

	Aircraft-Km Passenger (000)	Cargo (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Qrt Ended Jun-03	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jun-03
AIR 2000											
AIRBUS A320-100/200	1 794	-	864	-	2 665	-	140 933	295 981	322 753	6	12.3
AIRBUS A321	1 847	-	882	-	2 763	-	175 120	379 371	402 711	6	12.5
BOEING 757-200	5 037	-	2 286	-	7 399	-	485 381	1 077 544	1 173 748	18	9.5
BOEING 767-300ER/F	827	-	136	-	1 024	-	58 837	252 327	258 160	2	15.0
Total	9 505	-	4 168	-	13 850	-	860 271	2 005 223	2 157 372	32	10.9
AIR ATLANTA EUROPE LTD											
BOEING 767-200	-	-	-	-	-	-	-	-	-	-	..
BOEING 767-200ER	638	-	256	-	927	-	-	162 756	185 090	1	6.3
Total	638	-	256	-	927	-	-	162 756	185 090	1	6.7
AIR CORDIAL LTD											
AIRBUS A300B4-100/200	309	-	119	-	427	-	32 851	91 416	100 825	2	3.7
Total	309	-	119	-	427	-	32 851	91 416	100 825	2	3.7
AIR WALES LTD											
ATR42-300	174	-	704	-	611	-	11 606	3 541	8 321	2	7.0
DORNIER 228-100/200	-	-	-	-	-	-	-	-	-	1	-
Total	174	-	704	-	611	-	11 606	3 541	8 321	3	4.7
ASTRAEUS LTD											
BOEING 737-300	1 259	-	589	-	1 348	-	57 941	127 570	186 226	4	8.5
BOEING 737-700	562	-	216	-	741	-	25 627	67 991	83 181	2	9.2
Total	1 821	-	805	-	2 088	-	83 568	195 561	269 407	6	8.7
ATLANTIC AIRLINES											
CESSNA 310	-	-	-	-	-	-	-	-	-	2	-
CESSNA 401/402/411/421	-	-	-	-	-	-	-	-	-	2	-
CESSNA 404 TITAN	-	-	-	-	-	-	-	-	-	1	-
CESSNA 500 CITATION I	-	-	-	-	-	-	-	-	-	1	-
DOUGLAS DC3 C47 DAKOTA	-	-	-	-	-	-	-	-	-	1	0.1
DOUGLAS DC6/6A/6B/6C	-	8	-	11	-	24	-	-	-	2	0.4
FAIRCHILD SA-227 METRO III	-	-	-	-	-	-	-	-	-	1	-
LOCKHEED L188 ELECTRA	-	129	-	268	-	411	-	-	-	7	1.2
REIMS-CESSNA F406/CARAVAN II	-	-	-	-	-	-	-	-	-	2	-
Total	-	137	-	279	-	435	-	-	-	19	0.5

	Aircraft-Km Passenger (000)	Cargo (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Qrt Ended Jun 2003	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jun 2003
AURIGNY AIR SERVICES											
PILATUS BN-2A TRISLANDER MK3	89	-	1 191	-	431	-	11 172	841	1 516	8	1.6
SAAB FAIRCHILD 340	187	-	511	-	610	-	13 277	4 531	6 089	3	6.4
SHORTS 360	18	-	335	-	84	-	8 555	417	644	1	2.3
Total	294	-	2 037	-	1 125	-	33 004	5 789	8 249	12	2.9
BA CITIEXPRESS (IOM) LTD											
BAE 146-100	36	-	87	-	103	-	5 322	2 240	2 755	1	6.2
BAE 146-200/QT	-	-	-	-	-	-	-	-	-	1	-
BAE ATP	129	-	744	-	550	-	23 304	4 082	8 759	3	5.9
Total	165	-	831	-	652	-	28 626	6 322	11 514	5	4.5
BAC EXPRESS AIRLINES LTD											
FOKKER F27-500	-	63	-	167	-	197	-	-	-	4	1.7
SHORTS 360	-	-	-	-	-	-	-	-	-	12	-
Total	-	63	-	167	-	197	-	-	-	16	0.5
BAE SYSTEMS (CORP AIR TVL) LTD											
BAE 146-100	28	-	24	-	48	-	690	817	1 875	1	1.5
BAE 146-200/QT	25	-	80	-	60	-	4 124	1 274	2 744	1	2.1
Total	53	-	104	-	108	-	4 814	2 091	4 619	2	1.8
BMI BRITISH MIDLAND											
AIRBUS A320-100/200	1 268	1	2 042	1	2 980	1	229 436	149 503	197 978	11	8.7
AIRBUS A321	1 418	24	1 594	45	2 790	51	187 747	244 683	289 078	10	8.5
AIRBUS A330-200	1 025	-	156	-	1 290	-	20 305	165 877	250 157	3	12.4
BOEING 737-300	990	-	1 046	-	1 825	-	99 909	113 136	146 386	5	10.8
BOEING 737-500	1 364	-	1 787	-	2 723	-	150 284	138 865	178 826	8	9.9
FOKKER 100	553	-	1 218	-	1 545	-	88 942	41 245	58 598	6	7.7
Total	6 618	25	7 843	46	13 153	53	776 623	853 309	1 121 023	43	9.3
BMI REGIONAL											
EMBRAER RJ135	222	-	418	-	491	-	3 463	4 370	8 246	2	7.1
EMBRAER RJ145	973	-	1 803	-	2 192	-	30 751	28 693	47 681	10	6.9
Total	1 195	-	2 221	-	2 683	-	34 214	33 063	55 927	12	6.9
BRITANNIA AIRWAYS											
BOEING 757-200	5 288	-	2 575	-	7 786	-	564 528	1 163 528	1 242 525	20	10.4
BOEING 767-200ER	1 092	-	528	-	1 582	-	142 637	295 027	316 536	4	10.9
BOEING 767-300ER/F	2 499	-	934	-	3 479	-	285 796	764 992	818 599	8	11.0
Total	8 879	-	4 037	-	12 847	-	992 961	2 223 547	2 377 660	32	10.6

	Aircraft-Km Passenger (000)	Cargo (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Qrt Ended Jun 2003	Avg Daily Utilisation Per A/C (Hours) Qrt Ended Jun 2003
BRITISH AIRWAYS CITIEXPRESS LTD											
AVROLINER RJ100/115	1 835	-	2 627	-	4 104	-	133 218	114 358	194 765	-	..
BAE 146-100	50	-	72	-	110	-	3 163	2 345	3 559	1	5.5
BAE 146-200/QT	235	-	359	-	541	-	17 882	12 356	19 566	2	9.4
BAE 146-300	80	-	107	-	187	-	8 054	6 057	8 932	1	9.1
BAE ATP	266	-	984	-	985	-	33 885	9 889	17 737	10	3.0
BAE JETSTREAM 41	-	-	-	-	-	-	-	-	-	-	-
DE HAVILLAND DASH 8-300/Q300	583	-	1 825	-	1 989	-	50 595	17 783	29 179	10	6.1
EMBRAER RJ145	3 228	-	4 946	-	6 932	-	139 426	98 511	159 106	28	7.7
Total	6 277	-	10 920	-	14 849	-	386 223	261 299	432 844	52	6.3
BRITISH AIRWAYS PLC											
AIRBUS A319	3 734	-	5 016	-	8 092	-	465 749	347 429	450 553	33	8.0
AIRBUS A320-100/200	3 347	-	3 216	-	6 289	-	354 524	374 372	481 127	26	8.3
BAC/AEROSPATIALE CONCORDE	346	-	62	-	243	-	4 985	27 741	34 573	5	1.5
BOEING 737-300	392	-	481	-	840	-	43 171	35 590	48 094	5	6.2
BOEING 737-400	3 157	-	3 427	-	6 336	-	360 017	336 360	447 107	27	6.8
BOEING 737-500	626	-	921	-	1 426	-	76 632	52 331	66 535	10	4.2
BOEING 747-400	18 140	48	2 606	8	22 708	61	607 782	4 564 897	5 929 735	57	12.0
BOEING 757-200	1 309	-	1 486	-	2 687	-	197 662	176 727	226 074	13	7.0
BOEING 767-300	1 415	-	977	-	2 427	-	172 836	267 781	345 880	9	8.7
BOEING 767-300ER/F	2 772	-	597	-	3 748	-	77 836	409 567	499 161	10	10.5
BOEING 777-200	7 961	-	1 447	-	10 262	-	237 227	1 488 926	1 969 742	27	12.3
BOEING 777-200ER	4 372	6	667	1	5 527	7	103 504	777 191	1 012 526	16	11.5
Total	47 571	54	20 903	9	70 584	68	2 701 925	8 858 912	11 511 107	238	9.3
BRITISH INTERNATIONAL											
SIKORSKY S61N	53	-	898	-	292	-	16 961	1 024	1 289	6	1.5
Total	53	-	898	-	292	-	16 961	1 024	1 289	6	1.5
BRITISH MEDITERRANEAN AIRWAYS											
AIRBUS A320-100/200	766	-	295	-	1 156	-	14 762	59 848	94 759	3	11.6
AIRBUS A321	530	-	165	-	779	-	12 815	55 665	78 964	2	11.8
Total	1 296	-	460	-	1 936	-	27 577	115 513	173 723	5	11.7
BUZZ STANSTED LTD											
BAE 146-300	281	-	542	-	683	-	-	26 218	51 039	2	15.8
BOEING 737-300	979	-	1 333	-	2 065	-	-	120 354	156 411	6	26.4
Total	1 260	-	1 875	-	2 748	-	-	146 572	207 450	8	23.7

	Aircraft-Km Passenger (000)	Cargo (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Qrt Ended Jun 2003	Avg Daily Utilisation Per A/C (Hours) Qrt Ended Jun 2003
CHANNEL EXPRESS (AIR SVS)											
AIRBUS A300F4	-	148	-	277	-	269	-	-	-	4	2.1
BOEING 737-300	564	3	439	8	443	8	47 745	64 649	83 418	4	4.8
FOKKER F27 100-400/600	-	20	-	92	-	80	-	-	-	2	2.6
FOKKER F27-500	-	92	-	410	-	364	-	-	-	5	2.8
LOCKHEED L188 ELECTRA	-	-	-	-	-	-	-	-	-	-	1.1
Total	564	263	439	787	443	721	47 745	64 649	83 418	15	3.1
CITY FLYER EXPRESS											
ATR72	227	-	391	-	688	-	19 036	10 899	14 977	5	5.9
AVROLINER RJ100/115	-	-	-	-	-	-	-	-	-	16	7.0
Total	227	-	391	-	688	-	19 036	10 899	14 977	21	6.7
COUGAR LEASING LTD											
BOEING 727-200/200 ADVANCED	-	-	-	-	-	-	-	-	-	-	7.4
Total	-	-	-	-	-	-	-	-	-	-	7.4
DHL AIR LTD											
BOEING 757-200	-	867	-	1 303	-	1 734	-	-	-	18	2.8
Total	-	867	-	1 303	-	1 734	-	-	-	18	2.8
DUO AIRWAYS LTD											
BOMBARDIER REGIONAL JET 100/200	516	-	489	-	951	-	14 682	15 576	24 769	3	9.5
BOMBARDIER REGIONAL JET RJ700E	701	-	667	-	1 260	-	27 175	28 661	47 355	5	8.8
Total	1 217	-	1 156	-	2 211	-	41 857	44 237	72 124	8	9.1
EASYJET AIRLINE COMPANY LTD											
BOEING 737-300	7 016	-	7 959	-	13 491	-	977 573	857 603	1 044 583	40	10.7
BOEING 737-700	5 114	-	5 353	-	9 586	-	655 310	628 628	761 980	29	12.0
Total	12 130	-	13 312	-	23 077	-	1 632 883	1 486 231	1 806 563	69	11.2
EMERALD AIRWAYS LIMITED											
BAE (HS) 748	-	170	-	631	-	514	-	-	-	15	1.1
SHORTS 330	-	-	-	-	-	-	-	-	-	1	-
SHORTS 360	-	-	-	-	-	-	-	-	-	10	-
Total	-	170	-	631	-	514	-	-	-	26	0.6
EUROPEAN AIR CHARTER											
BOEING 737-200	708	-	618	-	1 197	-	39 855	74 937	91 957	8	3.7
BOEING 747-200B	513	-	92	-	641	-	27 249	188 393	229 132	5	1.4
Total	1 221	-	710	-	1 838	-	67 104	263 330	321 089	13	2.8

	Aircraft-Km Passenger (000)	Cargo (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Qrt Ended Jun 2003	Avg Daily Utilisation Per A/C (Hours) Qrt Ended Jun 2003
EXCEL AIRWAYS LTD											
BOEING 737-800	2 329	-	1 020	-	3 440	-	167 272	394 580	439 936	8	11.8
Total	2 329	-	1 020	-	3 440	-	167 272	394 580	439 936	8	11.8
EXECUTIVE JET CHARTER LTD											
BAE(HS)125	-	-	-	-	-	-	-	-	-	1	-
DASSAULT BREQUET FALCON 50	6	-	8	-	11	-	35	26	51	1	0.3
DASSAULT MYSTERE-FALCON 900	-	-	-	-	-	-	-	-	-	1	-
Total	6	-	8	-	11	-	35	26	51	3	0.1
FLIGHTLINE LTD											
BAE 146-200/QT	296	-	549	-	546	-	12 140	16 352	28 503	5	3.3
BAE 146-300	7	-	13	-	15	-	395	283	836	1	2.7
Total	303	-	562	-	561	-	12 535	16 635	29 339	6	3.2
FLYBE.BRITISH EUROPEAN											
BAE 146-100	62	-	84	-	144	-	3 191	2 460	4 584	2	9.1
BAE 146-200/QT	941	-	1 215	-	1 770	-	82 831	67 883	91 213	8	8.0
BAE 146-300	774	-	1 768	-	2 132	-	140 115	63 316	86 286	6	8.5
BOMBARDIER DASH 8 Q100/200	225	-	684	-	783	-	18 508	6 595	8 349	3	8.5
BOMBARDIER DASH 8 Q400	378	-	928	-	993	-	47 524	20 311	29 354	4	7.5
BOMBARDIER REGIONAL JET 100/200	5	-	16	-	16	-	596	197	269	4	3.6
DE HAVILLAND DASH 8-300/Q300	243	-	1 059	-	969	-	36 231	9 317	12 167	4	8.2
Total	2 628	-	5 754	-	6 808	-	328 996	170 079	232 222	31	7.5
FLYJET LTD											
BOEING 757-200	380	-	139	-	514	-	20 790	67 082	88 696	1	7.4
Total	380	-	139	-	514	-	20 790	67 082	88 696	1	7.4
GB AIRWAYS LTD											
AIRBUS A320-100/200	1 510	-	1 014	-	2 469	-	111 752	178 100	228 987	8	12.4
AIRBUS A321	563	-	315	-	880	-	45 453	81 442	103 941	3	11.7
BOEING 737-300	393	-	296	-	671	-	29 157	39 271	49 192	2	5.9
Total	2 466	-	1 625	-	4 020	-	186 362	298 813	382 120	13	10.2
GLOBAL SUPPLY SYSTEMS LTD											
BOEING 747-400F	-	464	-	101	-	601	-	-	-	2	12.7
Total	-	464	-	101	-	601	-	-	-	2	12.7

[illegible]

	Aircraft-Km Passenger (000)	Cargo (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service at Qrt Ended Jun 2003	Avg Daily Utilisation Per A/C (Hours) Qrt Ended Jun 2003
TAG AVIATION (UK) LTD											
CANADAIR CL-600-604 CHALLENGER	15	-	9	-	21	-	60	59	146	1	0.4
DASSAULT MYSTERE-FALCON 900EX	26	-	16	-	38	-	189	116	314	1	1.6
Total	41	-	25	-	59	-	249	175	460	2	1.0
THOMAS COOK AIRLINES LTD											
AIRBUS A320-100/200	1 487	-	698	-	1 988	-	114 925	249 017	267 696	5	10.2
AIRBUS A330-200	768	-	144	-	934	-	35 295	252 151	271 907	2	15.6
BOEING 757-200	4 651	-	1 993	-	6 114	-	435 830	1 020 182	1 093 174	15	10.2
BOEING 757-300	638	-	262	-	826	-	69 808	169 658	178 445	2	10.4
Total	7 544	-	3 097	-	9 862	-	655 858	1 691 008	1 811 222	24	10.7
TITAN AIRWAYS LTD											
ATR42-300	9	14	20	24	21	30	473	273	426	2	0.9
BAE 146-200/QT	61	70	99	115	111	96	665	3 085	4 994	3	2.0
BOEING 737-300	141	-	117	-	212	-	2 391	16 228	18 213	1	4.5
BOEING 757-200	98	-	62	-	133	-	3 161	15 122	20 323	1	2.1
Total	309	84	298	139	477	127	6 690	34 708	43 956	7	2.1
TRIAIR (BERMUDA) LTD											
DASSAULT MYSTERE-FALCON 900EX	2	-	1	-	3	-	2	4	28	1	1.3
Total	2	-	1	-	3	-	2	4	28	1	1.3
TWINJET AIRCRAFT											
AIRBUS A319	20	-	11	-	27	-	224	324	682	1	0.6
CANADAIR CL-600-604 CHALLENGER	37	-	11	-	48	-	32	85	371	1	1.0
Total	57	-	22	-	74	-	256	409	1 053	2	0.8
VIRGIN ATLANTIC AIRWAYS LTD											
AIRBUS A320-100/200	-	-	-	-	-	-	-	-	-	3	-
AIRBUS A321	-	-	-	-	-	-	-	-	-	2	-
AIRBUS A340-300	3 151	-	467	-	4 019	-	93 567	637 580	803 520	10	10.2
AIRBUS A340-600	1 401	-	158	-	1 777	-	35 657	318 604	435 600	4	14.4
BOEING 747-200B	-	-	-	-	-	-	-	-	-	7	-
BOEING 747-400	4 141	-	631	-	5 049	-	191 947	1 333 526	1 709 665	12	14.5
Total	8 693	-	1 256	-	10 845	-	321 171	2 289 710	2 948 785	38	12.7
Grand Total	143 240	2 127	98 955	3 462	228 468	4 450	10 992 664	25 506 375	30 971 292	881	8.1

(a) Excludes small airlines' public transport operations (see table 10)

(b) Excludes passengers uplifted on sub-charter operations

(c) The figures in this table relate only to operations conducted with the airlines' own aircraft and therefore are inconsistent with data presented elsewhere in this publication