGLAS DC10 30	PAS	3	–	–	3	370	263.1	2 718	••	2 673	10 414	••	10 371	9.4
TOTALS		24	9	4	29			32 812	••	30 286	107 562	••	106 032	
LUFTHANSA CITYLINE											YEAR	ENDED :	31 DEC	1992
CANADAIR CL 65	PAS	–	3	–	3	50	•••	•••	••	•••	•••	••	•••	•••
FOKKER 50	PAS	19	4	–	23	50	•••	•••	••	•••	•••	••	•••	•••
TOTALS		19	7	–	26			•••	••	•••	•••	••	•••	

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														
GERMAN CARGO											YEAR	ENDED :	31 DEC	1992
BOEING 737	FRT	2	–	–	2	FRT	51.0	2 741	••	•••	4 163	••	•••	10.4 Y
BOEING 747 200F	FRT	3	–	–	3	FRT	378.0	2 607	••	•••	13 603	••	•••	•••
DOUGLAS DC-8 70F	FRT	5	–	–	5	FRT	112.0	3 498	••	•••	14 922	••	•••	14.9 Y
TOTALS		10	–	–	10			8 846	••	•••	32 688	••	•••	
HAPAG-LLOYD											YEAR	ENDED :	31 DEC	1992
AIRBUS A310	PAS	6	1	–	7	233-264	134.0-157.0	13 620	••	12 129	28 156	••	27 866	10.9
BOEING 727 100	PAS	1	–	1	–	•••	•••	•••	••	•••	•••	••	•••	•••
BOEING 737 200	PAS	–	2	–	2	121	59.0	1 111	••	980	3 382	••	3 324	6.1
BOEING 737 400	PAS	7	1	–	8	167	68.0	9 932	••	9 026	31 572	••	31 364	11.3
BOEING 737 500	PAS	5	–	–	5	128	59.0	6 094	••	5 234	19 443	••	19 323	10.6
TOTALS		19	4	1	22			30 757 M	••	27 369 M	82 553 M	••	81 877 M	
AERO-LLOYD											YEAR	ENDED :	31 DEC	1992
DOUGLAS DC-9 30	PAS	3	–	–	3	119	50.0	•••	••	1 646	•••	••	4 395	4.0
DOUGLAS MD-80 83	PAS	13	–	–	13	165-167	73.0	•••	••	11 616	•••	••	31 015	6.7
DOUGLAS MD-80 87	PAS	4	–	–	4	137	68.0	•••	••	3 218	•••	••	8 592	5.9
TOTALS		20	–	–	20			•••	••	16 480	•••	••	44 002	
GERMANIA											YEAR	ENDED :	31 DEC	1992
BOEING 737 300	PAS	8	2	–	10	148	62.8	11 116	••	•••	28 974	••	•••	•••
TOTALS		8	2	–	10			11 116	••	•••	28 974	••	•••	
WDL FLUGDIENST											YEAR	ENDED :	31 DEC	1992
FOKKER F-27	PAS	5	–	1	4	•••	18.4- 19.7	525	••	525	802	••	802	3.3
FOKKER F-27	CON	3	–	–	3	•••	20.4	366	••	366	686	••	686	4.1
TOTALS		8	–	1	7			891	••	891	1 488	••	1 488	
GHANA														
CARGO DOR LTD.											YEAR	ENDED :	31 DEC	1992
BOEING 707 300C	FRT	1	–	–	1	FRT	150.0	65	••	65	390	••	390	7.5
DOUGLAS DC-8 50F	FRT	1	–	–	1	FRT	148.0	10	••	10	60	••	60	1.2
TOTALS		2	–	–	2			75	••	75	450	••	450	
RACE CARGO AIRLINES											YEAR	ENDED :	31 DEC	1992
BOEING 707 300C	FRT	1	–	–	1	FRT	150.0	218	••	•••	3 052	••	•••	11.1 Y
TOTALS		1	–	–	1			218	••	•••	3 052	••	•••	

FLEET STATISTICS BY AIR CARRIER - 1992

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	Scheduled Revenue	Non - Sched Revenue	Number of Hours Flown Total	Scheduled Revenue	Non - Sched Revenue	Average Daily Revenue Hours
ITALY														
EUROFLY SPA											YEAR	ENDED :	31 DEC	1992
DOUGLAS DC-9 30	PAS	–	2	1	1	123	49.0	692	••	685	1 266	••	1 258	8.4
DOUGLAS DC-9 50	PAS	2	–	–	2	139	55.0	2 349	••	2 342	5 593	••	4 287	5.9
TOTALS		2	2	1	3			3 041	••	3 027	6 859	••	5 545	
TEA ITALIA											YEAR	ENDED :	31 DEC	1992
BOEING 737 300	PAS	3	–	–	3	149	61.2	•••	••	2 693	•••	••	5 625	5.1
TOTALS		3	–	–	3			•••	••	2 693	•••	••	5 625	
SPAIN														
OASIS INT. AIRLINES											YEAR	ENDED :	31 DEC	1992
AIRBUS A310	PAS	–	1	–	1	254	157.0	1 166	••	1 046	5 626	••	5 546	•••
DOUGLAS MD-80 82	PAS	1	1	2	–	165	68.0	1 794	••	1 747	3 815	••	3 697	9.5
DOUGLAS MD-80 83	PAS	3	1	1	3	165	73.0	6 096	••	5 938	11 487	••	11 091	8.7
TOTALS		4	3	3	4			9 056	••	8 731	20 928	••	20 334	
DRENAIR											YEAR	ENDED :	31 DEC	1992
GRUMMAN G-159 I	FRT	6	–	–	6	FRT	16.0	2 030	••	2 030	2 468	••	2 468	1.1
TOTALS		6	–	–	6			2 030	••	2 030	2 468	••	2 468	
AIR EUROPA											YEAR	ENDED :	31 DEC	1992
BOEING 737 300	PAS	7	3	3	7	148	63.0	13 545	••	13 061	27 229	••	26 870	9.5
BOEING 757	PAS	4	–	–	4	228	113.0	5 767	••	5 553	16 970	••	16 754	11.5
TOTALS		11	3	3	11			19 312	••	18 614	44 199	••	43 624	
HISPANO IRLANDESA											YEAR	ENDED :	31 DEC	1992
BOEING 737 400	PAS	4	2	–	6	170	66.0	8 299	••	8 299	19 953	••	19 953	9.5
TOTALS		4	2	–	6			8 299	••	8 299	19 953	••	19 953	
LTE INTERNATIONAL											YEAR	ENDED :	31 DEC	1992
BOEING 757	PAS	5	–	–	5	213	109.0	6 460	••	6 460	16 382	••	16 382	9.4
TOTALS		5	–	–	5			6 460	••	6 460	16 382	••	16 382	
PAN AIR, S.A.											YEAR	ENDED :	31 DEC	1992
BAE-146	FRT	3	–	–	3	FRT	42.4- 44.5	3 917	••	3 917	6 089	••	6 089	5.7
TOTALS		3	–	–	3			3 917	••	3 917	6 089	••	6 089	

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
								Number of Departures			Number of Hours Flown			Average Daily
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	Revenue Hours
SPAIN														
SPANAIR											YEAR	ENDED :	31 DEC	1992
BOEING 767	PAS	2	–	–	2	282	185.0	1 930	••	1 925	8 030	••	8 020	11.0
DOUGLAS MD-80 80	PAS	8	2	1	9	163	72.0	12 928	••	12 911	28 781	••	28 743	9.0
TOTALS		10	2	1	11			14 858	••	14 836	36 811	••	36 763	
AIR TRUCK											YEAR	ENDED :	31 DEC	1992
DASSAULT 20 MYST	FRT	4	–	–	4	FRT	14.0	2 667	••	2 637	2 374	••	2 345	1.8
TOTALS		4	–	–	4			2 667	••	2 637	2 374	••	2 345	
SWIFTAIR, S.A.											YEAR	ENDED :	31 DEC	1992
SA 226 METRO II	CON	–	1	–	1	19	6.0	•••	••	100	110	••	91	.2
SA 226 METRO II	FRT	3	–	–	3	FRT	5.7	•••	••	3 232	2 698	••	2 513	2.3
TOTALS		3	1	–	4			•••	••	3 332	2 808	••	2 604	
SWITZERLAND														
AERO-JET SA											YEAR	ENDED :	31 DEC	1992
SE210 CARAVELLE	PAS	–	1	–	1	99	56.0	456	••	395	940	••	894	4.2
TOTALS		–	1	–	1			456	••	395	940	••	894	
BALAIR											YEAR	ENDED :	31 DEC	1992
AIRBUS A310	PAS	1	2	–	3	213-241	154.0-164.0	634	••	634	9 135	••	9 135	11.2
DOUGLAS MD-80 82	PAS	3	–	–	3	149	68.0	1 495	••	1 495	5 756	••	5 756	5.7
DOUGLAS MD-80 83	PAS	1	–	–	1	149	73.0	444	••	444	2 213	••	2 213	6.1
DOUGLAS DC10 30	PAS	1	–	–	1	327	253.0	71	••	71	1 176	••	1 176	9.0
TOTALS		6	2	–	8			2 644	••	2 644	18 280	••	18 280	
TEA BASEL											YEAR	ENDED :	31 OCT	1992
BOEING 737 300	PAS	2	3	1	4	149	61.2	2 502	••	2 417	10 329	••	10 263	7.9
TOTALS		2	3	1	4			2 502	••	2 417	10 329	••	10 263	
CLASSIC AIR											YEAR	ENDED :	31 DEC	1992
DOUGLAS DC-3	CON	2	–	–	2	28	12.0	416	••	416	476	••	476	.7
TOTALS		2	–	–	2			416	••	416	476	••	476	

FLEET STATISTICS BY AIR CARRIER - 1992

AIRCRAFT TYPE		No. OF AIRCRAFT				SIZE		UTILIZATION OF AIRCRAFT						
								Number of Departures			Number of Hours Flown			Average Daily
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	Revenue Hours
SWITZERLAND														
CTA											YEAR	ENDED :	31 DEC	1992
DOUGLAS MD-80 83 LI	PAS	–	1	–	1	136	73.0	762	••	676	1 741	••	1 691	6.4
DOUGLAS MD-80 87	PAS	4	–	–	4	125	67.0	4 416	••	4 154	10 204	••	10 186	7.0
TOTALS		4	1	–	5			5 178	••	4 830	11 945	••	11 877	
UNTD KINGDOM														
CELTIC INT LTD											YEAR	ENDED :	31 DEC	1992
FOKKER F-27	UNK	–	2	–	2	44	19.0	324	••	324	157	••	157	1.1
SHORTS 330	UNK	–	2	–	2	30	9.9	226	••	226	10	••	10	.1
TOTALS		–	4	–	4			550	••	550	167	••	167	
HEAVYLIFT CARGO											YEAR	ENDED :	31 DEC	1992
BOEING 707	CON	1	–	–	1	14	151.0	24	••	24	1 061	••	1 061	2.9
CANADAIR CL44	CON	1	–	–	1	•••	95.2	8	••	8	466	••	466	1.5
SHORTS SC - 5	CON	3	–	1	2	14	104.7	32	••	32	1 452	••	1 452	1.4
TOTALS		5	–	1	4			64	••	64	2 979	••	2 979	
BOND HELICOPTERS											YEAR	ENDED :	31 DEC	1992
BEECH 200	PAS	2	–	–	2	8	5.6	633	••	633	366	••	366	.5
MBB BO 105	CON	10	–	–	10	1- 4	2.3	64	••	64	211	••	211	.1
PUMA 330/332 SUP	CON	10	–	–	10	4- 19	8.2	4 405	••	4 405	11 659	••	11 659	3.2
SA 365/366	CON	19	–	5	14	4- 11	3.4	4 412	••	4 412	13 201	••	13 201	2.2
SIKORSKY S-76	CON	9	–	–	9	4- 12	4.5	2 646	••	2 646	8 383	••	8 383	2.5
TOTALS		50	–	5	45			12 160	••	12 160	33 820	••	33 820	
AIR FOYLE											YEAR	ENDED :	31 DEC	1992
BAE-146	FRT	6	2	3	5	FRT	33.6- 34.9	2 404	••	2 404	6 550	••	6 550	2.7
TOTALS		6	2	3	5			2 404	••	2 404	6 550	••	6 550	
INDEPENDENT AIRWAYS											YEAR	ENDED :	31 DEC	1992
HAWKER HS-748	PAS	–	1	–	1	44	18.6	6	••	6	40	••	40	.2
TOTALS		–	1	–	1			6	••	6	40	••	40	
INTER EUROPEAN AW											YEAR	ENDED :	31 DEC	1992
BOEING 737 300	PAS	3	–	–	3	148	61.2	2 134	••	2 134	12 027	••	12 027	11.0
BOEING 737 400	PAS	–	1	–	1	170	64.6	445	••	445	3 356	••	3 356	13.7
BOEING 757	PAS	1	3	2	2	233	104.3	2 088	••	2 088	12 806	••	12 806	12.8
TOTALS		4	4	2	6			4 667	••	4 667	28 189	••	28 189	

FLEET STATISTICS BY AIR CARRIER - 1992

PART: C3 (CONT'D) — NON - SCHEDULED INTERNATIONAL OPERATORS — PAGE: C -39

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														
JANES AVIATION											YEAR	ENDED :	31 DEC	1992
HAWKER HS-748	FRT	–	7	–	7	FRT	20.0	1 016	••	1 016	913	••	913	.6
HP-7 DART HERALD	FRT	2	–	–	2	FRT	19.5	782	••	782	1 386	••	1 386	1.9
TOTALS		2	7	–	9			1 798	••	1 798	2 299	••	2 299	
CALEDONIAN AIRWAYS											YEAR	ENDED :	31 DEC	1992
BOEING 757	PAS	1	7	2	6	231	58.1	2 430	••	2 430	18 967	••	18 967	10.8
LOCKHEED L-1011	PAS	6	–	1	5	393	195.0	1 096	••	1 096	13 444	••	13 444	6.2
TOTALS		7	7	3	11			3 526	••	3 526	32 411	••	32 411	
AIRTOURS INTL											YEAR	ENDED :	31 DEC	1992
DOUGLAS MD-80 83	PAS	5	3	–	8	167	72.6	5 355	••	5 355	35 885	••	35 885	13.3
TOTALS		5	3	–	8			5 355	••	5 355	35 885	••	35 885	
TITAN AIRWAYS											YEAR	ENDED :	31 DEC	1992
CESSNA 404	CON	2	–	1	1	12	3.8	21	••	21	–	••	–	.0
EMBRAER EMB 110	CON	1	–	–	1	15	5.6	10	••	10	–	••	–	.0
SHORTS 330	CON	1	1	–	2	30	10.0	1 006	••	1 006	849	••	849	1.2
SHORTS 360	CON	–	2	–	2	39	11.6	100	••	100	65	••	65	.3
TOTALS		4	3	1	6			1 137	••	1 137	914	••	914	
AIR 2000											YEAR	ENDED :	31 DEC	1992
AIRBUS A320	PAS	–	4	–	4	179	75.2	578	••	578	6 312	••	6 312	10.8
BOEING 757	PAS	10	4	3	11	233	104.3	7 906	••	7 906	58 614	••	58 614	12.4
TOTALS		10	8	3	15			8 484	••	8 484	64 926	••	64 926	
ARAVCO LTD											YEAR	ENDED :	31 DEC	1992
GRUMMAN III	PAS	–	1	–	1	10	30.9	11	••	11	216	••	216	.8
HS-125,BAE-125	PAS	–	2	–	2	•••	10.0	1	••	1	22	••	22	.1
TOTALS		–	3	–	3			12	••	12	238	••	238	
BRISTOW HELICOPTERS											YEAR	ENDED :	31 DEC	1992
BELL 206 TEXTRON	CON	3	2	1	4	4	1.4	•••	••	•••	•••	••	•••	.0
BELL 212	CON	7	–	1	6	14	5.1	29	••	29	4 344	••	4 344	1.9
BELL 214	CON	3	–	1	2	9	3.9	700	••	700	1 429	••	1 429	1.9
PUMA 330/332 SUP	CON	25	–	2	23	19	8.2	12 003	••	12 003	29 856	••	29 856	3.4
SIKORSKY S-61 N	CON	15	1	1	15	24	9.3	4 581	••	4 581	9 747	••	9 747	1.8
SIKORSKY S-76	CON	10	–	1	9	12	4.5	278	••	278	4 033	••	4 033	1.1
TOTALS		63	3	7	59			17 591 M	••	17 591 M	49 409 M	••	49 409 M	

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														
AIR UK LEISURE											YEAR	ENDED :	31 DEC	1992
BOEING 737 400	PAS	6	1	–	7	170-172	67.2	3 426	••	3 426	22 582	••	22 582	9.2
TOTALS		6	1	–	7			3 426	••	3 426	22 582	••	22 582	
UNTD STATES														
EVERGREEN N											YEAR	ENDED :	31 DEC	1992
BOEING 727 100	P/F	10	–	–	10	118	76.6	2 922	••	2 922	3 271	••	3 132	4.0
BOEING 727 100	OTH	1	–	–	1	FRT	76.6	–	••	–	–	••	–	–
BOEING 747 100	FRT	10	–	2	8	FRT	327.7	••• B	••	••• B	••• B	••	••• B	••• B
BOEING 747 200	P/F	4	–	–	4	348	327.7	384	••	384	2 220	••	1 750	1.9
BOEING 747 SR	FRT	2	–	–	2	FRT	•••	464 C	••	464 C	2 918 C	••	2 155 C	3.0 C
DOUGLAS DC-8 60F	FRT	1	–	–	1	FRT	158.7	126	••	126	707	••	498	•••
DOUGLAS DC-8 70F	FRT	2	–	–	2	FRT	158.7	664	••	664	4 083	••	3 724	5.1
DOUGLAS DC-9 10	FRT	2	–	–	2	FRT	44.4	74	••	74	120	••	87	.5
DOUGLAS DC-9 30	FRT	4	2	–	6	FRT	51.7	5 987	••	5 987	7 416	••	7 285	•••
DOUGLAS DC-9 30	OTH	2	–	2	–	FRT	51.7	–	••	–	–	••	–	–
TOTALS		38	2	4	36			10 621	••	10 621	20 735	••	18 631	
EMERY WORLDWIDE											YEAR	ENDED :	31 DEC	1992
BOEING 727 100	FRT	••• B	Z	Z	••• B	FRT	76.6	••• B	••	••• B	••• B	••	••• B	••• B
BOEING 727 100C	FRT	24 C	–	–	24 C	FRT	76.6	•••	••	5 566 C	8 687 C	••	8 687 C	•••
DOUGLAS DC-8 50F	FRT	2	–	–	2	FRT	147.4	•••	••	1 992	2 694	••	2 694	1.8
DOUGLAS DC-8 60F	FRT	19	–	–	19	FRT	158.7	•••	••	13 632	22 145	••	22 145	15.1
DOUGLAS DC-8 70F	FRT	7	–	–	7	FRT	158.7	•••	••	4 445	13 286	••	13 286	•••
DOUGLAS DC-9 10	FRT	7	–	–	7	FRT	44.4	•••	••	3 452	2 808	••	2 808	15.3
TOTALS		59			59			M	••	29 087	49 620	••	49 620	
SOUTHERN AIR TRANSP. N											YEAR	ENDED :	31 DEC	1992
BOEING 707 300C	FRT	4	–	4	–	FRT	150.4	115	••	115	1 033	••	1 015	2.6
DOUGLAS DC-8 70F	FRT	3	1	–	4	FRT	158.7	1 151	••	1 151	5 044	••	5 021	7.6
LOCKHEED L100	FRT	16	–	1	15	FRT	70.3	10 494	••	10 478	22 352	••	22 147	6.9
TOTALS		23	1	5	19			11 760	••	11 744	28 429	••	28 183	
WORLD N											YEAR	ENDED :	31 DEC	1992
DOUGLAS DC10 10	PAS	1	–	1	–	354	251.7	306	••	306	972	••	958	9.0
DOUGLAS DC10 30	P/F	5	2	–	7	330-354	251.7	1 794	••	1 794	9 193	••	8 680	5.6
TOTALS		6	2	1	7			2 100	••	2 100	10 165	••	9 638	

N - FOR NOTE (S) ON THIS TABLE SEE PAGES D - 38 / D - 40

FLEET STATISTICS BY AIR CARRIER - 1992

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
MALTA														
MEDITERRANEAN AVIAT.											YEAR	ENDED :	31 DEC	1992
CASA C-212	UNK	4	–	–	4	•••	•••	1 546	••	•••	3 083	••	•••	•••
TOTALS		4	–	–	4			1 546	••	•••	3 083	••	•••	
SRI LANKA														
AIR TAXIS LTD											YEAR	ENDED :	31 DEC	1992
CESSNA 206	PAS	1	–	–	1	5	1.6	23	••	23	42	••	42	.2
MISC AIRCRAFT	OTH	1	–	–	1	•••	•••	150	••	150	221	••	221	.8
TOTALS		2	–	–	2			173	••	173	263	••	263	
CDE AVIATION											YEAR	ENDED :	31 DEC	1992
BELL 206 TEXTRON	PAS	1	–	–	1	4	1.4	692	••	560	345	••	280	.8
CESSNA 150	OTH	3	–	–	3	2	.8	2 780	••	–	2 082	••	–	5.7 Y
PIPER SENECA III	P/C	1	–	–	1	5	2.0	168	••	108	141	••	121	.3
TOTALS		5	–	–	5			3 640	••	668	2 568	••	401	
JOHN KEELS AVIATION											YEAR	ENDED :	31 DEC	1992
BELL B206A	CON	1	–	–	1	5	1.5	168	••	160	464	••	450	1.3
TOTALS		1	–	–	1			168	••	160	464	••	450	
SKY CABS (PVT) LTD											YEAR	ENDED :	31 DEC	1992
CESSNA 150	OTH	2	–	1	1	2	.8	•••	••	•••	1 594	••	•••	•••
CESSNA 170	OTH	1	–	–	1	4	1.2	•••	••	•••	12	••	•••	•••
TOTALS		3	–	1	2			•••	••	•••	1 606	••	•••	

PART D

INDIVIDUAL PERSONNEL TABLES OF AIR CARRIERS

1992

PARTIE D

TABLEAUX INDIVIDUELS DU PERSONNEL DES TRANSPORTEURS AÉRIENS

1992

PARTE D

TABLAS INDIVIDUALES DEL PERSONAL DE LOS TRANSPORTISTAS AEREOS

1992

ЧАСТЬ Д

ТАБЛИЦЫ ДАННЫХ О ЛИЧНОМ СОСТАВЕЕ ПО АВИАПЕРЕВОЗЧИКАМ

1992

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D1

SCHEDULED INTERNATIONAL AIRLINES

Country: **AUSTRIA**

RATE OF EXCHANGE: US $ 0.090968 = 1 SCHILLING

Airline: **AUA**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	SCHILLINGS	US Dollars	SCHILLINGS	US Dollars
Pilots and Co- Pilots	327	326	1 840 064	167 387	601 701	54 736
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	817	741	417 203	37 952	340 855	31 007
Maintenance and Overhaul Personnel	780	805	596 514	54 264	465 281	42 326
A) Licensed Aircraft Maintenance Mechanics	640	659	590 425	53 710	377 872	34 374
B) Other Maintenance and Overhaul Personnel	140	146	624 350	56 796	87 409	7 951
Ticketing, Sales and Promotional Personnel	841	886	645 108	58 684	542 536	49 353
Other Personnel	1 794	1 681	536 955	48 846	963 297	87 629
TOTAL PERSONNEL	4 559	4 439	••	••	2 913 670	265 051

Country: **AUSTRIA**

RATE OF EXCHANGE: US $ 0.090968 = 1 SCHILLING

Airline: **TYROLEAN AIRWAYS**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	SCHILLINGS	US Dollars	SCHILLINGS	US Dollars
Pilots and Co- Pilots	81	83	743 728	67 655	60 242	5 480
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	56	55	309 786	28 181	17 348	1 578
Maintenance and Overhaul Personnel	82	88	380 329	34 598	31 187	2 837
A) Licensed Aircraft Maintenance Mechanics	54	57	442 315	40 237	23 885	2 173
B) Other Maintenance and Overhaul Personnel	28	31	260 786	23 723	7 302	664
Ticketing, Sales and Promotional Personnel	50	52	326 840	29 732	16 342	1 487
Other Personnel	58	62	380 586	34 621	22 074	2 008
TOTAL PERSONNEL	327	340	••	••	147 193	13 390

Country: **BOLIVIA**

RATE OF EXCHANGE: US $ 0.255319 = 1 BOLIVIANO

Airline: **LAB**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	BOLIVIANOS	US Dollars	BOLIVIANOS	US Dollars
Pilots and Co- Pilots	86	84	100 284	25 604	8 624	2 202
Other Cockpit personnel	37	37	48 855	12 474	1 808	462
Cabin Attendants	103	104	27 511	7 024	2 834	723
Maintenance and Overhaul Personnel	242 C	242	30 743 C	7 849 C	7 440 C	1 900 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	52	52	19 393	4 951	1 008	257
Other Personnel	952	926	29 504	7 533	28 088	7 171
TOTAL PERSONNEL	1 472	1 445	••	••	49 802	12 715

Country: **BRAZIL**

RATE OF EXCHANGE: US $ 0.000201 = 1 CRUZEIRO

Airline: **TRANSBRASIL**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	CRUZEIROS	US Dollars	CRUZEIROS	US Dollars
Pilots and Co- Pilots	290	277	420 148 231	84 450	121 842 987	24 490
Other Cockpit personnel	9	7	278 574 032	55 993	2 507 166	504
Cabin Attendants	576	555	160 255 845	32 211	92 307 367	18 554
Maintenance and Overhaul Personnel	734 C	725	94 454 175 C	18 985 C	69 329 365 C	13 935 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	586	592	57 524 472	11 562	33 709 340	6 776
Other Personnel	2 492	2 447	75 142 568	[illegible] 104	187 255 278	37 638
TOTAL PERSONNEL	4 687	4 603	••	••	506 951 504	101 897

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D1 (CONT'D) **SCHEDULED INTERNATIONAL AIRLINES** PAGE: D - 2

Country: **BRAZIL** RATE OF EXCHANGE: US $ 0.000201 = 1 CRUZEIRO

Airline: **VARIG** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	CRUZEIROS	US Dollars	CRUZEIROS	US Dollars
Pilots and Co- Pilots	1 331	1 339	264 796 946	53 224	352 444 736	70 841
Other Cockpit personnel	360	328	120 508 265	24 222	43 382 976	8 720
Cabin Attendants	4 002	4 019	90 201 930	18 131	360 988 125	72 559
Maintenance and Overhaul Personnel	5 057 C	4 754	43 417 492 C	8 727 C	219 562 256 C	44 132 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	3 782	3 690	76 946 101	15 466	291 010 153	58 493
Other Personnel	9 606	10 349	55 730 731	11 202	535 349 406	107 605
TOTAL PERSONNEL	24 138	24 479	••	••	1 802 737 651	362 350

Country: **BRAZIL** RATE OF EXCHANGE: US $ 0.000201 = 1 CRUZEIRO

Airline: **CRUZEIRO** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	CRUZEIROS	US Dollars	CRUZEIROS	US Dollars
Pilots and Co- Pilots	9	6	223 059 789	44 835	2 007 538	404
Other Cockpit personnel	2	2	145 782 888	29 302	291 566	59
Cabin Attendants	1	1	64 740 235	13 013	64 740	13
Maintenance and Overhaul Personnel	495 C	475	38 234 389 C	7 685 C	18 926 023 C	3 804
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	•••
Ticketing, Sales and Promotional Personnel	383	358	50 313 711	10 113	19 270 151	3 873
Other Personnel	847	819	52 752 092	10 603	44 681 022	8 981
TOTAL PERSONNEL	1 737	1 661	••	••	85 241 040	17 133

Country: **BRAZIL** RATE OF EXCHANGE: US $ 0.000201 = 1 CRUZEIRO

Airline: **VASP** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	CRUZEIROS	US Dollars	CRUZEIROS	US Dollars
Pilots and Co- Pilots	709	450	26 008 833	5 228	18 440 263	3 706
Other Cockpit personnel	55	23	12 298 618	2 472	676 424	136
Cabin Attendants	1 092	875	7 125 977	1 432	7 781 567	1 564
Maintenance and Overhaul Personnel	1 445 C	1 309	8 006 841 C	1 609 C	11 569 885 C	2 326 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	1 346	1 181	6 304 182	1 267	8 485 429	1 706
Other Personnel	3 856	3 233	7 240 799	1 455	27 920 519	5 612
TOTAL PERSONNEL	8 503	7 071	••	••	74 874 087	15 050

Country: **CANADA** RATE OF EXCHANGE: US $ 0.823836 = 1 DOLLAR

Airline: **AIR CANADA** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	DOLLARS	US Dollars	DOLLARS	US Dollars
Pilots and Co- Pilots	1 571	1 539	110 433	90 979	173 490	142 927
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	2 873	2 957	39 466	32 514	113 385	93 411
Maintenance and Overhaul Personnel	4 453 C	2 756	30 093 C	24 792 C	134 005 C	110 398 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	4 098	2 933	25 454	20 970	104 312	85 936
Other Personnel	6 925	6 894	51 421	42 362	356 093	293 362
TOTAL PERSONNEL	19 920	17 079	••	••	881 285	726 034

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D1 (CONT'D) **SCHEDULED INTERNATIONAL AIRLINES** PAGE: D - 3

Country: **CANADA** RATE OF EXCHANGE: US $ 0.823836 = 1 DOLLAR

Airline: **CANADIAN** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	DOLLARS	US Dollars	DOLLARS	US Dollars
Pilots and Co- Pilots	1 281	1 267	128 262	105 667	164 304	135 359
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	2 665	2 643	43 302	35 674	115 399	95 070
Maintenance and Overhaul Personnel	3 415	3 322	44 413	36 589	151 671	124 952
A) Licensed Aircraft Maintenance Mechanics	1 395	1 325	41 568	34 245	57 987	47 772
B) Other Maintenance and Overhaul Personnel	2 020	1 997	46 378	38 208	93 684	77 180
Ticketing, Sales and Promotional Personnel	6 486	6 300	35 878	29 558	232 706	191 711
Other Personnel	2 491	2 381	38 213	31 481	95 189	78 420
TOTAL PERSONNEL	16 338	15 913	••	••	759 269	625 513

Country: **CHILE**

Airline: **LAN CHILE** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	185		•••		•••
Other Cockpit personnel	•••	18		•••		•••
Cabin Attendants	•••	396		•••		•••
Maintenance and Overhaul Personnel	•••	402		•••		•••
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		•••		•••
B) Other Maintenance and Overhaul Personnel	•••	••• B		•••		•••
Ticketing, Sales and Promotional Personnel	•••	648		•••		•••
Other Personnel	•••	330		•••		•••
TOTAL PERSONNEL	•••	1 979	••	••		•••

Country: **CHILE** RATE OF EXCHANGE: US $ 0.002755 = 1 PESO

Airline: **LADECO** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	PESOS	US Dollars	PESOS	US Dollars
Pilots and Co- Pilots	130	126	•••	•••	•••	•••
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	186	286	•••	•••	•••	•••
Maintenance and Overhaul Personnel	251 C	366	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	184	269	•••	•••	•••	•••
Other Personnel	617	948	•••	•••	•••	•••
TOTAL PERSONNEL	1 368	1 995	••	••	•••	•••

Country: **COLOMBIA** RATE OF EXCHANGE: US $ 0.001310 = 1 PESO

Airline: **SAM** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	PESOS	US Dollars	PESOS	US Dollars
Pilots and Co- Pilots	60	64	11 869 650	15 549	712 179	933
Other Cockpit personnel	51	50	9 730 569	12 747	496 259	650
Cabin Attendants	98	107	2 908 163	3 810	285 000	373
Maintenance and Overhaul Personnel	5 C	6	8 000 000 C	10 480 C	40 000 C	52 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	24	26	2 791 667	3 657	67 000	88
Other Personnel	284	301	3 420 775	4 481	971 500	1 273
TOTAL PERSONNEL	522	554	••	••	2 571 938	3 369

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D1 (CONT'D) **SCHEDULED INTERNATIONAL AIRLINES** PAGE: D - 4

Country: **COSTA RICA** RATE OF EXCHANGE: US $ 0.007465 = 1 COLON

Airline: **LACSA** Year Ended: 30 SEP 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	COLONES	US Dollars	COLONES	US Dollars
Pilots and Co- Pilots	64	69	2 402 565	17 935	153 764	1 148
Other Cockpit personnel	10	5	1 444 808	10 785	14 448	108
Cabin Attendants	104	107	638 450	4 766	66 399	496
Maintenance and Overhaul Personnel	89 C	96	1 065 414 C	7 953 C	94 822 C	708 C
A) Licensed Aircraft Maintenance Mechanics	••• B	B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	144	153	1 650 069	12 318	237 610	1 774
Other Personnel	492	504	1 620 052	12 094	797 065	5 950
TOTAL PERSONNEL	903	934	••	••	1 364 108	10 183

Country: **COTE D'IVOIRE** RATE OF EXCHANGE: US $ 0.003779 = 1 C F A FRANC

Airline: **AIR IVOIRE** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	C F A FRANCS	US Dollars	C F A FRANCS	US Dollars
Pilots and Co- Pilots	45	45	•••	•••	•••	•••
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	15	15	•••	•••	•••	•••
Maintenance and Overhaul Personnel	65 C	65	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	•••	•••	•••	•••	•••	•••
Other Personnel	•••	•••	•••	•••	•••	•••
TOTAL PERSONNEL	•••	•••	••	••	•••	•••

Country: **CZECHOSLOVAK** RATE OF EXCHANGE: US $ 0.035608 = 1 KORUNA

Airline: **CSA** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	KORUNY	US Dollars	KORUNY	US Dollars
Pilots and Co- Pilots	•••	••• B	••• B	••• B	••• B	••• B
Other Cockpit personnel	•••	300	178 336 C	6 350 C	53 501 C	1 905 C
Cabin Attendants	•••	424	51 956	1 850	22 029	784
Maintenance and Overhaul Personnel	•••	2 489	68 682 C	2 446 C	170 951 C	6 087 C
A) Licensed Aircraft Maintenance Mechanics	•••	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	•••	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	•••	596	69 338	2 469	41 326	1 472
Other Personnel	•••	557	66 520	2 369	37 052	1 319
TOTAL PERSONNEL	•••	4 366	••	••	324 858	11 568

Country: **ECUADOR**

Airline: **ECUATORIANA** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	48		•••		•••
Other Cockpit personnel	•••	13		•••		•••
Cabin Attendants	•••	129		•••		•••
Maintenance and Overhaul Personnel	•••	98		•••		•••
A) Licensed Aircraft Maintenance Mechanics	•••	62		•••		•••
B) Other Maintenance and Overhaul Personnel	•••	36		•••		•••
Ticketing, Sales and Promotional Personnel	•••	147		•••		•••
Other Personnel	•••	660		•••		•••
TOTAL PERSONNEL	•••	1 095	••	••		•••

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D1 (CONT'D) **SCHEDULED INTERNATIONAL AIRLINES** PAGE: D - 5

Country: **EGYPT** RATE OF EXCHANGE: US $ 0.302077 = 1 POUND

Airline: **EGYPTAIR** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	325	336	124 954	37 746	40 610	12 267
Other Cockpit personnel	72	72	•••	•••	•••	•••
Cabin Attendants	924	928	13 240	3 999	12 234	3 696
Maintenance and Overhaul Personnel	2 465 C	2 518	3 357 C	1 014 C	8 276 C	2 500 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	2 122	2 261	2 974	898	6 311	1 906
Other Personnel	8 355	8 799	729	220	6 088	1 839
TOTAL PERSONNEL	14 263	14 914	••	••	•••	•••

Country: **ESTONIA** RATE OF EXCHANGE: US $ 0.077000 = 1 KROON

Airline: **ESTONIAN AIR** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	KROONI	US Dollars	KROONI	US Dollars
Pilots and Co- Pilots	107	78	•••	•••	•••	•••
Other Cockpit personnel	86	60	•••	•••	•••	•••
Cabin Attendants	58	45	•••	•••	•••	•••
Maintenance and Overhaul Personnel	•••	•••	••	••	••	••
A) Licensed Aircraft Maintenance Mechanics	•••	•••	••	••	••	••
B) Other Maintenance and Overhaul Personnel	•••	•••	••	••	••	••
Ticketing, Sales and Promotional Personnel	63	43	•••	•••	•••	•••
Other Personnel	773	309	•••	•••	•••	•••
TOTAL PERSONNEL	1 240	675	••	••	•••	•••

Country: **FINLAND**

Airline: **FINNAIR** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	465	462		70 139		32 615
Other Cockpit personnel	4	4		46 869		187
Cabin Attendants	1 284	1 322		25 813		33 144
Maintenance and Overhaul Personnel	2 076	1 979		31 122		64 609
A) Licensed Aircraft Maintenance Mechanics	304	304		35 843		10 896
B) Other Maintenance and Overhaul Personnel	1 772	1 675		30 312		53 713
Ticketing, Sales and Promotional Personnel	1 307	1 269		30 302		39 604
Other Personnel	2 829	2 581		28 050		79 354
TOTAL PERSONNEL	7 965	7 617	••	••		249 514

Country: **FRANCE** RATE OF EXCHANGE: US $ 0.188979 = 1 FRANC

Airline: **AOM-MINERVE S.A.** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	FRANCS	US Dollars	FRANCS	US Dollars
Pilots and Co- Pilots	132	121	697 030	131 724	92 008	17 388
Other Cockpit personnel	42	41	637 583	120 490	26 778	5 061
Cabin Attendants	483	418	153 856	29 076	74 312	14 043
Maintenance and Overhaul Personnel	66	78	174 255	32 931	11 501	2 173
A) Licensed Aircraft Maintenance Mechanics	18	21	227 021	42 902	4 086	772
B) Other Maintenance and Overhaul Personnel	48	57	154 468	29 191	7 414	1 401
Ticketing, Sales and Promotional Personnel	28	28	80 679	15 247	2 259	427
Other Personnel	331	340	165 549	31 285	54 797	10 355
TOTAL PERSONNEL	1 082	1 026	••	••	261 655	49 447

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D1 (CONT'D)

SCHEDULED INTERNATIONAL AIRLINES

Country: **FRANCE**

RATE OF EXCHANGE: US $ 0.188979 = 1 FRANC

Airline: **BRITT AIR**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	FRANCS	US Dollars	FRANCS	US Dollars
Pilots and Co- Pilots	129	132	338 607	63 990	43 680	8 255
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	86	91	134 818	25 478	11 594	2 191
Maintenance and Overhaul Personnel	63	68	130 133	24 592	8 198	1 549
A) Licensed Aircraft Maintenance Mechanics	43	47	133 594	25 246	5 745	1 086
B) Other Maintenance and Overhaul Personnel	20	21	122 692	23 186	2 454	464
Ticketing, Sales and Promotional Personnel	24	27	110 857	20 950	2 661	503
Other Personnel	92	101	158 497	29 953	14 582	2 756
TOTAL PERSONNEL	394	419	••	••	80 715	15 254

Country: **FRANCE**

RATE OF EXCHANGE: US $ 0.188979 = 1 FRANC

Airline: **TAT/TAT EXPORT**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	FRANCS	US Dollars	FRANCS	US Dollars
Pilots and Co- Pilots	••• B	••• B	••• B	••• B	••• B	•••
Other Cockpit personnel	••• B	••• B	••• B	••• B	••• B	•••
Cabin Attendants	698 C	694	369 279 C	69 786 C	257 757 C	48 711
Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	•••
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	•••
Ticketing, Sales and Promotional Personnel	••• B	••• B	••• B	••• B	••• B	•••
Other Personnel	913 C	901	162 072 C	30 628 C	147 972 C	27 964
TOTAL PERSONNEL	1 611	1 595	••	••	405 729	76 674

Country: **FRANCE**

RATE OF EXCHANGE: US $ 0.188979 = 1 FRANC

Airline: **AIR INTER**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	FRANCS	US Dollars	FRANCS	US Dollars
Pilots and Co- Pilots	674	704	•••	•••	•••	•••
Other Cockpit personnel	214	208	•••	•••	•••	•••
Cabin Attendants	1 963	1 928	•••	•••	•••	•••
Maintenance and Overhaul Personnel	2 581 C	2 646	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	1 347	1 278	•••	•••	•••	•••
Other Personnel	4 410	4 291	•••	•••	•••	•••
TOTAL PERSONNEL	11 189	11 055	••	••	•••	•••

Country: **FRANCE**

RATE OF EXCHANGE: US $ 0.188979 = 1 FRANC

Airline: **AIR LITTORAL**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	FRANCS	US Dollars	FRANCS	US Dollars
Pilots and Co- Pilots	•••	••• B	•••	•••	•••	•••
Other Cockpit personnel	•••	••• B	•••	•••	•••	•••
Cabin Attendants	•••	334	•••	•••	•••	•••
Maintenance and Overhaul Personnel	•••	••• B	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	•••	••• B	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	•••	••• B	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	•••	••• B	•••	•••	•••	•••
Other Personnel	•••	462	•••	•••	•••	•••
TOTAL PERSONNEL	•••	796	••	••	•••	•••

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D1 (CONT'D)

SCHEDULED INTERNATIONAL AIRLINES

Country: **GERMANY**

RATE OF EXCHANGE: US $ 0.640171 = 1 MARK

Airline: **LUFTHANSA**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	MARK	US Dollars	MARK	US Dollars
Pilots and Co- Pilots	••• B	••• B	••• B	••• B	••• B	••• B
Other Cockpit personnel	3 204 C	3 180	238 452 C	152 650 C	764 000 C	489 091 C
Cabin Attendants	9 123	8 400	81 004	51 856	739 000	473 086
Maintenance and Overhaul Personnel	13 898 C	13 354	83 897 C	53 708 C	1 166 000 C	746 439 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	17 918	17 718	76 850	49 197	1 377 000	881 515
Other Personnel	6 255	5 699	96 243	61 612	602 000	385 383
TOTAL PERSONNEL	50 398	48 351	••	••	4 648 000	2 975 515

Country: **GERMANY**

RATE OF EXCHANGE: US $ 0.640171 = 1 MARK

Airline: **EUROWINGS**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	MARK	US Dollars	MARK	US Dollars
Pilots and Co- Pilots	184	168	•••	•••	•••	•••
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	100	120	•••	•••	•••	•••
Maintenance and Overhaul Personnel	–	–	–	–	–	–
A) Licensed Aircraft Maintenance Mechanics	–	–	–	–	–	–
B) Other Maintenance and Overhaul Personnel	–	–	–	–	–	–
Ticketing, Sales and Promotional Personnel	–	–	–	–	–	–
Other Personnel	209	246	•••	•••	•••	•••
TOTAL PERSONNEL	493	534	••	••	•••	•••

Country: **GREECE**

RATE OF EXCHANGE: US $ 0.005219 = 1 DRACHMA

Airline: **OLYMPIC**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	DRACHMAS	US Dollars	DRACHMAS	US Dollars
Pilots and Co- Pilots	•••	420	•••	•••	•••	•••
Other Cockpit personnel	•••	133	•••	•••	•••	•••
Cabin Attendants	•••	1 285	•••	•••	•••	•••
Maintenance and Overhaul Personnel	•••	2 093	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	•••	••• B	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	•••	••• B	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	•••	2 185	•••	•••	•••	•••
Other Personnel	•••	3 945	•••	•••	•••	•••
TOTAL PERSONNEL	•••	10 061	••	••	•••	•••

Country: **GUINEA**

RATE OF EXCHANGE: US $ 0.001103 = 1 FRANC

Airline: **AIR GUINEE**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	FRANCS	US Dollars	FRANCS	US Dollars
Pilots and Co- Pilots	•••	32	•••	•••	•••	•••
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	•••	37	•••	•••	•••	•••
Maintenance and Overhaul Personnel	•••	37	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	•••	••• B	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	•••	••• B	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	•••	41	•••	•••	•••	•••
Other Personnel	•••	135	•••	•••	•••	•••
TOTAL PERSONNEL	•••	282	••	••	•••	•••

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D1 (CONT'D) **SCHEDULED INTERNATIONAL AIRLINES** PAGE: D - 8

Country: **HONDURAS**

Airline: **SAHSA** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	25	25		20 717		518
Other Cockpit personnel	5	5		4 474		22
Cabin Attendants	48	48		5 943		285
Maintenance and Overhaul Personnel	67 C	71		10 695 C		717 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B		••• B		••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B		••• B		••• B
Ticketing, Sales and Promotional Personnel	82	72		24 952		2 046
Other Personnel	200	160		45 517		9 103
TOTAL PERSONNEL	427	381	••	••		12 691

Country: **INDIA** RATE OF EXCHANGE: US $ 0.037260 = 1 RUPEE

Airline: **AIR INDIA** Year Ended: 31 MAR 1993

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	RUPEES	US Dollars	RUPEES	US Dollars
Pilots and Co- Pilots	358	369	323 832	12 066	115 932	4 320
Other Cockpit personnel	76	84	287 647	10 718	21 861	815
Cabin Attendants	2 148	2 172	111 822	4 166	240 194	8 950
Maintenance and Overhaul Personnel	5 684 C	5 728	137 300 C	5 116 C	780 414 C	29 078
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	•••
Ticketing, Sales and Promotional Personnel	4 254	4 242	265 482	9 892	1 129 362	42 080
Other Personnel	4 990	5 122	121 128	4 513	604 427	22 521
TOTAL PERSONNEL	17 510	17 717	••	••	2 892 189	107 763

Country: **INDIA** RATE OF EXCHANGE: US $ 0.037260 = 1 RUPEE

Airline: **INDIAN AIRLINES** Year Ended: 31 MAR 1993

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	RUPEES	US Dollars	RUPEES	US Dollars
Pilots and Co- Pilots	532	512	559 466	20 846	297 636	11 090
Other Cockpit personnel	38	40	562 395	20 955	21 371	796
Cabin Attendants	1 080	1 091	161 481	6 017	174 400	6 498
Maintenance and Overhaul Personnel	8 156 C	8 295	81 317 C	3 030 C	663 225 C	24 712 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	5 647	5 741	85 721	3 194	484 064	18 036
Other Personnel	6 814	6 925	93 206	3 473	635 104	23 664
TOTAL PERSONNEL	22 267	22 604	••	••	2 275 800	84 796

Country: **INDONESIA** RATE OF EXCHANGE: US $ 0.000492 = 1 RUPIAH

Airline: **MERPATI NUSANTARA** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	RUPIAHS	US Dollars	RUPIAHS	US Dollars
Pilots and Co- Pilots	335	462	37 112 836	18 260	12 432 800	6 117
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	458	443	6 137 555	3 020	2 811 000	1 383
Maintenance and Overhaul Personnel	747 C	903	12 608 969 C	6 204 C	9 418 900 C	4 634 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	–	–	–	–	–	–
Other Personnel	2 542	2 759	9 095 319	4 475	23 120 300	11 375
TOTAL PERSONNEL	4 082	4 567	••	••	47 783 000	23 509

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D1 (CONT'D)

SCHEDULED INTERNATIONAL AIRLINES

Country: **INDONESIA**

RATE OF EXCHANGE: US $ 0.000492 = 1 RUPIAH

Airline: **SEMPATI**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	RUPIAHS	US Dollars	RUPIAHS	US Dollars
Pilots and Co- Pilots	111	126	30 869 948	15 188	3 426 564	1 686
Other Cockpit personnel	57	63	17 969 145	8 841	1 024 241	504
Cabin Attendants	194	222	•••	•••	•••	•••
Maintenance and Overhaul Personnel	273 C	274	136 259 211 C	67 040 C	37 198 765 C	18 302 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	478	597	•••	•••	•••	•••
Other Personnel	272	312	51 540 657	25 358	14 019 059	6 897
TOTAL PERSONNEL	1 385	1 594	••	••	•••	•••

Country: **ISRAEL**

Airline: **EL AL**

Year Ended: 31 MAR 1993

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	196		•••		•••
Other Cockpit personnel	•••	58		•••		•••
Cabin Attendants	•••	255		•••		•••
Maintenance and Overhaul Personnel	•••	1 174		•••		•••
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		•••		•••
B) Other Maintenance and Overhaul Personnel	•••	••• B		•••		•••
Ticketing, Sales and Promotional Personnel	•••	553		•••		•••
Other Personnel	•••	1 181		•••		•••
TOTAL PERSONNEL	•••	3 417	••	••		•••

Country: **ITALY**

RATE OF EXCHANGE: US $ 0.000805 = 1 LIRA

Airline: **ATI**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	LIRE	US Dollars	LIRE	US Dollars
Pilots and Co- Pilots	••• B	••• B	••• B	••• B	••• B	••• B
Other Cockpit personnel	••• B	••• B	••• B	••• B	••• B	••• B
Cabin Attendants	1 367 C	1 315	134 233 946 C	108 058 C	183 497 804 C	147 716 C
Maintenance and Overhaul Personnel	236 C	204	53 878 098 C	43 372 C	12 715 231 C	10 236 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Other Personnel	695 C	656	64 219 988 C	51 697 C	44 632 892 C	35 929 C
TOTAL PERSONNEL	2 298	2 175	••	••	240 845 927	193 881

Country: **ITALY**

RATE OF EXCHANGE: US $ 0.000805 = 1 LIRA

Airline: **MERIDIANA**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	LIRE	US Dollars	LIRE	US Dollars
Pilots and Co- Pilots	163	163	146 508 436	117 939	23 880 875	19 224
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	273	241	70 390 714	56 665	19 216 665	15 469
Maintenance and Overhaul Personnel	229	229	64 693 996	52 079	14 814 925	11 926
A) Licensed Aircraft Maintenance Mechanics	120	120	64 693 992	52 079	7 763 279	6 249
B) Other Maintenance and Overhaul Personnel	109	109	64 694 000	52 079	7 051 646	5 677
Ticketing, Sales and Promotional Personnel	160	150	60 038 744	48 331	9 606 199	7 733
Other Personnel	459	389	64 231 133	51 706	29 482 090	23 733
TOTAL PERSONNEL	1 284	1 172	••	••	97 000 754	78 086

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D1 (CONT'D) **SCHEDULED INTERNATIONAL AIRLINES** PAGE: D - 10

Country: **JAPAN** RATE OF EXCHANGE: US $ 0.008067 = 1 YEN

Airline: **JAPAN ASIA AIRWAYS** Year Ended: 31 MAR 1993

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	YEN	US Dollars	YEN	US Dollars
Pilots and Co- Pilots	••• B	••• B	••• B	••• B	••• B	••• B
Other Cockpit personnel	95 C	92	22 001 455 C	177 486 C	2 090 138 C	16 861 C
Cabin Attendants	477	426	7 086 344	57 166	3 380 186	27 268
Maintenance and Overhaul Personnel	38 C	43	9 880 483 C	79 706 C	375 458 C	3 029 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	152	155	10 130 870	81 726	1 539 892	12 422
Other Personnel	223	215	8 987 830	72 505	2 004 286	16 169
TOTAL PERSONNEL	985	931	••	••	9 389 961	75 749

Country: **JAPAN** RATE OF EXCHANGE: US $ 0.008067 = 1 YEN

Airline: **JAPAN AIR SYSTEM** Year Ended: 31 MAR 1993

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	YEN	US Dollars	YEN	US Dollars
Pilots and Co- Pilots	711	766	20 970 464	169 169	14 910 000	120 279
Other Cockpit personnel	60	65	•••	•••	•••	•••
Cabin Attendants	1 176	1 127	7 196 429	58 054	8 463 000	68 271
Maintenance and Overhaul Personnel	1 525 C	1 520	9 755 410 C	78 697 C	14 877 000 C	120 013
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	•••
Ticketing, Sales and Promotional Personnel	1 537	1 493	7 359 141	59 366	11 311 000	91 246
Other Personnel	431	425	•••	•••	•••	•••
TOTAL PERSONNEL	5 440	5 396	••	••	•••	•••

Country: **JAPAN** RATE OF EXCHANGE: US $ 0.008067 = 1 YEN

Airline: **JAL** Year Ended: 31 MAR 1993

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	YEN	US Dollars	YEN	US Dollars
Pilots and Co- Pilots	••• B	••• B	••• B	••• B	••• B	••• B
Other Cockpit personnel	2 482 C	2 478	24 300 271 C	196 030 C	60 313 272 C	486 547 C
Cabin Attendants	6 788	6 705	8 728 500	70 413	59 249 056	477 962
Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Other Personnel	13 001 C	12 808	11 062 421 C	89 241 C	143 822 540 C	1 160 216 C
TOTAL PERSONNEL	22 271	21 991	••	••	263 384 869	2 124 726

Country: **JAPAN** RATE OF EXCHANGE: US $ 0.008067 = 1 YEN

Airline: **NIPPON CARGO** Year Ended: 31 MAR 1993

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	YEN	US Dollars	YEN	US Dollars
Pilots and Co- Pilots	96	95	•••	•••	•••	•••
Other Cockpit personnel	50	49	•••	•••	•••	•••
Cabin Attendants	–	–	–	–	–	–
Maintenance and Overhaul Personnel	56	57	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	40	41	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	16	16	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	139	138	•••	•••	•••	•••
Other Personnel	341	328	•••	•••	•••	•••
TOTAL PERSONNEL	682	667	••	••	•••	•••

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D1 (CONT'D)

SCHEDULED INTERNATIONAL AIRLINES

Country: **JAPAN**

RATE OF EXCHANGE: US $ 0.008067 = 1 YEN

Airline: **ALL NIPPON AIRWAYS**

Year Ended: 31 MAR 1993

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	YEN	US Dollars	YEN	US Dollars
Pilots and Co- Pilots	1 267	1 327	19 985 550	161 223	25 321 692	204 270
Other Cockpit personnel	213	207	16 604 824	133 951	3 536 827	28 532
Cabin Attendants	3 387	3 552	6 544 929	52 798	22 167 675	178 827
Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Other Personnel	8 533 C	•••	10 151 454 C	81 892 C	86 622 359 C	698 783 C
TOTAL PERSONNEL	13 400	13 556	••	••	137 648 554	1 110 411

Country: **KENYA**

RATE OF EXCHANGE: US $ 0.033732 = 1 SHILLING

Airline: **KENYA AIRWAYS**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	SHILLINGS	US Dollars	SHILLINGS	US Dollars
Pilots and Co- Pilots	•••	••• B	••• B	••• B	••• B	•••
Other Cockpit personnel	•••	120	1 744 167 C	58 834 C	209 300 C	7 060
Cabin Attendants	•••	265	818 491	27 609	216 900	7 316
Maintenance and Overhaul Personnel	•••	460	170 000 C	5 734 C	78 200 C	2 638
A) Licensed Aircraft Maintenance Mechanics	•••	••• B	••• B	••• B	••• B	•••
B) Other Maintenance and Overhaul Personnel	•••	••• B	••• B	••• B	••• B	•••
Ticketing, Sales and Promotional Personnel	•••	554	293 141	9 888	162 400	5 478
Other Personnel	•••	1 350	97 556	3 291	131 700	4 443
TOTAL PERSONNEL	•••	2 749	••	••	798 500	26 935

Country: **KUWAIT**

RATE OF EXCHANGE: US $ 3.445306 = 1 DINAR

Airline: **KUWAIT AIRWAYS**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	DINARS	US Dollars	DINARS	US Dollars
Pilots and Co- Pilots	•••	239	•••	•••	•••	•••
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	•••	628	•••	•••	•••	•••
Maintenance and Overhaul Personnel	•••	1 146	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	•••	••• B	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	•••	••• B	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	•••	1 008	•••	•••	•••	•••
Other Personnel	•••	2 008	•••	•••	•••	•••
TOTAL PERSONNEL	•••	5 029	••	••	•••	•••

Country: **LITHUANIA**

RATE OF EXCHANGE: US $ 0.000000 = 1 ROUBLE

Airline: **LIETUVA**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	ROUBLES	US Dollars	ROUBLES	US Dollars
Pilots and Co- Pilots	73	70	•••	•••	•••	•••
Other Cockpit personnel	11	11	•••	•••	•••	•••
Cabin Attendants	10	10	•••	•••	•••	•••
Maintenance and Overhaul Personnel	61 C	56	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	17	15	•••	•••	•••	•••
Other Personnel	32	39	•••	•••	•••	•••
TOTAL PERSONNEL	204	201	••	••	•••	•••

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D1 (CONT'D) **SCHEDULED INTERNATIONAL AIRLINES** PAGE: D - 12

Country: **LITHUANIA** RATE OF EXCHANGE: US $ 0.000000 = 1 ROUBLE

Airline: **LITHUANIAN AIRLINES** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	ROUBLES	US Dollars	ROUBLES	US Dollars
Pilots and Co- Pilots	220	196	•••	•••	•••	•••
Other Cockpit personnel	135	119	•••	•••	•••	•••
Cabin Attendants	138	125	•••	•••	•••	•••
Maintenance and Overhaul Personnel	463	413	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	220	196	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	243	217	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	129	131	•••	•••	•••	•••
Other Personnel	415	356	•••	•••	•••	•••
TOTAL PERSONNEL	1 500	1 340	••	••	•••	•••

Country: **MADAGASCAR** RATE OF EXCHANGE: US $ 0.000537 = 1 FRANC

Airline: **AIR MADAGASCAR** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	FRANCS	US Dollars	FRANCS	US Dollars
Pilots and Co- Pilots	••• B	••• B	••• B	••• B	••• B	•••
Other Cockpit personnel	36 C	36	75 117 615 C	40 338 C	2 704 234 C	1 452
Cabin Attendants	87	84	14 550 425	7 814	1 265 887	680
Maintenance and Overhaul Personnel	200 C	201	4 996 408 C	2 683 C	999 282 C	537
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	•••
Ticketing, Sales and Promotional Personnel	441	442	9 075 453	4 874	4 002 275	2 149
Other Personnel	463	451	9 191 781	4 936	4 255 795	2 285
TOTAL PERSONNEL	1 227	1 214	••	••	13 227 472	7 103

Country: **MEXICO** RATE OF EXCHANGE: US $ 0.322584 = 1 PESO

Airline: **AEROMEXICO** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	PESOS	US Dollars	PESOS	US Dollars
Pilots and Co- Pilots	640	659	277 934	89 657	177 878	57 381
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	1 148	1 277	82 914	26 747	95 185	30 705
Maintenance and Overhaul Personnel	1 483 C	1 265	59 790 C	19 287 C	88 668 C	28 603 C
A) Licensed Aircraft Maintenance Mechanics	B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	466	378	125 646	40 531	58 551	18 888
Other Personnel	3 866	2 575	59 314	19 134	229 306	73 970
TOTAL PERSONNEL	7 603	6 154	••	••	649 588	209 547

Country: **MEXICO** RATE OF EXCHANGE: US $ 0.322584 = 1 PESO

Airline: **MEXICANA** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	PESOS	US Dollars	PESOS	US Dollars
Pilots and Co- Pilots	953	951	•••	•••	•••	•••
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	1 457	1 462	•••	•••	•••	•••
Maintenance and Overhaul Personnel	1 819	1 199	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	1 415	1 028	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	404	171	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	1 678	1 030	•••	•••	•••	•••
Other Personnel	5 900	3 897	•••	•••	•••	•••
TOTAL PERSONNEL	11 807	8 539	••	••	•••	•••

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D1 (CONT'D)

SCHEDULED INTERNATIONAL AIRLINES

Country: **NEW ZEALAND**

RATE OF EXCHANGE: US $ 0.530933 = 1 DOLLAR

Airline: **AIR NEW ZEALAND**

Year Ended: 30 JUN 1993

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	DOLLARS	US Dollars	DOLLARS	US Dollars
Pilots and Co- Pilots	498	495	•••	•••	•••	•••
Other Cockpit personnel	60	60	•••	•••	•••	•••
Cabin Attendants	1 262	1 241	•••	•••	•••	•••
Maintenance and Overhaul Personnel	1 751 C	1 738	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	955	1 140	•••	•••	•••	•••
Other Personnel	2 765	2 531	•••	•••	•••	•••
TOTAL PERSONNEL	7 291	7 205	••	••	•••	•••

Country: **PAKISTAN**

RATE OF EXCHANGE: US $ 0.040311 = 1 RUPEE

Airline: **PIA**

Year Ended: 30 JUN 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	RUPEES	US Dollars	RUPEES	US Dollars
Pilots and Co- Pilots	••• B	••• B	••• B	••• B	••• B	•••
Other Cockpit personnel	734 C	727	473 978 C	19 107 C	347 900 C	14 024
Cabin Attendants	1 463	1 589	113 739	4 585	166 400	6 708
Maintenance and Overhaul Personnel	4 980 C	4 915	127 189 C	5 127 C	633 400 C	25 533
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	•••
Ticketing, Sales and Promotional Personnel	2 816	2 797	223 011	8 990	628 000	25 315
Other Personnel	10 846	10 680	127 715	5 148	1 385 200	55 839
TOTAL PERSONNEL	20 839	20 708	••	••	3 160 900	127 419

Country: **PERU**

RATE OF EXCHANGE: US $ 0.799520 = 1 NEW SOL

Airline: **FAUCETT**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	NEW SOLES	US Dollars	NEW SOLES	US Dollars
Pilots and Co- Pilots	47	42	39 921	31 918	1 876	1 500
Other Cockpit personnel	13	13	29 434	23 533	383	306
Cabin Attendants	128	127	9 536	7 624	1 221	976
Maintenance and Overhaul Personnel	158 C	130	12 303 C	9 836 C	1 944 C	1 554 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	102	75	6 023	4 816	614	491
Other Personnel	918	604	7 243	5 791	6 649	5 316
TOTAL PERSONNEL	1 366	991	••	••	12 687	10 143

Country: **PHILIPPINES**

RATE OF EXCHANGE: US $ 0.039455 = 1 PESO

Airline: **PAL**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	PESOS	US Dollars	PESOS	US Dollars
Pilots and Co- Pilots	437	459	986 625	38 927	431 155	17 011
Other Cockpit personnel	143	151	298 007	11 758	42 615	1 681
Cabin Attendants	1 622	1 739	146 889	5 796	238 254	9 400
Maintenance and Overhaul Personnel	2 834 C	2 796	153 596 C	6 060 C	435 291 C	17 174 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	1 935	1 971	299 379	11 812	579 299	22 856
Other Personnel	6 539	6 689	137 611	5 429	899 840	35 503
TOTAL PERSONNEL	13 510	13 805	••	••	2 626 454	103 627

PERSONNEL STATISTICS BY AIRLINE - 1992

SCHEDULED INTERNATIONAL AIRLINES

Country: **POLAND**

RATE OF EXCHANGE: US $ 0.000072 = 1 ZLOTY

Airline: **LOT**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	ZLOTYS	US Dollars	ZLOTYS	US Dollars
Pilots and Co- Pilots	•••	319	•••	•••	•••	•••
Other Cockpit personnel	•••	138	•••	•••	•••	•••
Cabin Attendants	•••	557	•••	•••	•••	•••
Maintenance and Overhaul Personnel	•••	605	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	•••	460	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	•••	145	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	•••	198	•••	•••	•••	•••
Other Personnel	•••	2 720	•••	•••	•••	•••
TOTAL PERSONNEL	•••	4 537	••	••	•••	•••

Country: **PORTUGAL**

RATE OF EXCHANGE: US $ 0.007389 = 1 ESCUDO

Airline: **TAP AIR PORTUGAL**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	ESCUDOS	US Dollars	ESCUDOS	US Dollars
Pilots and Co- Pilots	430	451	18 853 086	139 305	8 106 827	59 901
Other Cockpit personnel	103	105	21 470 136	158 643	2 211 424	16 340
Cabin Attendants	1 399	1 399	5 670 837	41 902	7 933 501	58 621
Maintenance and Overhaul Personnel	5 229 C	4 990	4 028 191 C	29 764 C	21 063 410 C	155 638
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	•••
Ticketing, Sales and Promotional Personnel	1 220	1 221	6 159 395	45 512	7 514 462	55 524
Other Personnel	2 963	2 623	3 643 765	26 924	10 796 475	79 775
TOTAL PERSONNEL	11 344	10 789	••	••	57 626 099	425 799

Country: **ROMANIA**

RATE OF EXCHANGE: US $ 0.003138 = 1 LEU

Airline: **TAROM**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	LEI	US Dollars	LEI	US Dollars
Pilots and Co- Pilots	324	323	•••	•••	•••	•••
Other Cockpit personnel	206	204	•••	•••	•••	•••
Cabin Attendants	335	331	•••	•••	•••	•••
Maintenance and Overhaul Personnel	1 262	1 256	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	1 055	1 055	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	207	201	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	208	205	•••	•••	•••	•••
Other Personnel	1 146	1 014	•••	•••	•••	•••
TOTAL PERSONNEL	3 481	3 333	••	••	•••	•••

Country: **SCANDINAVIA**

RATE OF EXCHANGE: US $ 0.170022 = 1 KRONA

Airline: **SAS**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	KRONOR	US Dollars	KRONOR	US Dollars
Pilots and Co- Pilots	•••	1 429	738 978	125 643	1 056 000	179 543
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	•••	2 766	350 687	59 625	970 000	164 921
Maintenance and Overhaul Personnel	•••	3 308	329 807	56 074	1 091 000	185 494
A) Licensed Aircraft Maintenance Mechanics	•••	772	331 606	56 380	256 000	43 526
B) Other Maintenance and Overhaul Personnel	•••	2 536	329 259	55 981	835 000	141 968
Ticketing, Sales and Promotional Personnel	•••	2 007	294 968	50 151	592 000	100 653
Other Personnel	•••	9 303	332 903	56 601	3 097 000	526 558
TOTAL PERSONNEL	•••	18 813	••	••	6 806 000	1 157 170

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D1 (CONT'D) **SCHEDULED INTERNATIONAL AIRLINES** PAGE: D - 15

Country: **SEYCHELLES** RATE OF EXCHANGE: US $ 0.194549 = 1 RUPEE

Airline: **AIR SEYCHELLES** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	RUPEES	US Dollars	RUPEES	US Dollars
Pilots and Co- Pilots	••• B	••• B	••• B	••• B	••• B	••• B
Other Cockpit personnel	19 C	21	459 789 C	89 451 C	8 736 C	1 700 C
Cabin Attendants	58	56	56 103	10 915	3 254	633
Maintenance and Overhaul Personnel	263 C	266	61 213 C	11 909 C	16 099 C	3 132 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	27	29	186 370	36 258	5 032	979
Other Personnel	63	67	78 127	15 200	4 922	958
TOTAL PERSONNEL	430	439	••	••	38 043	7 401

Country: **SINGAPORE** RATE OF EXCHANGE: US $ 0.611247 = 1 DOLLAR

Airline: **SIA** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	DOLLARS	US Dollars	DOLLARS	US Dollars
Pilots and Co- Pilots	849	880	158 676	96 990	134 716	82 345
Other Cockpit personnel	154	143	132 922	81 248	20 470	12 512
Cabin Attendants	4 775	5 033	25 975	15 877	124 033	75 815
Maintenance and Overhaul Personnel	2 365	2 347	1 825	1 116	4 317	2 639
A) Licensed Aircraft Maintenance Mechanics	553	544	2 839	1 735	1 570	960
B) Other Maintenance and Overhaul Personnel	1 812	1 803	1 516	927	2 747	1 679
Ticketing, Sales and Promotional Personnel	414	417	215 312	131 609	89 139	54 486
Other Personnel	3 617	3 630	42 154	25 767	152 471	93 197
TOTAL PERSONNEL	12 174	12 450	••	••	525 146	320 994

Country: **SPAIN** RATE OF EXCHANGE: US $ 0.009729 = 1 PESETA

Airline: **AVIACO** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	PESETAS	US Dollars	PESETAS	US Dollars
Pilots and Co- Pilots	376	373	21 545 213	209 613	8 101 000	78 815
Other Cockpit personnel	10	10	19 100 000	185 824	191 000	1 858
Cabin Attendants	480	494	7 702 083	74 934	3 697 000	35 968
Maintenance and Overhaul Personnel	307	331	5 527 687	53 779	1 697 000	16 510
A) Licensed Aircraft Maintenance Mechanics	201	227	5 791 045	56 341	1 164 000	11 325
B) Other Maintenance and Overhaul Personnel	106	104	5 028 302	48 920	533 000	5 186
Ticketing, Sales and Promotional Personnel	61	60	3 262 295	31 739	199 000	1 936
Other Personnel	809	678	5 386 897	52 409	4 358 000	42 399
TOTAL PERSONNEL	2 043	1 946	••	••	18 243 000	177 486

Country: **SPAIN** RATE OF EXCHANGE: US $ 0.009729 = 1 PESETA

Airline: **IBERIA** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	PESETAS	US Dollars	PESETAS	US Dollars
Pilots and Co- Pilots	1 196	1 193	22 741 806	221 255	27 199 200	264 621
Other Cockpit personnel	322	308	17 576 398	171 001	5 659 600	55 062
Cabin Attendants	3 421	3 251	6 395 469	62 222	21 878 900	212 860
Maintenance and Overhaul Personnel	5 405 C	4 036	4 647 974 C	45 220 C	25 122 300 C	244 415 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	3 880	3 431	3 962 345	38 550	15 373 900	149 573
Other Personnel	14 742	13 398	4 809 056	46 787	70 895 100	689 738
TOTAL PERSONNEL	28 966	25 617	••	••	166 129 000	1 616 269

PERSONNEL STATISTICS BY AIRLINE - 1992

SCHEDULED INTERNATIONAL AIRLINES

Country: **SPAIN**

RATE OF EXCHANGE: US $ 0.000000 = 1 PESETA

Airline: **VIVA AIR**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	PESETAS	US Dollars	PESETAS	US Dollars
Pilots and Co- Pilots	81	80	•••	•••	•••	•••
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	143	139	•••	•••	•••	•••
Maintenance and Overhaul Personnel	106	107	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	65	69	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	41	38	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	47	49	•••	•••	•••	•••
Other Personnel	175	176	•••	•••	•••	•••
TOTAL PERSONNEL	552	551	••	••	•••	•••

Country: **SRI LANKA**

RATE OF EXCHANGE: US $ 0.022734 = 1 RUPEE

Airline: **AIR LANKA**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	RUPEES	US Dollars	RUPEES	US Dollars
Pilots and Co- Pilots	31	94	•••	•••	•••	•••
Other Cockpit personnel	71	48	•••	•••	•••	•••
Cabin Attendants	451	535	•••	•••	•••	•••
Maintenance and Overhaul Personnel	1 080	1 103	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	52	62	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	1 028	1 041	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	207	201	•••	•••	•••	•••
Other Personnel	2 132	2 229	•••	•••	•••	•••
TOTAL PERSONNEL	3 972	4 210	••	••	•••	•••

Country: **SWITZERLAND**

RATE OF EXCHANGE: US $ 0.711533 = 1 FRANC

Airline: **CROSSAIR**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	FRANCS	US Dollars	FRANCS	US Dollars
Pilots and Co- Pilots	269	273	65 781	46 805	17 695	12 591
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	197	201	38 888	27 670	7 661	5 451
Maintenance and Overhaul Personnel	300 C	302	53 593 C	38 133 C	16 078 C	11 440 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	134	140	65 306	46 467	8 751	6 227
Other Personnel	231	271	47 030	33 463	10 864	7 730
TOTAL PERSONNEL	1 131	1 187	••	••	61 049	43 438

Country: **SYRIAN ARAB**

RATE OF EXCHANGE: US $ 0.089087 = 1 POUND

Airline: **SYRIAN ARAB**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	159	159	•••	•••	•••	•••
Other Cockpit personnel	50	50	•••	•••	•••	•••
Cabin Attendants	298	298	•••	•••	•••	•••
Maintenance and Overhaul Personnel	592	592	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	204	204	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	388	388	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	499	499	•••	•••	•••	•••
Other Personnel	2 117	2 117	•••	•••	•••	•••
TOTAL PERSONNEL	3 715	3 715	••	••	•••	•••

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D1 (CONT'D) **SCHEDULED INTERNATIONAL AIRLINES** PAGE: D - 17

Country: **THAILAND** RATE OF EXCHANGE: US $ 0.039246 = 1 BAHT

Airline: **THAI AIRWAYS** Year Ended: 30 SEP 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	BAHT	US Dollars	BAHT	US Dollars
Pilots and Co- Pilots	••• B	••• B	••• B	••• B	••• B	••• B
Other Cockpit personnel	536 C	549	2 527 315 C	99 187 C	1 354 641 C	53 164 C
Cabin Attendants	2 897	2 874	373 296	14 650	1 081 439	42 442
Maintenance and Overhaul Personnel	3 971 C	3 995	379 020 C	14 875 C	1 505 088 C	59 069 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	2 780	2 871	680 812	26 719	1 892 656	74 279
Other Personnel	8 702	8 997	281 311	11 040	2 447 971	96 073
TOTAL PERSONNEL	18 886	19 286	••	••	8 281 795	325 027

Country: **TUNISIA** RATE OF EXCHANGE: US $ 1.128276 = 1 DINAR

Airline: **TUNIS AIR** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	DINARS	US Dollars	DINARS	US Dollars
Pilots and Co- Pilots	••• B	••• B	••• B	••• B	••• B	•••
Other Cockpit personnel	183 C	194	66 798 C	75 367 C	12 224 C	13 792
Cabin Attendants	333	399	16 237	18 320	5 407	6 100
Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	•••
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	•••
Ticketing, Sales and Promotional Personnel	••• B	••• B	••• B	••• B	••• B	•••
Other Personnel	5 060 C	5 172	10 906 C	12 305 C	55 183 C	62 261
TOTAL PERSONNEL	5 576	5 765	••	••	72 813	82 154

Country: **UNTD ARAB EM** RATE OF EXCHANGE: US $ 0.272405 = 1 DIRHAM

Airline: **EMIRATES AIRLINES** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	DIRHAMS	US Dollars	DIRHAMS	US Dollars
Pilots and Co- Pilots	197	198	•••	•••	•••	•••
Other Cockpit personnel	23	14	•••	•••	•••	•••
Cabin Attendants	768	789	•••	•••	•••	•••
Maintenance and Overhaul Personnel	473 C	540	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	55	60	•••	•••	•••	•••
Other Personnel	1 222	1 414	•••	•••	•••	•••
TOTAL PERSONNEL	2 738	3 015	••	••	•••	•••

Country: **UNTD KINGDOM** RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **AIR ATLANT./CORBIERE** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	32	33	28 375	49 388	908	1 580
Other Cockpit personnel	4	4	20 000	34 811	80	139
Cabin Attendants	–	–	–	–	–	–
Maintenance and Overhaul Personnel	–	–	–	–	–	–
A) Licensed Aircraft Maintenance Mechanics	–	–	–	–	–	–
B) Other Maintenance and Overhaul Personnel	–	–	–	–	–	–
Ticketing, Sales and Promotional Personnel	6	3	7 500	13 054	45	78
Other Personnel	17	19	15 882	27 643	270	470
TOTAL PERSONNEL	59	59	••	••	1 303	2 268

PERSONNEL STATISTICS BY AIRLINE - 1992

SCHEDULED INTERNATIONAL AIRLINES

Country: **UNTD KINGDOM** RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **HUNTING CARGO AIRL.** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	54	46	44 352	77 197	2 395	4 169
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	–	–	–	–	–	–
Maintenance and Overhaul Personnel	70 C	67	18 414 C	32 050 C	1 289 C	2 244 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	5	5	9 600	16 709	48	84
Other Personnel	65	65	19 169	33 365	1 246	2 169
TOTAL PERSONNEL	194	183	••	••	4 978	8 664

Country: **UK HONG KONG** RATE OF EXCHANGE: US $ 0.129199 = 1 DOLLAR

Airline: **AHK AIR HONG KONG** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	DOLLARS	US Dollars	DOLLARS	US Dollars
Pilots and Co- Pilots	43	32	1 119 664	144 659	48 146	6 220
Other Cockpit personnel	16	13	980 314	126 656	15 685	2 026
Cabin Attendants	–	–	–	–	–	–
Maintenance and Overhaul Personnel	33 C	24	377 423 C	48 763 C	12 455 C	1 609
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	•••
Ticketing, Sales and Promotional Personnel	18	15	175 629	22 691	3 161	408
Other Personnel	107	78	187 031	24 164	20 012	2 586
TOTAL PERSONNEL	217	162	••	••	99 459	12 850

Country: **UNTD KINGDOM** RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **BRITISH AIRWAYS** **N** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	2 854	2 850	61 167	106 464	174 570	303 847
Other Cockpit personnel	428	416	42 252	73 542	18 084	31 476
Cabin Attendants	10 608	10 164	16 896	29 408	179 231	311 960
Maintenance and Overhaul Personnel	9 564 C	9 603	21 809 C	37 960 C	208 583 C	363 049 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	4 295	4 217	19 003	33 076	81 618	142 060
Other Personnel	20 145	19 773	19 759	34 391	398 045	692 816
TOTAL PERSONNEL	47 894	47 023	••	••	1 060 131	1 845 209

Country: **UNTD KINGDOM** RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **BRITISH MIDLAND** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	335	288	40 684	70 812	13 629	23 722
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	662	570	13 008	22 641	8 611	14 988
Maintenance and Overhaul Personnel	520 C	594	19 931 C	34 691 C	10 364 C	18 039 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	335	321	14 081	24 509	4 717	8 210
Other Personnel	1 390	1 463	13 965	24 307	19 412	33 788
TOTAL PERSONNEL	3 242	3 236	••	••	56 733	98 747

N FOR NOTE (S) ON THIS TABLE SEE PAGES D - 38 / D - 40

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D1 (CONT'D) **SCHEDULED INTERNATIONAL AIRLINES**

Country: **UNTD KINGDOM** RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **BIRMINGHAM EUROPEAN** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	59	55	24 254	42 215	1 431	2 491
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	67	71	8 910	15 508	597	1 039
Maintenance and Overhaul Personnel	74 C	68	11 635 C	20 251 C	861 C	1 499 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	37	32	11 405	19 851	422	735
Other Personnel	62	61	12 177	21 195	755	1 314
TOTAL PERSONNEL	299	287	••	••	4 066	7 077

Country: **UNTD KINGDOM** RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **BRYMON AIRWAYS** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	72	67	25 056	43 611	1 804	3 140
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	63	59	8 778	15 279	553	963
Maintenance and Overhaul Personnel	118 C	89	15 517 C	27 008 C	1 831 C	3 187
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	•••
Ticketing, Sales and Promotional Personnel	73	72	10 973	19 099	801	1 394
Other Personnel	53	47	13 415	23 349	711	1 238
TOTAL PERSONNEL	379	334	••	••	5 700	9 921

Country: **UNTD KINGDOM** RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **BRITANNIA** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	567	570	45 781	79 684	25 958	45 181
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	1 340	970	10 222	17 792	13 698	23 842
Maintenance and Overhaul Personnel	946 C	960	21 478 C	37 383 C	20 318 C	35 364 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	232	212	10 672	18 575	2 476	4 310
Other Personnel	447	438	18 850	32 809	8 426	14 666
TOTAL PERSONNEL	3 532	3 150	••	••	70 876	123 363

Country: **UK HONG KONG** RATE OF EXCHANGE: US $ 0.129199 = 1 DOLLAR

Airline: **CATHAY PACIFIC** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	DOLLARS	US Dollars	DOLLARS	US Dollars
Pilots and Co- Pilots	1 056	1 075	1 872 159	241 881	1 977 000	255 426
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	3 854	4 065	233 005	30 104	898 000	116 021
Maintenance and Overhaul Personnel	1 216 C	1 256	226 151 C	29 218 C	275 000 C	35 530 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	1 094	1 113	270 567	34 957	296 000	38 243
Other Personnel	5 585	5 731	283 796	36 666	1 585 000	204 780
TOTAL PERSONNEL	12 805	13 240	••	••	5 031 000	650 000

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D1 (CONT'D) **SCHEDULED INTERNATIONAL AIRLINES** PAGE: D - 20

Country: **UNTD KINGDOM** RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **DAN-AIR SERVICES N** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	432	••	28 465	49 545	12 297	21 404
Other Cockpit personnel	39	••	25 897	45 075	1 010	1 758
Cabin Attendants	1 016	••	6 634	11 547	6 740	11 731
Maintenance and Overhaul Personnel	–	••	–	–	–	–
A) Licensed Aircraft Maintenance Mechanics	–	••	–	–	–	–
B) Other Maintenance and Overhaul Personnel	–	••	–	–	–	–
Ticketing, Sales and Promotional Personnel	206	••	8 568	14 913	1 765	3 072
Other Personnel	667	••	9 631	16 763	6 424	11 181
TOTAL PERSONNEL	2 360	••	••	••	28 236	49 146

Country: **UK HONG KONG** RATE OF EXCHANGE: US $ 0.129199 = 1 DOLLAR

Airline: **DRAGONAIR** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	DOLLARS	US Dollars	DOLLARS	US Dollars
Pilots and Co- Pilots	51	53	•••	•••	•••	•••
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	182	216	•••	•••	•••	•••
Maintenance and Overhaul Personnel	3 C	3	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	84	97	•••	•••	•••	•••
Other Personnel	278	251	•••	•••	•••	•••
TOTAL PERSONNEL	598	620	••	••	•••	•••

Country: **UNTD KINGDOM** RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **GILL AVIATION** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	37	42	28 892	50 288	1 069	1 861
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	17	20	6 765	11 775	115	200
Maintenance and Overhaul Personnel	54 C	53	14 296 C	24 883 C	772 C	1 344 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	4	6	18 000	31 330	72	125
Other Personnel	14	14	10 500	18 276	147	256
TOTAL PERSONNEL	126	135	••	••	2 175	3 786

Country: **UNTD KINGDOM** RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **BUSINESS AIR** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	29	54	17 103	29 769	496	863
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	7	10	6 143	10 692	43	75
Maintenance and Overhaul Personnel	3 C	3	18 667 C	32 491 C	56 C	97 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	3	5	11 000	19 146	33	57
Other Personnel	20	22	10 650	18 537	213	371
TOTAL PERSONNEL	62	94	••	••	841	1 464

N FOR NOTE (S) ON THIS TABLE SEE PAGES D - 38 / D - 40

PERSONNEL STATISTICS BY AIRLINE - 1992

SCHEDULED INTERNATIONAL AIRLINES

Country: **UK GIBRALTAR**

RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **GB AIRWAYS**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	47	41	37 064	64 512	1 742	3 032
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	103	71	8 427	14 668	868	1 511
Maintenance and Overhaul Personnel	7 C	6	24 571 C	42 767 C	172 C	299 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	17	28	19 176	33 377	326	567
Other Personnel	32	20	10 219	17 787	327	569
TOTAL PERSONNEL	206	166	••	••	3 435	5 979

Country: **UNTD KINGDOM**

RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **JERSEY EUROPEAN**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	72	72	27 917	48 591	2 010	3 499
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	61	61	9 410	16 379	574	999
Maintenance and Overhaul Personnel	35 C	31	12 743 C	22 180 C	446 C	776
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	•••
Ticketing, Sales and Promotional Personnel	66	69	8 197	14 267	541	942
Other Personnel	52	59	11 942	20 786	621	1 081
TOTAL PERSONNEL	286	292	••	••	4 192	7 296

Country: **UNTD KINGDOM**

RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **LOGANAIR**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	135	130	27 807	48 399	3 754	6 534
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	74	65	8 459	14 723	626	1 090
Maintenance and Overhaul Personnel	138 C	133	18 043 C	31 405 C	2 490 C	4 334 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	66	54	10 394	18 091	686	1 194
Other Personnel	207	169	9 657	16 808	1 999	3 479
TOTAL PERSONNEL	620	551	••	••	9 555	16 631

Country: **UNTD KINGDOM**

RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **LOVE AIR**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	6	3	3 667	6 383	22	38
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	–	–	–	–	–	–
Maintenance and Overhaul Personnel	–	–	–	–	–	–
A) Licensed Aircraft Maintenance Mechanics	–	–	–	–	–	–
B) Other Maintenance and Overhaul Personnel	–	–	–	–	–	–
Ticketing, Sales and Promotional Personnel	2	–	1 000	1 741	2	3
Other Personnel	–	3	2 667	4 642	8	14
TOTAL PERSONNEL	8	6	••	••	32	56

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D1 (CONT'D) **SCHEDULED INTERNATIONAL AIRLINES** PAGE: D - 22

Country: **UNTD KINGDOM** RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **MANX AIRLINES EUROPE** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	25	25	28 720	49 989	718	1 250
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	15	14	10 667	18 566	160	278
Maintenance and Overhaul Personnel	4 C	5	29 750 C	51 781 C	119 C	207 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	4	4	13 750	23 933	55	96
Other Personnel	1	1	12 000	20 887	12	21
TOTAL PERSONNEL	49	49	••	••	1 064	1 852

Country: **UNTD KINGDOM** RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **MANX AIRLINES** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	61	57	32 279	56 183	1 969	3 427
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	50	40	9 360	16 292	468	815
Maintenance and Overhaul Personnel	77 C	84	19 961 C	34 743 C	1 537 C	2 675
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	•••
Ticketing, Sales and Promotional Personnel	67	69	11 403	19 847	764	1 330
Other Personnel	115	133	11 783	20 509	1 355	2 358
TOTAL PERSONNEL	370	383	••	••	6 093	10 605

Country: **UNTD KINGDOM** RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **MONARCH AIRLINES** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	259	254	41 571	72 356	10 767	18 740
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	795	560	9 196	16 006	7 311	12 725
Maintenance and Overhaul Personnel	–	–	–	–	–	–
A) Licensed Aircraft Maintenance Mechanics	–	–	–	–	–	–
B) Other Maintenance and Overhaul Personnel	–	–	–	–	–	–
Ticketing, Sales and Promotional Personnel	94	65	9 851	17 146	926	1 612
Other Personnel	202	204	14 980	26 073	3 026	5 267
TOTAL PERSONNEL	1 350	1 083	••	••	22 030	38 344

Country: **UNTD KINGDOM** RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **SUCKLING AIRWAYS** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	5	5	18 200	31 678	91	158
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	2	2	8 000	13 924	16	28
Maintenance and Overhaul Personnel	1	1	8 000	13 924	8	14
A) Licensed Aircraft Maintenance Mechanics	–	–	–	–	–	–
B) Other Maintenance and Overhaul Personnel	1	1	8 000	13 924	8	14
Ticketing, Sales and Promotional Personnel	2	2	9 000	15 665	18	31
Other Personnel	2	2	8 000	13 924	16	28
TOTAL PERSONNEL	12	12	••	••	149	259

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D1 (CONT'D)

SCHEDULED INTERNATIONAL AIRLINES

Country: **UNTD KINGDOM**

RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **AIR UK**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	249	260	30 876	53 741	7 688	13 381
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	360	362	8 944	15 567	3 220	5 605
Maintenance and Overhaul Personnel	485 C	468	16 942 C	29 488 C	8 217 C	14 302 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	346	378	11 847	20 620	4 099	7 135
Other Personnel	314	323	14 057	24 467	4 414	7 683
TOTAL PERSONNEL	1 754	1 791	••	••	27 638	48 105

Country: **UNTD KINGDOM**

RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **BRITISH AIRFERRIES**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	65	60	44 246	77 012	2 876	5 006
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	38	34	15 158	26 383	576	1 003
Maintenance and Overhaul Personnel	–	–	–	–	–	–
A) Licensed Aircraft Maintenance Mechanics	–	–	–	–	–	–
B) Other Maintenance and Overhaul Personnel	–	–	–	–	–	–
Ticketing, Sales and Promotional Personnel	39	39	19 590	34 097	764	1 330
Other Personnel	24	21	12 583	21 901	302	526
TOTAL PERSONNEL	166	154	••	••	4 518	7 864

Country: **UNTD KINGDOM**

RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **VIRGIN ATLANTIC**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	141	137	40 901	71 190	5 767	10 038
Other Cockpit personnel	88	84	31 455	54 749	2 768	4 818
Cabin Attendants	829	801	11 006	19 156	9 124	15 881
Maintenance and Overhaul Personnel	291 C	296	21 856 C	38 041 C	6 360 C	11 070 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	693	623	13 975	24 324	9 685	16 857
Other Personnel	362	388	16 638	28 959	6 023	10 483
TOTAL PERSONNEL	2 404	2 329	••	••	39 727	69 147

Country: **UNTD KINGDOM**

RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **AURIGNY**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	31	30	29 161	50 756	904	1 573
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	–	–	–	–	–	–
Maintenance and Overhaul Personnel	–	–	–	–	–	–
A) Licensed Aircraft Maintenance Mechanics	–	–	–	–	–	–
B) Other Maintenance and Overhaul Personnel	–	–	–	–	–	–
Ticketing, Sales and Promotional Personnel	78	78	14 038	24 434	1 095	1 906
Other Personnel	15	13	16 800	29 241	252	439
TOTAL PERSONNEL	124	121	••	••	2 251	3 918

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D1 (CONT'D) **SCHEDULED INTERNATIONAL AIRLINES** PAGE: D - 24

Country: **U R TANZANIA** RATE OF EXCHANGE: US $ 0.003337 = 1 SHILLING

Airline: **AIR TANZANIA** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	SHILLINGS	US Dollars	SHILLINGS	US Dollars
Pilots and Co- Pilots	51	51	•••	•••	•••	•••
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	45	45	•••	•••	•••	•••
Maintenance and Overhaul Personnel	141 C	141	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	101	101	•••	•••	•••	•••
Other Personnel	629	621	•••	•••	•••	•••
TOTAL PERSONNEL	967	959	••	••	•••	•••

Country: **UNTD STATES**

Airline: **AMERICAN** **N** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	8 512		99 254		844 851
Other Cockpit personnel	•••	1 406		43 806		61 591
Cabin Attendants	•••	19 015		23 439		445 688
Maintenance and Overhaul Personnel	•••	12 798		34 476 C		441 228
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		••• B		•••
B) Other Maintenance and Overhaul Personnel	•••	••• B		••• B		•••
Ticketing, Sales and Promotional Personnel	•••	744		36 536		27 183
Other Personnel	•••	48 710		37 802		1 841 318
TOTAL PERSONNEL	97 102	91 185	••	••		4 952 216

Country: **UNTD STATES**

Airline: **USAIR** **N** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	5 145		82 200		422 920
Other Cockpit personnel	•••	88		62 148		5 469
Cabin Attendants	•••	8 670		44 231		383 483
Maintenance and Overhaul Personnel	•••	5 931		32 451 C		192 465 C
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		••• B		••• B
B) Other Maintenance and Overhaul Personnel	•••	••• B		••• B		••• B
Ticketing, Sales and Promotional Personnel	•••	372		32 747		12 182
Other Personnel	•••	25 486		36 188		922 300
TOTAL PERSONNEL	46 828	45 692	••	••		2 620 797

Country: **UNTD STATES**

Airline: **AMERICAN TRANSAIR** **N** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	136		108 551		14 763
Other Cockpit personnel	•••	204		20 784		4 240
Cabin Attendants	•••	782		17 230		13 474
Maintenance and Overhaul Personnel	•••	617		32 058 C		19 780 C
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		••• B		••• B
B) Other Maintenance and Overhaul Personnel	•••	••• B		••• B		••• B
Ticketing, Sales and Promotional Personnel	–	–		–		–
Other Personnel	•••	620		34 006		21 084
TOTAL PERSONNEL	2 633	2 359	••	••		104 416

N FOR NOTE (S) ON THIS TABLE SEE PAGES D - 38 / D - 40

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D1 (CONT'D) **SCHEDULED INTERNATIONAL AIRLINES** PAGE: D - 25

Country: **UNTD STATES**

Airline: **AMERICA WEST** **N** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	1 058		59 759		63 225
Other Cockpit personnel	–	–		–		–
Cabin Attendants	•••	1 965		20 277		39 845
Maintenance and Overhaul Personnel	•••	843		28 824 C		24 299 C
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		••• B		••• B
B) Other Maintenance and Overhaul Personnel	•••	••• B		••• B		••• B
Ticketing, Sales and Promotional Personnel	•••	992		27 807		27 585
Other Personnel	•••	7 168		14 065		100 816
TOTAL PERSONNEL	12 690	12 026	••	••		338 867

Country: **UNTD STATES**

Airline: **ALASKA** **N** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	819		93 458		76 542
Other Cockpit personnel	•••	92		56 011		5 153
Cabin Attendants	•••	1 140		26 196		29 864
Maintenance and Overhaul Personnel	•••	583		27 415 C		15 983
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		••• B		•••
B) Other Maintenance and Overhaul Personnel	•••	••• B		••• B		•••
Ticketing, Sales and Promotional Personnel	•••	66		35 303		2 330
Other Personnel	•••	4 029		28 360		114 262
TOTAL PERSONNEL	7 153	6 729	••	••		324 690

Country: **UNTD STATES**

Airline: **CONTINENTAL** **N** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	3 914		65 143		254 970
Other Cockpit personnel	–	–		–		–
Cabin Attendants	•••	6 440		20 470		131 830
Maintenance and Overhaul Personnel	•••	7 152		35 407 C		253 232 C
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		••• B		••• B
B) Other Maintenance and Overhaul Personnel	•••	••• B		••• B		••• B
Ticketing, Sales and Promotional Personnel	–	–		–		–
Other Personnel	•••	17 469		24 079		420 640
TOTAL PERSONNEL	38 117	34 975	••	••		1 390 071

Country: **UNTD STATES**

Airline: **DELTA** **N** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	8 772		113 645		996 897
Other Cockpit personnel	–	–		–		–
Cabin Attendants	•••	16 157		31 569		510 060
Maintenance and Overhaul Personnel	•••	8 143		32 967 C		268 448 C
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		••• B		••• B
B) Other Maintenance and Overhaul Personnel	•••	••• B		••• B		••• B
Ticketing, Sales and Promotional Personnel	•••	1 072		33 836		36 272
Other Personnel	•••	45 013		36 527		1 644 174
TOTAL PERSONNEL	77 846	79 157	••	••		4 712 920

N FOR NOTE (S) ON THIS TABLE SEE PAGES D - 38 / D - 40

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D1 (CONT'D) **SCHEDULED INTERNATIONAL AIRLINES** PAGE: D - 26

Country: **UNTD STATES**

Airline: **FEDERAL EXPRESS** **N** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	2 288		116 927		267 530
Other Cockpit personnel	•••	209		63 732		13 320
Cabin Attendants	•••	149		28 389		4 230
Maintenance and Overhaul Personnel	•••	1 385		94 322		130 636
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		••• B		••• B
B) Other Maintenance and Overhaul Personnel	•••	••• B		••• B		••• B
Ticketing, Sales and Promotional Personnel	•••	3 706		34 106		126 396
Other Personnel	•••	76 424		5 172		395 234
TOTAL PERSONNEL	96 725	84 161	••	••		1 230 013

Country: **UNTD STATES**

Airline: **TOWER AIR** **N** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	63		76 429		4 815
Other Cockpit personnel	•••	33		60 606		2 000
Cabin Attendants	•••	231		17 913		4 138
Maintenance and Overhaul Personnel	–	–		–		–
A) Licensed Aircraft Maintenance Mechanics	–	–		–		–
B) Other Maintenance and Overhaul Personnel	–	–		–		–
Ticketing, Sales and Promotional Personnel	•••	15		68 133		1 022
Other Personnel	•••	421		33 088		13 930
TOTAL PERSONNEL	890	763	••	••		40 442

Country: **UNTD STATES**

Airline: **HAWAIIAN AIRLINES** **N** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	266		62 075		16 512
Other Cockpit personnel	•••	75		30 173		2 263
Cabin Attendants	•••	592		19 887		11 773
Maintenance and Overhaul Personnel	•••	576		21 092 C		12 149 C
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		••• B		••• B
B) Other Maintenance and Overhaul Personnel	•••	••• B		••• B		••• B
Ticketing, Sales and Promotional Personnel	•••	31		27 548		854
Other Personnel	•••	1 300		33 325		43 323
TOTAL PERSONNEL	2 925	2 840	••	••		119 302

Country: **UNTD STATES**

Airline: **NORTHWEST** **N** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	5 143		117 954		606 636
Other Cockpit personnel	–	–		–		–
Cabin Attendants	•••	8 880		26 978		239 563
Maintenance and Overhaul Personnel	•••	4 936		43 425 C		214 345 C
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		••• B		••• B
B) Other Maintenance and Overhaul Personnel	•••	••• B		••• B		••• B
Ticketing, Sales and Promotional Personnel	•••	380		48 121		18 286
Other Personnel	•••	25 356		38 857		985 254
TOTAL PERSONNEL	47 532	44 695	••	••		2 745 790

N FOR NOTE (S) ON THIS TABLE SEE PAGES D - 38 / D - 40

PERSONNEL STATISTICS BY AIRLINE - 1992

SCHEDULED INTERNATIONAL AIRLINES

Country: **UNTD STATES**

Airline: **HORIZON AIR** **N**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	550		29 238		16 081
Other Cockpit personnel	–	–		–		–
Cabin Attendants	•••	125		16 000		2 000
Maintenance and Overhaul Personnel	•••	322		23 242 C		7 484 C
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		••• B		••• B
B) Other Maintenance and Overhaul Personnel	•••	••• B		••• B		••• B
Ticketing, Sales and Promotional Personnel	•••	108		24 333		2 628
Other Personnel	•••	1 047		20 667		21 638
TOTAL PERSONNEL	2 052	2 152	••	••		70 001

Country: **UNTD STATES**

Airline: **USAIR SHUTTLE** **N**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	192		82 318		15 805
Other Cockpit personnel	•••	4		146 250		585
Cabin Attendants	•••	218		24 982		5 446
Maintenance and Overhaul Personnel	•••	46		97 630 C		4 491
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		••• B		•••
B) Other Maintenance and Overhaul Personnel	•••	••• B		••• B		•••
Ticketing, Sales and Promotional Personnel	–	–		–		–
Other Personnel	•••	377		32 862		12 389
TOTAL PERSONNEL	911	837	••	••		53 893

Country: **UNTD STATES**

Airline: **TWA** **N**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	1 899		89 885		170 691
Other Cockpit personnel	•••	537		40 330		21 657
Cabin Attendants	•••	4 673		25 582		119 543
Maintenance and Overhaul Personnel	•••	5 207		34 850 C		181 462 C
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		••• B		••• B
B) Other Maintenance and Overhaul Personnel	•••	••• B		••• B		••• B
Ticketing, Sales and Promotional Personnel	•••	371		25 825		9 581
Other Personnel	•••	15 143		33 870		512 888
TOTAL PERSONNEL	31 133	27 830	••	••		1 464 100

Country: **UNTD STATES**

Airline: **UNITED** **N**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	6 440		117 981		759 797
Other Cockpit personnel	•••	985		71 495		70 423
Cabin Attendants	•••	14 443		34 145		493 162
Maintenance and Overhaul Personnel	•••	6 079		84 813 C		515 576 C
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		••• B		••• B
B) Other Maintenance and Overhaul Personnel	•••	••• B		••• B		••• B
Ticketing, Sales and Promotional Personnel	•••	922		31 983		29 488
Other Personnel	•••	49 697		28 785		1 430 512
TOTAL PERSONNEL	82 711	78 566	••	••		4 594 360

N FOR NOTE (S) ON THIS TABLE SEE PAGES D - 38 / D - 40

PERSONNEL STATISTICS BY AIRLINE - 1992

SCHEDULED INTERNATIONAL AIRLINES

PART: D1 (CONT'D)
Country: **UNTD STATES**
Airline: **UNITED PARCEL N**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	••• B		••• B		••• B
Other Cockpit personnel	•••	1 293		93 282 C		120 613 C
Cabin Attendants	–	–		–		–
Maintenance and Overhaul Personnel	•••	983		71 880 C		70 658 C
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		••• B		••• B
B) Other Maintenance and Overhaul Personnel	•••	••• B		••• B		••• B
Ticketing, Sales and Promotional Personnel	•••	14		83 500		1 169
Other Personnel	•••	565		77 448		43 758
TOTAL PERSONNEL	3 589	2 855	••	••		311 979

Country: **VENEZUELA**
Airline: **LAV**

RATE OF EXCHANGE: US $ 0.014515 = 1 BOLIVAR

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	BOLIVARES	US Dollars	BOLIVARES	US Dollars
Pilots and Co- Pilots	•••	169	•••	•••	•••	•••
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	•••	211	•••	•••	•••	•••
Maintenance and Overhaul Personnel	•••	477	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	•••	••• B	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	•••	••• B	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	•••	517	•••	•••	•••	•••
Other Personnel	•••	879	•••	•••	•••	•••
TOTAL PERSONNEL	•••	2 253	••	••	•••	•••

Country: **VENEZUELA**
Airline: **VIASA**

RATE OF EXCHANGE: US $ 0.014515 = 1 BOLIVAR

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	BOLIVARES	US Dollars	BOLIVARES	US Dollars
Pilots and Co- Pilots	•••	278				
Other Cockpit personnel	•••	••• B	•••	•••	•••	•••
Cabin Attendants	•••	–	–	–	–	–
Maintenance and Overhaul Personnel	•••	••• B	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	•••	••• B	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	•••	••• B	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	•••	••• B	•••	•••	•••	•••
Other Personnel	•••	2 711	•••	•••	•••	•••
TOTAL PERSONNEL	•••	2 989	••	••	•••	•••

Country: **YAOUNDE TR S**
Airline: **AIR AFRIQUE**

RATE OF EXCHANGE: US $ 0.003779 = 1 C F A FRANC

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	C F A FRANCS	US Dollars	C F A FRANCS	US Dollars
Pilots and Co- Pilots	•••	149	52 731 544	199 273	7 857 000	29 692
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	•••	420	15 173 810	57 342	6 373 000	24 084
Maintenance and Overhaul Personnel	•••	359	7 559 889 C	28 569 C	2 714 000 C	10 256 C
A) Licensed Aircraft Maintenance Mechanics	•••	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	•••	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	•••	••• B	••• B	••• B	••• B	••• B
Other Personnel	•••	3 282	4 480 195 C	16 931 C	14 704 000 C	55 566 C
TOTAL PERSONNEL	•••	4 210	••	••	31 648 000	119 598

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D2

SCHEDULED DOMESTIC AIRLINES

Country: **AUSTRALIA**

RATE OF EXCHANGE: US $ 0.768886 = 1 DOLLAR

Airline: **ANSETT AIR FREIGHT**

Year Ended: 30 JUN 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	DOLLARS	US Dollars	DOLLARS	US Dollars
Pilots and Co- Pilots	12	12	107 807	82 891	1 294	995
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	–	–	–	–	–	–
Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	84	86	43 647	33 560	3 666	2 819
Other Personnel	868	855	38 586	29 668	33 493	25 752
TOTAL PERSONNEL	964	953	••	••	38 453	29 566

Country: **BRAZIL**

RATE OF EXCHANGE: US $ 0.000201 = 1 CRUZEIRO

Airline: **BRASIL-CENTRAL**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	CRUZEIROS	US Dollars	CRUZEIROS	US Dollars
Pilots and Co- Pilots	93	87	164 431 609	33 051	15 292 140	3 074
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	6	7	169 913 212	34 153	1 019 479	205
Maintenance and Overhaul Personnel	79 C	91	89 991 955 C	18 088 C	7 109 364 C	1 429
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	•••
Ticketing, Sales and Promotional Personnel	66	95	115 343 315	23 184	7 612 659	1 530
Other Personnel	2	3	•••	•••	•••	•••
TOTAL PERSONNEL	246	283	••	••	•••	•••

Country: **BRAZIL**

RATE OF EXCHANGE: US $ 0.000201 = 1 CRUZEIRO

Airline: **TAM**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	CRUZEIROS	US Dollars	CRUZEIROS	US Dollars
Pilots and Co- Pilots	117	133	211 406 678	42 493	24 734 581	4 972
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	96	127	122 445 724	24 612	11 754 789	2 363
Maintenance and Overhaul Personnel	338 C	344	71 937 449 C	14 459 C	24 314 858 C	4 887 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	232	227	67 958 962	13 660	15 766 479	3 169
Other Personnel	217	230	93 859 615	18 866	20 367 536	4 094
TOTAL PERSONNEL	1 000	1 061	••	••	96 938 244	19 485

Country: **BRAZIL**

RATE OF EXCHANGE: US $ 0.000201 = 1 CRUZEIRO

Airline: **NORDESTE**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	CRUZEIROS	US Dollars	CRUZEIROS	US Dollars
Pilots and Co- Pilots	49	52	103 401 130	20 784	5 066 655	1 018
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	4	5	24 309 579	4 886	97 238	20
Maintenance and Overhaul Personnel	118	114	40 882 922	8 217	4 824 185	970
A) Licensed Aircraft Maintenance Mechanics	92	88	40 477 523	8 136	3 723 932	749
B) Other Maintenance and Overhaul Personnel	26	26	42 317 410	8 506	1 100 253	221
Ticketing, Sales and Promotional Personnel	72	46	33 680 805	6 770	2 425 018	487
Other Personnel	179	107	27 616 633	5 551	4 943 377	994
TOTAL PERSONNEL	422	324	••	••	17 356 474	3 489

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D2 (CONT'D)

SCHEDULED DOMESTIC AIRLINES

Country: **BRAZIL**

RATE OF EXCHANGE: US $ 0.000201 = 1 CRUZEIRO

Airline: **RIO-SUL**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	CRUZEIROS	US Dollars	CRUZEIROS	US Dollars
Pilots and Co- Pilots	126	140	93 349 858	18 763	11 762 082	2 364
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	49	81	35 927 808	7 221	1 760 463	354
Maintenance and Overhaul Personnel	194 C	192	54 148 245 C	10 884 C	10 504 760 C	2 111 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	283	300	18 256 569	3 670	5 166 609	1 038
Other Personnel	263	265	35 748 256	7 185	9 401 791	1 890
TOTAL PERSONNEL	915	978	••	••	38 595 704	7 758

Country: **BRAZIL**

RATE OF EXCHANGE: US $ 0.000201 = 1 CRUZEIRO

Airline: **TABA**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	CRUZEIROS	US Dollars	CRUZEIROS	US Dollars
Pilots and Co- Pilots	74	76	82 060 605	16 494	6 072 485	1 221
Other Cockpit personnel	23	30	10 165 896	2 043	233 816	47
Cabin Attendants	1	1	32 406 880	6 514	32 407	7
Maintenance and Overhaul Personnel	233 C	245	35 184 487 C	7 072 C	8 197 986 C	1 648
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	•••
Ticketing, Sales and Promotional Personnel	210	214	32 721 061	6 577	6 871 423	1 381
Other Personnel	154	151	38 037 849	7 646	5 857 829	1 177
TOTAL PERSONNEL	695	717	••	••	27 265 945	5 480

Country: **COLOMBIA**

RATE OF EXCHANGE: US $ 0.001310 = 1 PESO

Airline: **INTERCONTINENTAL COL**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	PESOS	US Dollars	PESOS	US Dollars
Pilots and Co- Pilots	31	38	11 232 000	14 714	348 192	456
Other Cockpit personnel	6	6	4 836 000	6 335	29 016	38
Cabin Attendants	37	48	3 940 541	5 162	145 800	191
Maintenance and Overhaul Personnel	55	71	3 692 945 C	4 838 C	203 112 C	266 C
A) Licensed Aircraft Maintenance Mechanics	15	25	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	40	46	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	109	148	2 662 018	3 487	290 160	380
Other Personnel	206	212	2 112 816	2 768	435 240	570
TOTAL PERSONNEL	444	523	••	••	1 451 520	1 901

Country: **ECUADOR**

RATE OF EXCHANGE: US $ 0.000651 = 1 SUCRE

Airline: **TAME**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	SUCRES	US Dollars	SUCRES	US Dollars
Pilots and Co- Pilots	•••	18	76 541 382	49 828	1 377 745	897
Other Cockpit personnel	•••	9	32 734 726	21 310	294 613	192
Cabin Attendants	•••	48	16 625 367	10 823	798 018	520
Maintenance and Overhaul Personnel	•••	••• B	••• B	••• B	••• B	••• B
A) Licensed Aircraft Maintenance Mechanics	•••	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	•••	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	•••	260	5 371 457 C	3 497 C	1 396 579 C	909 C
Other Personnel	•••	290 *	4 436 330	2 888	1 286 536	838
TOTAL PERSONNEL	•••	625	••	••	5 153 490	3 355

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D2 (CONT'D)

SCHEDULED DOMESTIC AIRLINES

Country: **FINLAND**

Airline: **KAR AIR**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	41	47		40 232		1 650
Other Cockpit personnel	2	2		38 315		77
Cabin Attendants	52	52		24 198		1 258
Maintenance and Overhaul Personnel	145	143		38 044		5 516
A) Licensed Aircraft Maintenance Mechanics	38	38		40 482		1 538
B) Other Maintenance and Overhaul Personnel	107	105		37 179		3 978
Ticketing, Sales and Promotional Personnel	6	2		21 190		127
Other Personnel	14	12		31 115		436
TOTAL PERSONNEL	260	258	••	••		9 064

Country: **FINLAND**

Airline: **FINNAVIATION**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	51	53		88 471		4 512
Other Cockpit personnel	–	–		–		–
Cabin Attendants	25	24		44 874		1 122
Maintenance and Overhaul Personnel	84	84		46 350		3 893
A) Licensed Aircraft Maintenance Mechanics	39	39		46 350		1 808
B) Other Maintenance and Overhaul Personnel	45	45		46 350		2 086
Ticketing, Sales and Promotional Personnel	4	4		45 328		181
Other Personnel	17	17		44 072		749
TOTAL PERSONNEL	181	182	••	••		10 458

Country: **JAPAN**

RATE OF EXCHANGE: US $ 0.008067 = 1 YEN

Airline: **AIR NIPPON**

Year Ended: 31 MAR 1993

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	YEN	US Dollars	YEN	US Dollars
Pilots and Co- Pilots	284	295	13 334 137	107 566	3 786 895	30 549
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	226		5 508 199	44 435	1 244 853	10 042
Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
A) Licensed Aircraft Maintenance Mechanics	•••	•••	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	•••	•••	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Other Personnel	558 C		6 917 423 C	55 803 C	3 859 922 C	31 138 C
TOTAL PERSONNEL	1 068	295	••	••	8 891 670	71 729

Country: **PORTUGAL**

RATE OF EXCHANGE: US $ 0.007389 = 1 ESCUDO

Airline: **SATA**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	ESCUDOS	US Dollars	ESCUDOS	US Dollars
Pilots and Co- Pilots	21	21	8 451 022	62 445	177 471	1 311
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	22	16	2 773 495	20 493	61 017	451
Maintenance and Overhaul Personnel	78	78	2 271 172	16 782	177 151	1 309
A) Licensed Aircraft Maintenance Mechanics	4	4	3 823 925	28 255	15 296	113
B) Other Maintenance and Overhaul Personnel	74	74	2 187 240	16 162	161 856	1 196
Ticketing, Sales and Promotional Personnel	51	51	2 174 481	16 067	110 899	819
Other Personnel	410	392	2 108 371	15 579	864 432	6 387
TOTAL PERSONNEL	582	558	••	••	1 390 970	10 278

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D2 (CONT'D) **SCHEDULED DOMESTIC AIRLINES** PAGE: D - 32

Country: **SPAIN** RATE OF EXCHANGE: US $ 0.009729 = 1 PESETA

Airline: **BINTER MEDIT.** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	PESETAS	US Dollars	PESETAS	US Dollars
Pilots and Co- Pilots	37	37	•••	•••	•••	•••
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	16	12	•••	•••	•••	•••
Maintenance and Overhaul Personnel	34 C	31	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	–	–	–	–	–	–
Other Personnel	31	27	•••	•••	•••	•••
TOTAL PERSONNEL	118	107	••	••	•••	•••

Country: **SPAIN** RATE OF EXCHANGE: US $ 0.009729 = 1 PESETA

Airline: **BINTER CANARIAS** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	PESETAS	US Dollars	PESETAS	US Dollars
Pilots and Co- Pilots	65	77	•••	•••	•••	•••
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	57	57	•••	•••	•••	•••
Maintenance and Overhaul Personnel	47 C	49	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	••• B	••• B	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	–	–	–	–	–	–
Other Personnel	86	94	•••	•••	•••	•••
TOTAL PERSONNEL	255	277	••	••	•••	•••

Country: **SWEDEN** RATE OF EXCHANGE: US $ 0.711533 = 1 KRONA

Airline: **LINJEFLYG** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	KRONOR	US Dollars	KRONOR	US Dollars
Pilots and Co- Pilots	•••	338	•••	•••	•••	•••
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	•••	505	•••	•••	•••	•••
Maintenance and Overhaul Personnel	•••	405	•••	•••	•••	•••
A) Licensed Aircraft Maintenance Mechanics	•••	224	•••	•••	•••	•••
B) Other Maintenance and Overhaul Personnel	•••	181	•••	•••	•••	•••
Ticketing, Sales and Promotional Personnel	•••	795	•••	•••	•••	•••
Other Personnel	•••	669	•••	•••	•••	•••
TOTAL PERSONNEL	•••	2 712	••	••	•••	•••

Country: **UNTD KINGDOM** RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **BRITISH INTL HELICOP** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	118	97	36 331	63 236	4 287	7 462
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	19	12	11 316	19 696	215	374
Maintenance and Overhaul Personnel	218 C	184	21 317 C	37 103 C	4 647 C	8 088 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	4	4	10 250	17 841	41	71
Other Personnel	128	99	18 680	32 513	2 391	4 162
TOTAL PERSONNEL	487	396	••	••	11 581	20 157

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D2 (CONT'D) **SCHEDULED DOMESTIC AIRLINES** PAGE: D - 33

Country: **UNTD KINGDOM** RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **CHANNEL EXPRESS** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	64	61	36 516	63 558	2 337	4 068
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	–	–	–	–	–	–
Maintenance and Overhaul Personnel	44 C	40	24 114 C	41 972 C	1 061 C	1 847 C
A) Licensed Aircraft Maintenance Mechanics	••• B	••• B	••• B	••• B	••• B	••• B
B) Other Maintenance and Overhaul Personnel	••• B	••• B	••• B	••• B	••• B	••• B
Ticketing, Sales and Promotional Personnel	35	35	18 000	31 330	630	1 097
Other Personnel	–	–	–	–	–	–
TOTAL PERSONNEL	143	136	••	••	4 028	7 011

Country: **UNTD KINGDOM** RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **ISLES OF SCILLY** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	8	8	2 500	4 351	20	35
Other Cockpit personnel	–	–	–	–	–	–
Cabin Attendants	–	–	–	–	–	–
Maintenance and Overhaul Personnel	–	–	–	–	–	–
A) Licensed Aircraft Maintenance Mechanics	–	–	–	–	–	–
B) Other Maintenance and Overhaul Personnel	–	–	–	–	–	–
Ticketing, Sales and Promotional Personnel	8	4	2 500	4 351	20	35
Other Personnel	–	–	–	–	–	–
TOTAL PERSONNEL	16	12	••	••	40	70

Country: **UNTD KINGDOM** RATE OF EXCHANGE: US $ 1.740548 = 1 POUND

Airline: **EUROAIR TRANSPORT** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End	POUNDS	US Dollars	POUNDS	US Dollars
Pilots and Co- Pilots	–	••	–	–	–	–
Other Cockpit personnel	–	••	–	–	–	–
Cabin Attendants	–	••	–	–	–	–
Maintenance and Overhaul Personnel	2	••	7 000	12 184	14	24
A) Licensed Aircraft Maintenance Mechanics	–	••	–	–	–	–
B) Other Maintenance and Overhaul Personnel	2	••	7 000	12 184	14	24
Ticketing, Sales and Promotional Personnel	–	••	–	–	–	–
Other Personnel	4	••	10 500	18 276	42	73
TOTAL PERSONNEL	6	••	••	••	56	97

Country: **UNTD STATES**

Airline: **MARKAIR** **N** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	105		54 429		5 715
Other Cockpit personnel	–	–		–		–
Cabin Attendants	•••	109		14 835		1 617
Maintenance and Overhaul Personnel	•••	130		24 262 C		3 154 C
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		••• B		••• B
B) Other Maintenance and Overhaul Personnel	•••	••• B		••• B		••• B
Ticketing, Sales and Promotional Personnel	•••	62		17 629		1 093
Other Personnel	•••	556		28 430		15 807
TOTAL PERSONNEL	855	962	••	••		33 569

N FOR NOTE (S) ON THIS TABLE SEE PAGES D - 38 / D - 40

PERSONNEL STATISTICS BY AIRLINE - 1992

SCHEDULED DOMESTIC AIRLINES

Country: **UNTD STATES**

Airline: **MID-WEST EXPRESS** **N**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	127		57 913		7 355
Other Cockpit personnel	–	–		–		–
Cabin Attendants	•••	185		19 795		3 662
Maintenance and Overhaul Personnel	•••	142		30 768 C		4 369 C
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		••• B		••• B
B) Other Maintenance and Overhaul Personnel	•••	••• B		••• B		••• B
Ticketing, Sales and Promotional Personnel	•••	15		43 400		651
Other Personnel	•••	532		23 474		12 488
TOTAL PERSONNEL	920	1 001	••	••		36 793

Country: **UNTD STATES**

Airline: **ALOHA** **N**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	184		93 255		17 159
Other Cockpit personnel	–	–		–		–
Cabin Attendants	•••	220		23 582		5 188
Maintenance and Overhaul Personnel	•••	290		26 859 C		7 789
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		••• B		•••
B) Other Maintenance and Overhaul Personnel	•••	••• B		••• B		•••
Ticketing, Sales and Promotional Personnel	•••	46		28 522		1 312
Other Personnel	•••	1 275		24 487		31 221
TOTAL PERSONNEL	2 127	2 015	••	••		82 617

Country: **UNTD STATES**

Airline: **WESTAIR** **N**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	444		31 664		14 059
Other Cockpit personnel	•••	12		34 083		409
Cabin Attendants	•••	102		26 706		2 724
Maintenance and Overhaul Personnel	•••	147		47 150 C		6 931 C
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		••• B		••• B
B) Other Maintenance and Overhaul Personnel	•••	••• B		••• B		••• B
Ticketing, Sales and Promotional Personnel	•••	11		24 545		270
Other Personnel	•••	521		15 048		7 840
TOTAL PERSONNEL	1 211	1 237	••	••		416 855

Country: **UNTD STATES**

Airline: **SOUTHWEST** **N**

Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	1 252		99 764		124 905
Other Cockpit personnel	–	–		–		–
Cabin Attendants	•••	2 101		27 575		57 936
Maintenance and Overhaul Personnel	•••	559		42 959 C		24 014 C
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		••• B		••• B
B) Other Maintenance and Overhaul Personnel	•••	••• B		••• B		••• B
Ticketing, Sales and Promotional Personnel	•••	31		39 484		1 224
Other Personnel	•••	7 032		25 555		179 706
TOTAL PERSONNEL	10 782	10 975	••	••		534 500

N FOR NOTE (S) ON THIS TABLE SEE PAGES D - 38 / D - 40

PERSONNEL STATISTICS BY AIRLINE - 1992

PART: D2 (CONT'D) **SCHEDULED DOMESTIC AIRLINES** PAGE: D - 35

Country: **UNTD STATES**

Airline: **AIR WISCONSIN** **N** Year Ended: 31 DEC 1992

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots	•••	268		56 325		15 095
Other Cockpit personnel	–	–		–		–
Cabin Attendants	•••	205		16 922		3 469
Maintenance and Overhaul Personnel	•••	224		49 031 C		10 983 C
A) Licensed Aircraft Maintenance Mechanics	•••	••• B		••• B		••• B
B) Other Maintenance and Overhaul Personnel	•••	••• B		••• B		••• B
Ticketing, Sales and Promotional Personnel	•••	6		30 667		184
Other Personnel	•••	853		30 272		25 822
TOTAL PERSONNEL	1 594	1 556	••	••		•••

Country:

Airline: Year Ended:

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots						
Other Cockpit personnel						
Cabin Attendants						
Maintenance and Overhaul Personnel						
A) Licensed Aircraft Maintenance Mechanics						
B) Other Maintenance and Overhaul Personnel						
Ticketing, Sales and Promotional Personnel						
Other Personnel						
TOTAL PERSONNEL						

Country:

Airline: Year Ended:

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots						
Other Cockpit personnel						
Cabin Attendants						
Maintenance and Overhaul Personnel						31 DEC 199 2
A) Licensed Aircraft Maintenance Mechanics						
B) Other Maintenance and Overhaul Personnel						
Ticketing, Sales and Promotional Personnel						
Other Personnel						
TOTAL PERSONNEL						–

Country:

Airline: Year Ended:

CATEGORY OF STAFF	Number of Personnel		Average Annual Remuneration		Total Expenditures in Thousands	
	Mid-Year	Year-End		US Dollars		US Dollars
Pilots and Co- Pilots						•••
Other Cockpit personnel						
Cabin Attendants						
Maintenance and Overhaul Personnel						
A) Licensed Aircraft Maintenance Mechanics						
B) Other Maintenance and Overhaul Personnel						
Ticketing, Sales and Promotional Personnel						
Other Personnel						
TOTAL PERSONNEL						

PERSONNEL STATISTICS BY OPERATOR - 1992

COUNTRY	OPERATOR	YEAR ENDED	NUMBER OF 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 AIRTRANSPORT	31 Dec 92	..	..	..	..	..	..
CôTE D' IVOIRE	AIR INTERIVOIRE	31 Dec 92	4	4	14	14	18	18
	AIR TRANSIVOIRE	31 Dec 92	...	1	...	1	...	2
DOMINICAN R	AEROCHAGO	31 Dec 92	13	13	54	54	67	67
ESTONIA	AVIES	31 Dec 92	33	33	22	27	55	60
FRANCE	CORSE AIR INTL	31 Dec 92	277	346	249	267	526	613
GERMANY	LTU	31 Dec 92	1 087	1 184	1 318	1 283	2 405	2 467
	CONDOR	31 Dec 92	1 442	1 486	528	539	1 970	2 025
	LUFTHANSA CITYLINE	31 Dec 92	...	497	...	368	...	865
	GERMAN CARGO	31 Dec 92	...	214	...	456	...	670
	HAPAG - LLOYD	31 Dec 92	...	729	...	643	...	1 372
	AERO - LLOYD	31 Dec 92	566	495	388	391	954	886
	GERMANIA	31 Dec 92	210	183	139	134	349	317
	WDL FLUGDIENST	31 Dec 92	14	21	19	20	33	41
GHANA	CARGO DOR LTD.	31 Dec 92	12	12	23	23	35	35
	RACE CARGO AIRLINES	31 Dec 92	8	8	26	26	34	34
INDIA	AIR INDIA CHARTERS	31 Mar 93	-	-	43	42	43	42
ITALY	EUROFLY SPA	31 Dec 92	46	28	20	20	66	48
	TEA ITALIA	31 Dec 92	64	60	31	43	95	103
SPAIN	DRENAIR	31 Dec 92	16	15	35	35	51	50
	AIR EUROPA	31 Dec 92	327	271	405	370	732	641
	HISPANO IRLANDESA	31 Dec 92	165	137	133	121	298	258
	LTE INTERNATIONAL	31 Dec 92	191	147	199	164	390	311
	PAN AIR, S.A.	31 Dec 92	22	23	82	82	104	105
	SPANAIR	31 Dec 92	425	340	279	305	704	645
	AIR TRUCK	31 Dec 92	12	11	25	25	37	36
	SWIFTAIR, S.A.	31 Dec 92	20	20	30	30	50	50
SRI LANKA	AIR TAXIS LTD D	31 Dec 92	2	2	4	4	6	6
	CDE AVIATION D	31 Dec 92	9	5	10	10	19	15
	SKY CABS (PVT) LTD D	31 Dec 92	3	4	4	4	7	8
SWITZERLAND	AERO - JET SA	31 Dec 92	13	17	2	3	15	20
	BALAIR	31 Dec 92	255	219	207	161	462	380
	TEA BASEL	31 Oct 92	65	40	38	38	103	78
	CLASSIC AIR	31 Dec 92	18	16	18	18	36	34
	CTA	31 Dec 92	117	105	28	27	145	132
UNTD KINGDOM	HEAVYLIFT CARGO	31 Dec 92	30	29	107	109	137	138
	BOND HELICOPTERS	31 Dec 92	190	190	476	467	666	657
	AIR FOYLE	31 Dec 92	67	53	31	32	98	85
	INTER EUROPEAN AW	31 Dec 92	374	245	115	106	489	351
	JANES AVIATION	31 Dec 92	13	17	26	36	39	53
	CALEDONIAN AIRWAYS	31 Dec 92	666	298	169	148	835	446
	AIRTOURS INTL	31 Dec 92	389	395	62	66	451	461
	TITAN AIRWAYS	31 Dec 92	19	20	4	5	23	25
	AIR 2000	31 Dec 92	962	719	282	283	1 244	1 002
	BRISTOW HELICOPTERS	31 Dec 92	388	361	1 396	1 282	1 784	1 643
	AIR UK LEISURE	31 Dec 92	322	207	48	48	370	255
UNTD STATES	EVERGREEN	31 Dec 92	...	283	...	446	862	729
	EMERY WORLDWIDE	31 Dec 92	...	334	...	530	864	864
	SOUTHERN AIR TRANSP.	31 Dec 92	...	224	...	293	696	517
	WORLD	31 Dec 92	...	480	...	115	...	595
TOTAL ALL ABOVE			8 856	10 541	7 089	9 714	18 367	20 255

FLEET AND PERSONNEL DATA FOOTNOTES

TABLE	*STATE/CARRIER*	*NOTE*
C-8	INDIA - Indian Airlines	Hours flown by A-300 aircraft in non-scheduled operations include 674 hours hiredout, but exclude departures.
C-9	ITALY - ATI	One MD-82 and eight DC-9-30 aircraft were transferred to ALITALIA.
C-10	JAPAN - JAL	The seating capacity of B747-100 and B747-SR aircraft as reported by the carrier was 528 and 563 seats respectively.
C-15	SINGAPORE - SIA	Miscellaneous aircraft were reported as Learjet M-31.
C-31	USA - Air Wisconsin	Total hours flown do not include 1 442 non-revenue hours.
C-22	- Alaska Airlines	Total hours flown do not include 1 226 non-revenue hours.
C-30	- Aloha	Total hours flown do not include 437 non-revenue hours.
C-21	- American Airlines	Total hours flown do not include 6 260 non-revenue hours.
C-22	- America West	Total hours flown do not include 1 332 non-revenue hours.
C-22	- American Trans Air	Total hours flown do not include 1 169 non-revenue hours.
C-22;C-23	- Continental	Total hours flown do not include 2 257 non-revenue hours.
C-23	- Delta	Total hours flown do not include 5 771 non-revenue hours.
C-23	- Federal Express	Total hours flown do not include 7 686 non-revenue hours.
C-24	- Hawaiian	Total hours flown do not include 1 556 non-revenue hours.
C-24	- Horizon Air	Total hours flown do not include 2 023 non-revenue hours.
C-30	- Markair	Total hours flown do not include 178 non-revenue hours.

FLEET AND PERSONNEL DATA FOOTNOTES

TABLE	*STATE/CARRIER*	*NOTE*
C-30	USA - Midwest Express	Total hours flown do not include 90 non-revenue hours.
C-24	- Northwest	Total hours flown do not include 3 457 non-revenue hours.
C-31	- Southwest	Total hours flown do not include 1 691 non-revenue hours.
C-23	- Tower Air	Total hours flown do not include 3 921 non-revenue hours.
C-24	- TWA	Total hours flown do not include 2 252 non-revenue hours.
C-25	- United Airlines	Total hours flown do not include 4 605 non-revenue hours.
C-22	- US Air	Total hours flown do not include 4 009 non-revenue hours.
C-24	- US Air Shuttle	Total hours flown do not include 426 non-revenue hours.
C-40	USA - Evergreen International	Total hours flown do not include 2 104 non-revenue hours.
C-40	- Southern Air Transport	Total hours flown do not include 6 652 non-revenue hours.
C-40	- World Airways	Total hours flown do not include 527 non-revenue hours.
C-42	- American	Includes 12 953 part-time employees in the mid-year total.
C-33;D-37	Austria - Austrian Air Transport	All aircraft and personnel are provided by AUA.
D-18	UK - BA (Consolidated)	Personnel data include Caledonian Airways personnel.
D-20	- BA (Euro Ops) LGW	Formerly Dan Air Services. Year-end personnel merged with BA (Consolidated).

FLEET AND PERSONNEL DATA FOOTNOTES

TABLE	*STATE/CARRIER*	*NOTE*
D-24;D-35	USA - 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.

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

FIXED WING AIRCRAFT	AÉRONEFS À VOILURE FIXE	AERONAVES DE ALAS FIJAS	ВОЗДУШНЫЕ СУДА С НЕПОДВИЖНЫМ КРЫЛОМ
TURBO-JETS	**TURBORÉACTEURS**	**TURBOREACTORES**	**ТУРБОРЕАКТИВНЫЕ**
4-engined	**Quadriréacteurs**	**4 Motores**	**4 - двигательные**
Bae-146		British Aerospace Public Limited Company	
BAe-Aérospatiale Concorde		British Aerospace/Aérospatiale	
B-707 (All Series)		The Boeing Company	
B-720-B		The Boeing Company	
B-747 (All Series)		The Boeing Company	
DC-8 (All Series)		McDonnell Douglas Corporation	
IL-62		Ilyushin	
IL-76/86		Ilyushin	
3-engined	**Triréacteurs**	**3 motores**	**3 - двигательные**
B-727 (All Series)		The Boeing Company	
Dassault 50		Avions Marcel Dassault/Bréguet	
Dassault 900		Avions Marcel Dassault/Bréguet	
DC-10 (All Series)		McDonnell Douglas Corporation	
L-1011 Tristar		Lockheed Aircraft Corporation	
MD-11		McDonnell Douglas Corporation	
TU-154		Tupolev	
YAK-40/42		Yakolev	
2-engined	**Biréacteurs**	**2 Motores**	**2 - двигательные**
A-300B (All Series)		Airbus Industries	
A-310 (All Series)		Airbus Industries	
A-320 (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 (All Series)		The Boeing Company	
Canadair CL-65 (RJ)		Canadair Group, Bombardier Inc.	
Cessna 500 Citation		Cessna Aircraft Company	
Dassault 100 Mercure		Avions Marcel Dassault/Bréguet	
Dassault 10/20/100 Mystère Falcon		Avions Marcel Dassault/Bréguet	
DC-9 (All Series)		McDonnell Douglas Corporation	
MD-80 (All Series)		McDonnell Douglas Corporation	
F-28 Fellowship		Royal Netherlands Aircraft Factories Fokker	
Fokker 100		Royal Netherlands Aircraft Factories Fokker	
G-1159 II/III/IV		Grumman American/Gulfstream American Corporation	
HS-125/BAe-125		Hawker Siddeley Aviation Ltd./British Aerospace	
IAI-1124		Israel Aircraft Industries Ltd.	
SE-210 Caravelle		Sud-Aviation, Société Nationale de Constructions Aéronautiques	
SN 601 Corvette		Aerospatiale (SNIAS)	
TU-134		Tupolev	
TURBO-PROPS	**TURBOPROPULSEURS**	**TURBOHÉLICES**	**ТУРБОВИНТОВЫЕ**
4-engined	**Quadrimoteurs**	**4 Motores**	**4-двигательные**
AN-12		Antonov Design Bureau	
CL-44		Canadair Limited	
DHC-7 Dash		De Havilland Aircraft of Canada Ltd./Boeing	
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	

APPENDIX A (Cont'd)

TURBO-PROPS (cont'd)	TURBOPROPULSEURS (suite)	TURBOHELICES (cont.)	ТУРБОВИНТОВЫЕ (продолж)
2-engined	**Bimoteurs**	**2 Motores**	**2 - двигательные**
ATR-42/72		Avions de Transport Regional	
AN-24/AN-26/AN-30		Antonov Design Bureau	
BAe-ATP		British Aerospace Public Limited Company	
Beech 90 King Air/Beech 200 Super King Air		Beech Aircraft Corporation	
Beech 99		Beech Aircraft Corporation	
Casa 212		Casa Construcciones Aeronáuticas S.A.	
CN-235		Casa Construcciones Aeronáuticas S.A./Nurtanio	
CV-580/600/640		General Dynamics Corporation/Convair Division	
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.	
Dornier DO-228		Dornier Deutschland	
EMB-110/120 Brasilia		Embraer	
F-27 Friendship		Royal Netherlands Aircraft Factories Fokker	
FH-227 Friendship		Fairchild Stratos Corporation	
Fokker 50		Royal Netherlands Aircraft Factories Fokker	
GAF-22		Government Aircraft Factory - Australia	
G-159		Grumman American/Gulfstream American Corporation	
Herald 200/Dart		Handley-Page (Reading) Ltd.	
Jetstream 31/32		British Aerospace	
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	
SA 226/227 Metro		Fairchild Industries Inc.	
SF-340		Saab-Scania Aktiebolag	
Shorts-330/360		Shorts Brothers Ltd.	
Turbo Commando 690		Rockwell International Corporation	
PISTON ENGINED	**MOTEURS ALTERNATIFS**	**MOTORES DE PISTON**	**ПОРШНЕВЫЕ**
4-engined	**Quadrimoteurs**	**4 Motores**	**4 - двигательные**
DHC-6 A B C		McDonnell Douglas Corporation	
DC-7		McDonnel Douglas Corporation	
L-1049		Lockheed Aircraft Corporation	
2-engined	**Bimoteurs**	**2 Motores**	**2 - двигательные**
Beech 50/Bonanza		Beech Aircraft Corporation	
BN-2 Islander		Britten Norman Lltd.	
BN-3 Trislander		Britten Norman Ltd.	
BR-170 Wayfarer		British Aircraft Corporation Limited	
C-46, F Commando		Curtiss Wright Corporation	
CV-240/CV-340		General Dynamics Corporation/Convair Division	
DC-3/C-47 Dakota, Hipper		McDonnell Douglas Corporation	
PA-23 Aztec, Apache, Piper Seneca, Cheyenne		The Piper Aircraft Corporation	
SC-7 Skyvan		Short Brothers & Harland Ltd.	
1-engined	**Monomoteur**	**1 Motor**	**1 - двигательные**
Cessna 180/208/404/421		Cessna Aircraft Company	
ROTARY WINGS AIRCRAFT	**AÉRONEFS À VOILURE TOURNANTES**	**AERONAVES DE ALAS GIRATORIAS**	**ВИНТОКРЫЛЫЕ ЛЕТАТЕЛЬНЫЕ АППАРААТЫ**
Agusta 109		Agusta S.P.A., Italia	
Bell B-47		Bell Helicopter Company	
Bell 206A		Bell Helicopter Company	
Bell 212/214		Bell Helicopter Company	
Bell Textron 222/412		Bell Helicopter Textron Inc.	
Boeing B105c		Boeing Vertol Company	
Boeing 234 Vertol		Boeing Vertol Company	
BO 105		MBB Donauwoerth	
HUGHES 500		McDonnel Douglas Helicopter	
Kawasaki BK 117		Kawasaki Heavy Industries Ltd.	
Mi-8		Mil Design Bureau	
PUMA 300/332		Aerospatiale (SNIAS)	
SA 365/366 Dauphin		Aerospatiale (SNIAS)	
S-355 Ecureuil		Aerospatiale (SNIAS)	
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 estimados.
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 должна стоять 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 арфрахтованы.
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 значения последней указанной цифры.
X	Предварительные данные.
*	Оценочные данные.
Y	Среднесуточный налет часов (вычисленный) на основе общего налета часов.
Z	Количество воздушных судов не указано.

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Peru. Representante de la OACI, Oficina Sudamérica, Apartado 4127, Lima 100.

Senegal. Représentant de l'OACI, Bureau Afrique occidentale et centrale, Boîte postale 2356, Dakar.

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United Kingdom. Civil Aviation Authority, Printing and Publications Services, Greville House, 37 Gratton Road, Cheltenham, Glos., GL50 2BN.

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