

	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 Mar-06	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar-06
AIR ATLANTA EUROPE LTD											
BOEING 767-200ER	-	-	-	-	-	-	-	-	-	1	6.7
BOEING 767-300ER/F	276	-	76	-	383	-	-	56 356	79 082	2	7.1
Total	276	-	76	-	383	-	-	56 356	79 082	3	6.9
AIR ATLANTIQUE											
ATR42-300	31	15	79	54	98	55	-	696	1 424	3	2.3
ATR72	41	-	275	-	170	-	-	1 544	2 779	1	3.2
CESSNA 310	-	-	-	-	-	-	-	-	-	2	-
CESSNA 401/402/411/421	-	-	-	-	-	-	-	-	-	2	0.3
CESSNA 500 CITATION I	-	-	-	-	-	-	-	-	-	1	-
DOUGLAS DC3 C47 DAKOTA	-	-	-	-	-	-	-	-	-	1	-
DOUGLAS DC6/6A/6B/6C	-	-	-	-	-	-	-	-	-	2	-
FAIRCHILD SA-227 METRO III	-	-	-	-	-	-	-	-	-	1	-
REIMS-CESSNA F406/CARAVAN II	-	-	-	-	-	-	-	-	-	2	-
Total	72	15	354	54	268	55	-	2 240	4 203	15	0.7
AIR SOUTHWEST											
DE HAVILLAND DASH 8-300/Q300	302	-	1 282	-	1 154	-	29 272	8 997	15 138	5	6.3
Total	302	-	1 282	-	1 154	-	29 272	8 997	15 138	5	6.3
AIR WALES LTD											
ATR42-300	-	-	-	-	-	-	-	-	-	4	4.1
Total	-	-	-	-	-	-	-	-	-	4	4.1
ASTRAEUS LTD											
BOEING 737-300	713	-	433	-	1 041	-	6 954	85 089	105 546	4	5.9
BOEING 737-700	439	-	181	-	599	-	21 619	53 371	64 994	2	9.2
BOEING 757-200	790	-	251	-	1 041	-	30 469	103 937	158 920	4	9.1
Total	1 942	-	865	-	2 681	-	59 042	242 397	329 460	10	7.7
ATLANTIC AIRLINES LTD											
BAE ATP	-	66	-	239	-	237	-	-	-	2	2.8
LOCKHEED L188 ELECTRA	-	157	-	259	-	410	-	-	-	7	1.7
Total	-	223	-	498	-	647	-	-	-	9	1.8
AURIGNY AIR SERVICES											
ATR72	113	8	347	44	363	33	20 154	4 868	7 470	3	4.8
PILATUS BN-2A TRISLANDER MK3	73	-	1 121	-	360	-	11 042	715	1 228	6	1.7
SAAB FAIRCHILD 340	-	-	-	-	-	-	-	-	-	1	-
SHORTS 360	8	-	97	-	36	-	2 155	179	259	1	0.9
Total	194	8	1 565	44	758	33	33 351	5 762	8 957	11	2.3

	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 Mar 2006	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 2006
<b>BA CONNECT LTD</b>											
AVROLINER RJ100/115	798	-	1 245	-	1 898	-	67 037	47 268	86 388	10	5.4
BAE 146-100	92	-	219	-	259	-	11 129	4 661	7 071	1	5.7
BAE 146-200/QT	202	-	252	-	449	-	11 757	10 482	17 392	2	5.4
BAE 146-300	135	-	180	-	316	-	12 811	9 558	14 940	1	8.0
DE HAVILLAND DASH 8-300/Q300	430	-	1 478	-	1 578	-	46 897	13 161	20 582	8	6.1
EMBRAER RJ145	3 116	-	4 590	-	6 717	-	137 334	92 357	150 484	28	7.7
<b>Total</b>	<b>4 773</b>	<b>-</b>	<b>7 964</b>	<b>-</b>	<b>11 217</b>	<b>-</b>	<b>286 965</b>	<b>177 487</b>	<b>296 857</b>	<b>50</b>	<b>6.8</b>
<b>BMED</b>											
AIRBUS A320-100/200	841	-	280	-	861	-	13 333	55 716	104 363	3	9.3
AIRBUS A321	900	-	240	-	1 220	-	18 889	73 232	133 703	4	10.8
<b>Total</b>	<b>1 741</b>	<b>-</b>	<b>520</b>	<b>-</b>	<b>2 081</b>	<b>-</b>	<b>32 222</b>	<b>128 948</b>	<b>238 066</b>	<b>7</b>	<b>10.1</b>
<b>BMI GROUP</b>											
AIRBUS A319	960	-	1 703	-	2 487	-	144 888	86 147	129 548	8	8.4
AIRBUS A320-100/200	1 356	-	1 850	-	3 014	-	188 925	153 170	211 410	11	8.2
AIRBUS A321	418	-	779	-	1 103	-	96 269	53 266	82 007	5	7.4
AIRBUS A330-200	1 185	-	172	-	1 523	-	27 897	190 525	289 195	3	12.7
BOEING 737-300	2 285	-	2 564	-	4 442	-	257 814	248 458	338 107	13	8.5
BOEING 737-500	797	-	1 200	-	1 779	-	108 771	74 233	104 394	6	6.9
EMBRAER RJ135	331	-	524	-	701	-	11 742	7 529	12 232	3	6.8
EMBRAER RJ145	952	-	1 957	-	2 404	-	45 959	28 073	46 585	11	6.3
<b>Total</b>	<b>8 284</b>	<b>-</b>	<b>10 749</b>	<b>-</b>	<b>17 452</b>	<b>-</b>	<b>882 265</b>	<b>841 401</b>	<b>1 213 478</b>	<b>60</b>	<b>7.9</b>
<b>BRITISH AIRWAYS PLC</b>											
AIRBUS A319	4 362	-	5 214	-	9 256	-	472 574	395 557	523 205	33	8.8
AIRBUS A320-100/200	3 078	-	3 026	-	6 091	-	313 020	316 039	438 352	27	7.1
AIRBUS A321	1 185	-	1 793	-	2 844	-	200 788	133 204	200 205	7	13.3
BOEING 737-300	506	-	592	-	1 049	-	53 905	46 570	61 584	5	8.5
BOEING 737-400	3 311	-	2 952	-	6 061	-	270 865	309 602	471 670	19	7.8
BOEING 737-500	1 003	-	1 758	-	2 448	-	130 820	75 005	105 492	9	8.4
BOEING 747-400	18 812	-	2 455	-	23 332	-	593 070	4 698 587	6 183 377	57	13.4
BOEING 757-200	1 461	-	1 502	-	2 903	-	190 767	190 182	251 203	13	7.1
BOEING 767-300	1 242	-	640	-	2 017	-	107 185	216 643	300 164	8	8.0
BOEING 767-300ER/F	3 618	-	672	-	4 851	-	92 514	527 532	683 583	13	11.2
BOEING 777-200	10 696	-	1 860	-	13 733	-	310 204	1 934 575	2 560 653	27	12.4
BOEING 777-200ER	3 779	-	609	-	4 822	-	96 959	623 449	846 573	16	15.7
<b>Total</b>	<b>53 053</b>	<b>-</b>	<b>23 073</b>	<b>-</b>	<b>79 408</b>	<b>-</b>	<b>2 832 671</b>	<b>9 466 945</b>	<b>12 626 061</b>	<b>234</b>	<b>10.6</b>
<b>BRITISH INTERNATIONAL</b>											
SIKORSKY S61N	38	-	610	-	212	-	11 610	729	957	6	0.5
<b>Total</b>	<b>38</b>	<b>-</b>	<b>610</b>	<b>-</b>	<b>212</b>	<b>-</b>	<b>11 610</b>	<b>729</b>	<b>957</b>	<b>6</b>	<b>0.5</b>

[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 Mar 2006	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 2006
FIRST CHOICE AIRWAYS LTD											
AIRBUS A320-100/200	1 846	-	858	-	2 772	-	108 274	267 525	332 371	5	6.7
AIRBUS A321	1 156	-	517	-	1 713	-	91 858	210 722	251 916	4	6.2
BOEING 757-200	3 729	-	1 614	-	5 537	-	297 997	734 708	868 815	11	7.1
BOEING 767-300ER/F	1 657	-	248	-	2 073	-	48 634	367 224	427 542	4	13.9
Total	8 388	-	3 237	-	12 095	-	546 763	1 580 179	1 880 644	24	7.9
FLIGHTLINE LTD											
BAE 146-200/QT	175	-	453	-	433	-	15 968	7 676	17 469	6	2.5
BAE 146-300	65	-	180	-	200	-	1 122	3 628	7 140	2	0.8
Total	240	-	633	-	633	-	17 090	11 304	24 609	8	2.0
FLYBE LTD											
BAE 146-100	-	-	-	-	-	-	-	-	-	2	-
BAE 146-200/QT	648	-	920	-	1 158	-	54 692	43 351	62 863	6	5.1
BAE 146-300	563	-	1 272	-	1 122	-	80 808	37 171	63 135	8	4.8
BOMBARDIER DASH 8 Q400	1 939	-	5 002	-	4 065	-	219 007	87 407	151 206	21	4.9
Total	3 150	-	7 194	-	6 345	-	354 507	167 929	277 204	37	4.6
FLYGLOBESPAN											
BOEING 737-300	307	-	192	-	501	-	21 143	35 519	45 268	2	6.2
BOEING 737-600	750	-	385	-	1 146	-	40 007	81 256	93 900	4	5.8
BOEING 737-800	795	-	337	-	1 160	-	58 133	135 537	149 893	3	8.2
Total	1 852	-	914	-	2 807	-	119 283	252 312	289 061	9	6.7
FLYJET LTD											
BOEING 757-200	385	-	138	-	586	-	26 316	81 100	95 718	2	5.1
Total	385	-	138	-	586	-	26 316	81 100	95 718	2	5.1
GAMA AVIATION											
BAE 125	-	-	-	-	-	-	-	-	-	3	-
BAE125-1000	-	-	-	-	-	-	-	-	-	1	-
BEECHCRAFT 200 SUPERKING AIR	-	-	-	-	-	-	-	-	-	3	-
CANADAIIR CL-600-604 CHALLENGER	-	-	-	-	-	-	-	-	-	2	-
LEARJET 45	-	-	-	-	-	-	-	-	-	2	-
Total	-	-	-	-	-	-	-	-	-	11	-
GB AIRWAYS LTD											
AIRBUS A320-100/200	2 659	-	1 364	-	4 146	-	161 668	320 320	404 795	10	11.8
AIRBUS A321	956	-	528	-	1 479	-	72 050	147 342	177 626	4	12.0
Total	3 615	-	1 892	-	5 625	-	233 718	467 662	582 421	14	11.8

	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 Mar 2006	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 2006
GLOBAL SUPPLY SYSTEMS LTD											
BOEING 747-400F	-	843	-	195	-	1 241	-	-	-	3	13.8
Total	-	843	-	195	-	1 241	-	-	-	3	13.8
ISLES OF SCILLY SKYBUS											
DE HAVILLAND DH6 TWIN OTTER	60	-	304	-	260	-	3 245	627	1 100	2	1.0
PILATUS BN-2A ISLANDER	21	-	405	-	107	-	2 165	118	174	3	0.4
Total	81	-	709	-	367	-	5 410	745	1 274	5	0.7
JET2.COM LTD											
AIRBUS A300F4	-	-	-	-	-	-	-	-	-	1	1.1
BOEING 737-300	1 882	116	1 466	305	3 256	299	133 592	201 499	277 350	21	5.6
BOEING 757-200	455	-	245	-	693	-	45 572	84 845	106 466	3	2.9
Total	2 337	116	1 711	305	3 949	299	179 164	286 344	383 816	25	5.2
LOGANAIR											
DE HAVILLAND DH6 TWIN OTTER	25	-	181	-	138	-	1 622	189	407	2	2.2
PILATUS BN-2A ISLANDER	16	-	458	-	97	-	2 292	81	130	4	0.6
SAAB FAIRCHILD 340	537	-	2 320	-	2 035	-	41 471	9 637	17 295	13	4.3
Total	578	-	2 959	-	2 270	-	45 385	9 907	17 832	19	3.3
METROPIX UK LLP											
GULF AMERICAN GULFSTREAM IV	25	-	6	-	30	-	44	180	345	1	0.8
Total	25	-	6	-	30	-	44	180	345	1	0.8
MONARCH AIRLINES											
AIRBUS A300-600	697	-	321	-	1 042	-	84 126	199 596	247 263	4	7.9
AIRBUS A320-100/200	1 498	-	824	-	2 329	-	107 814	202 559	264 309	6	9.5
AIRBUS A321	1 777	-	940	-	2 754	-	153 160	297 811	388 808	7	9.4
AIRBUS A330-200	758	-	133	-	986	-	39 545	243 194	281 769	2	12.8
BOEING 757-200	1 558	-	768	-	2 354	-	127 606	276 246	364 109	7	5.1
BOEING 767-300ER/F	307	-	82	-	426	-	17 514	80 157	94 578	1	13.8
Total	6 595	-	3 068	-	9 891	-	529 765	1 299 563	1 640 836	27	8.5
MY TRAVEL AIRWAYS UK											
AIRBUS A320-100/200	2 693	-	1 129	-	3 980	-	182 484	439 521	484 619	8	6.2
AIRBUS A321	856	-	366	-	1 290	-	72 129	167 552	188 350	3	8.1
AIRBUS A330-200	1 282	-	220	-	1 682	-	60 509	394 273	461 605	3	9.4
AIRBUS A330-300	-	-	-	-	-	-	-	-	-	3	0.9
BOEING 757-200	247	-	111	-	364	-	23 316	51 538	57 638	1	9.8
BOEING 767-300ER/F	385	-	87	-	513	-	20 572	97 222	125 488	1	9.0
Total	5 463	-	1 913	-	7 830	-	359 010	1 150 106	1 317 700	19	6.5

	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 Mar 2006	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 2006
PEN-AVIA LTD											
CESSNA 750 CITATION X	4	-	4	-	7	-	9	9	41	1	0.1
Total	4	-	4	-	7	-	9	9	41	1	0.1
SCOT AIRWAYS											
DORNIER 328	421	-	794	-	952	-	16 282	8 647	13 066	7	4.1
Total	421	-	794	-	952	-	16 282	8 647	13 066	7	4.1
TAG AVIATION (UK) LTD											
BOMBARDIER GLOBAL EXPRESS	-	-	-	-	-	-	-	-	-	1	-
BOMBARDIER REGIONAL JET 100/200	-	-	-	-	-	-	-	-	-	1	1.0
CANADAIER CL-600-604 CHALLENGER	-	-	-	-	-	-	-	-	-	5	0.1
DASSAULT MYSTERE-FALCON 900EX	-	-	-	-	-	-	-	-	-	1	-
Total	-	-	-	-	-	-	-	-	-	8	0.2
THOMAS COOK AIRLINES LTD											
AIRBUS A320-100/200	1 043	-	465	-	1 490	-	70 835	162 592	187 863	3	5.8
AIRBUS A330-200	772	-	123	-	982	-	30 579	204 539	273 322	2	14.1
BOEING 757-200	4 531	-	1 689	-	6 331	-	328 983	888 411	1 067 973	13	6.3
BOEING 757-300	598	-	237	-	837	-	58 388	148 386	167 557	2	6.0
Total	6 944	-	2 514	-	9 640	-	488 785	1 403 928	1 696 715	20	7.0
THOMSONFLY LTD											
BOEING 737-300	1 458	-	986	-	2 437	-	115 434	175 235	215 673	7	9.3
BOEING 737-500	656	-	529	-	1 122	-	55 887	71 704	85 972	4	8.5
BOEING 737-800	665	-	357	-	1 027	-	52 340	98 658	125 821	3	6.5
BOEING 757-200	4 388	-	1 979	-	6 519	-	372 423	845 583	1 031 158	18	8.8
BOEING 767-200	1 076	-	501	-	1 589	-	118 790	258 638	312 247	4	10.5
BOEING 767-300ER/F	2 820	-	796	-	3 891	-	209 104	745 218	885 112	9	6.7
Total	11 063	-	5 148	-	16 585	-	923 978	2 195 036	2 655 983	45	8.4
TITAN AIRWAYS LTD											
BAE 146-200/QT	61	102	90	170	85	142	3 299	2 585	4 849	4	1.6
BOEING 737-300	172	51	156	97	233	68	9 899	13 351	22 305	3	1.9
BOEING 757-200	125	-	93	-	152	-	11 090	18 144	25 187	1	1.1
Total	358	153	339	267	470	210	24 288	34 080	52 341	8	1.6
TRIAIR (BERMUDA) LTD											
DASSAULT MYSTERE-FALCON 900EX	30	-	10	-	32	-	42	93	396	1	1.4
Total	30	-	10	-	32	-	42	93	396	1	1.4

	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 Mar 2006	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 2006
TWINJET AIRCRAFT											
AIRBUS A319 CJ ( EXEC )	33	-	22	-	74	-	218	305	1 120	1	0.3
EMBRAER LEGACY 600 (BJ135)	41	-	77	-	114	-	295	147	533	2	0.3
Total	74	-	99	-	188	-	513	452	1 653	3	0.3
VIRGIN ATLANTIC AIRWAYS LTD											
AIRBUS A340-300	1 685	-	281	-	2 248	-	40 684	241 782	409 073	9	11.2
AIRBUS A340-600	4 650	-	528	-	5 912	-	110 457	892 839	1 422 799	13	17.2
BOEING 747-400	5 072	-	736	-	6 329	-	228 015	1 592 195	2 136 716	13	14.8
Total	11 407	-	1 545	-	14 489	-	379 156	2 726 816	3 968 588	35	14.6
Grand Total	158 698	2 227	106 319	2 816	254 759	4 322	11 146 325	25 620 675	33 451 900	911	7.8

(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

(d) BMI have requested that the data for BMI British Midland, BMI Regional and BMI Baby are combined on this table