

| | 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 Dec-07 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec-07 |
|------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| AIR SOUTHWEST | | | | | | | | | | | |
| DE HAVILLAND DASH 8-300/Q300 | 225 | - | 988 | - | 840 | - | 19 070 | 6 769 | 11 170 | 5 | 5.7 |
| Total | 225 | - | 988 | - | 840 | - | 19 070 | 6 769 | 11 170 | 5 | 5.7 |
| ASTRAEUS LTD | | | | | | | | | | | |
| BOEING 737-300 | 292 | - | 271 | - | 446 | - | - | 26 355 | 43 204 | 2 | 6.9 |
| BOEING 737-700 | 274 | - | 128 | - | 370 | - | 14 824 | 32 667 | 40 653 | 2 | 8.7 |
| BOEING 757-200 | 666 | - | 320 | - | 904 | - | 26 939 | 88 760 | 134 090 | 4 | 8.2 |
| Total | 1 232 | - | 719 | - | 1 720 | - | 41 763 | 147 782 | 217 947 | 8 | 8.0 |
| ATLANTIC AIRLINES LTD | | | | | | | | | | | |
| BAE ATP | - | 174 | - | 456 | - | 601 | - | - | - | 6 | 6.7 |
| LOCKHEED L188 ELECTRA | - | 105 | - | 255 | - | 317 | - | - | - | 7 | 1.7 |
| Total | - | 279 | - | 711 | - | 919 | - | - | - | 13 | 3.9 |
| AURIGNY AIR SERVICES | | | | | | | | | | | |
| ATR42-300 | 5 | - | 16 | - | 18 | - | 487 | 163 | 240 | 1 | 2.0 |
| ATR72 | 140 | 11 | 416 | 44 | 478 | 49 | 17 599 | 5 290 | 9 749 | 3 | 7.0 |
| PILATUS BN-2A TRISLANDER MK3 | 69 | - | 1 126 | - | 517 | - | 10 037 | 612 | 1 041 | 7 | 3.2 |
| Total | 214 | 11 | 1 558 | 44 | 1 013 | 49 | 28 123 | 6 065 | 11 030 | 11 | 4.2 |
| BA CITYFLYER LTD | | | | | | | | | | | |
| AVROLINER RJ100/115 | 667 | - | 964 | - | 1 656 | - | 49 405 | 33 656 | 70 520 | 10 | 5.3 |
| Total | 667 | - | 964 | - | 1 656 | - | 49 405 | 33 656 | 70 520 | 10 | 5.3 |
| BMED | | | | | | | | | | | |
| AIRBUS A320-100/200 | - | - | - | - | - | - | - | - | - | - | 7.8 |
| AIRBUS A321 | - | - | - | - | - | - | - | - | - | - | 8.7 |
| Total | - | - | - | - | - | - | - | - | - | - | 8.4 |
| BMI GROUP | | | | | | | | | | | |
| AIRBUS A319 | 971 | - | 2 022 | - | 2 844 | - | 148 300 | 77 866 | 131 841 | 11 | 8.4 |
| AIRBUS A320-100/200 | 1 577 | - | 1 432 | - | 3 123 | - | 109 372 | 111 156 | 223 571 | 12 | 9.1 |
| AIRBUS A321 | 1 440 | - | 781 | - | 2 480 | - | 55 465 | 90 118 | 222 385 | 7 | 9.9 |
| AIRBUS A330-200 | 944 | - | 156 | - | 1 305 | - | 21 173 | 134 993 | 230 428 | 3 | 13.5 |
| BOEING 737-300 | 1 812 | - | 2 281 | - | 3 715 | - | 237 773 | 201 269 | 268 297 | 15 | 8.6 |
| BOEING 737-500 | 455 | - | 758 | - | 1 059 | - | 71 877 | 45 301 | 59 656 | 4 | 7.8 |
| EMBRAER RJ135 | 257 | - | 547 | - | 656 | - | 11 221 | 5 367 | 9 496 | 3 | 5.2 |
| EMBRAER RJ145 | 1 138 | - | 2 186 | - | 2 889 | - | 40 512 | 31 870 | 55 747 | 13 | 7.2 |
| Total | 8 594 | - | 10 163 | - | 18 071 | - | 695 693 | 697 940 | 1 201 421 | 68 | 8.5 |

| | 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 Dec 2007 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 2007 |
|-----------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| BRITISH AIRWAYS PLC | | | | | | | | | | | |
| AIRBUS A319 | 3 235 | - | 3 768 | - | 7 091 | - | 309 348 | 262 634 | 407 307 | 33 | 8.4 |
| AIRBUS A320-100/200 | 2 951 | - | 2 856 | 1 | 6 001 | 2 | 263 870 | 268 535 | 439 597 | 25 | 8.7 |
| AIRBUS A321 | 1 033 | - | 1 561 | - | 2 627 | - | 155 153 | 104 111 | 185 630 | 11 | 8.1 |
| BOEING 737-300 | 337 | - | 497 | - | 770 | - | 37 902 | 26 650 | 40 981 | 5 | 7.0 |
| BOEING 737-400 | 2 218 | - | 2 410 | - | 4 485 | - | 205 667 | 195 364 | 316 777 | 19 | 8.2 |
| BOEING 737-500 | 730 | - | 1 233 | - | 1 766 | - | 82 054 | 49 746 | 76 727 | 9 | 7.0 |
| BOEING 747-400 | 17 786 | 16 | 2 404 | 3 | 22 496 | 20 | 521 040 | 4 132 709 | 5 685 432 | 57 | 13.3 |
| BOEING 757-200 | 1 734 | - | 1 923 | - | 3 676 | - | 189 685 | 171 940 | 285 192 | 13 | 7.8 |
| BOEING 767-300 | 1 115 | - | 574 | - | 1 871 | - | 74 820 | 150 306 | 270 382 | 7 | 8.7 |
| BOEING 767-300ER/F | 3 882 | - | 750 | - | 5 192 | - | 78 490 | 448 152 | 733 541 | 14 | 12.1 |
| BOEING 777-200 | 7 749 | 12 | 1 332 | 2 | 10 022 | 18 | 192 374 | 1 233 637 | 1 896 622 | 27 | 13.3 |
| BOEING 777-200ER | 5 846 | - | 916 | - | 7 590 | - | 135 627 | 933 532 | 1 301 867 | 16 | 15.3 |
| Total | 48 616 | 28 | 20 224 | 6 | 73 587 | 39 | 2 246 030 | 7 977 316 | 11 640 055 | 236 | 10.7 |
| BRITISH GLOBAL | | | | | | | | | | | |
| BOEING 747-200C/200F | - | 1 125 | - | 356 | - | 1 403 | - | - | - | 8 | 7.9 |
| Total | - | 1 125 | - | 356 | - | 1 403 | - | - | - | 8 | 7.9 |
| BRITISH INTERNATIONAL | | | | | | | | | | | |
| SIKORSKY S61N | 16 | - | 262 | - | 94 | - | 4 375 | 275 | 411 | 9 | 0.7 |
| Total | 16 | - | 262 | - | 94 | - | 4 375 | 275 | 411 | 9 | 0.7 |
| DHL AIR LTD | | | | | | | | | | | |
| BOEING 757-200 | - | 977 | - | 1 408 | - | 1 984 | - | - | - | 22 | 3.1 |
| Total | - | 977 | - | 1 408 | - | 1 984 | - | - | - | 22 | 3.1 |
| EASTERN AIRWAYS | | | | | | | | | | | |
| BAE JETSTREAM 41 | 1 016 | - | 2 248 | - | 2 169 | - | 31 851 | 13 554 | 26 786 | 22 | 2.8 |
| SAAB 2000 | 240 | - | 461 | - | 449 | - | 11 480 | 6 240 | 12 018 | 6 | 2.8 |
| Total | 1 256 | - | 2 709 | - | 2 618 | - | 43 331 | 19 794 | 38 804 | 28 | 2.8 |
| EASYJET AIRLINE COMPANY LTD | | | | | | | | | | | |
| AIRBUS A319 | 15 550 | - | 14 693 | - | 26 294 | - | 1 850 981 | 1 890 745 | 2 308 403 | 94 | 9.5 |
| BOEING 737-700 | 4 665 | - | 4 648 | - | 8 668 | - | 550 459 | 570 144 | 698 453 | 31 | 9.8 |
| Total | 20 215 | - | 19 341 | - | 34 962 | - | 2 401 440 | 2 460 889 | 3 006 856 | 125 | 9.6 |
| EUROPEAN AIR CHARTER | | | | | | | | | | | |
| BOEING 737-200 | 133 | 39 | 68 | 48 | 201 | 61 | 6 684 | 14 422 | 17 424 | 5 | 2.4 |
| Total | 133 | 39 | 68 | 48 | 201 | 61 | 6 684 | 14 422 | 17 424 | 5 | 2.4 |

| | 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 Dec 2007 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 2007 |
|-------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| EXECUTIVE JET CHARTER LTD | | | | | | | | | | | |
| DASSAULT MYSTERE-FALCON 900EX | 8 | - | 8 | - | 11 | - | 40 | 43 | 97 | - | .. |
| Total | 8 | - | 8 | - | 11 | - | 40 | 43 | 97 | - | .. |
| FIRST CHOICE AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A320-100/200 | 535 | - | 250 | - | 820 | - | 41 327 | 89 913 | 96 354 | 4 | 8.1 |
| AIRBUS A321 | 413 | - | 194 | - | 641 | - | 40 224 | 85 866 | 89 904 | 3 | 7.6 |
| BOEING 757-200 | 938 | - | 404 | - | 1 424 | - | 87 132 | 207 938 | 218 522 | 10 | 7.5 |
| BOEING 767-300ER/F | 1 713 | - | 244 | - | 2 237 | - | 59 168 | 426 755 | 442 151 | 6 | 12.6 |
| Total | 3 599 | - | 1 092 | - | 5 123 | - | 227 851 | 810 472 | 846 931 | 23 | 8.8 |
| FLIGHTLINE LTD | | | | | | | | | | | |
| AVROLINER RJ100/115 | 27 | - | 60 | - | 68 | - | 3 704 | 1 694 | 2 445 | 1 | 2.0 |
| BAE 146-200/QT | 194 | - | 410 | - | 457 | - | 10 578 | 9 426 | 19 191 | 4 | 2.3 |
| BAE 146-300 | 49 | - | 142 | - | 299 | - | 187 | 2 187 | 5 347 | 2 | 5.9 |
| MCDONNELL-DOUGLAS MD80-MD83 | 164 | - | 97 | - | 262 | - | 4 117 | 21 767 | 27 557 | 3 | 2.2 |
| Total | 434 | - | 709 | - | 1 087 | - | 18 586 | 35 074 | 54 540 | 10 | 2.9 |
| FLYBE LTD | | | | | | | | | | | |
| BAE 146-200/QT | - | - | - | - | - | - | - | - | - | 6 | - |
| BAE 146-300 | 199 | - | 444 | - | 423 | - | 28 646 | 12 781 | 22 308 | 9 | 2.6 |
| BOMBARDIER DASH 8 Q400 | 2 241 | - | 5 721 | - | 4 929 | - | 274 411 | 110 396 | 174 748 | 35 | 5.2 |
| DE HAVILLAND DASH 8-300/Q300 | - | - | - | - | - | - | - | - | - | 6 | - |
| EMBRAER ERJ195 | 695 | - | 1 226 | - | 1 294 | - | 82 379 | 50 883 | 81 894 | 8 | 5.6 |
| EMBRAER RJ145 | 1 298 | - | 2 256 | - | 2 461 | - | 70 463 | 39 640 | 63 636 | 26 | 3.8 |
| Total | 4 433 | - | 9 647 | - | 9 107 | - | 455 899 | 213 700 | 342 586 | 90 | 3.8 |
| FLYGLOBESPAN | | | | | | | | | | | |
| BOEING 737-300 | 106 | - | 51 | - | 120 | - | 6 223 | 13 865 | 15 623 | 2 | 8.5 |
| BOEING 737-600 | - | - | - | - | - | - | - | - | - | 4 | 4.4 |
| BOEING 737-700 | 352 | - | 213 | - | 563 | - | 23 150 | 46 334 | 52 544 | 2 | 8.7 |
| BOEING 737-800 | 538 | - | 295 | - | 837 | - | 42 221 | 90 542 | 101 975 | 5 | 9.6 |
| BOEING 757-200 | 86 | - | 31 | - | 131 | - | 4 879 | 14 807 | 16 267 | 3 | 0.4 |
| BOEING 767-300ER/F | 708 | - | 110 | - | 965 | - | 17 107 | 114 823 | 172 797 | 5 | 10.8 |
| Total | 1 790 | - | 700 | - | 2 617 | - | 93 580 | 280 371 | 359 206 | 21 | 7.0 |
| GB AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A320-100/200 | 1 722 | - | 779 | - | 2 627 | - | 108 471 | 243 834 | 284 997 | 9 | 10.7 |
| AIRBUS A321 | 1 030 | - | 540 | - | 1 602 | - | 77 770 | 166 810 | 199 939 | 6 | 10.6 |
| Total | 2 752 | - | 1 319 | - | 4 229 | - | 186 241 | 410 644 | 484 936 | 15 | 10.7 |

| | 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 Dec 2007 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 2007 |
|------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| GLOBAL SUPPLY SYSTEMS LTD | | | | | | | | | | | |
| BOEING 747-400F | - | 788 | - | 183 | - | 1 035 | - | - | - | 3 | 14.1 |
| Total | - | 788 | - | 183 | - | 1 035 | - | - | - | 3 | 14.1 |
| ISLES OF SCILLY SKYBUS | | | | | | | | | | | |
| DE HAVILLAND DH6 TWIN OTTER | 11 | - | 115 | - | 48 | - | 1 016 | 95 | 214 | 2 | 1.3 |
| PILATUS BN-2A ISLANDER | 8 | - | 147 | - | 40 | - | 819 | 45 | 67 | 3 | 0.5 |
| Total | 19 | - | 262 | - | 88 | - | 1 835 | 140 | 281 | 5 | 0.8 |
| JET2.COM LTD | | | | | | | | | | | |
| BOEING 737-300 | 1 743 | 135 | 1 551 | 344 | 3 105 | 331 | 150 064 | 182 801 | 255 060 | 21 | 6.0 |
| BOEING 757-200 | 650 | - | 289 | - | 971 | - | 52 589 | 123 683 | 153 182 | 8 | 5.0 |
| Total | 2 393 | 135 | 1 840 | 344 | 4 076 | 331 | 202 653 | 306 484 | 408 242 | 29 | 5.7 |
| LOGANAIR | | | | | | | | | | | |
| DE HAVILLAND DH6 TWIN OTTER | 27 | - | 194 | - | 154 | - | 1 569 | 174 | 432 | 2 | 2.1 |
| PILATUS BN-2A ISLANDER | 15 | - | 551 | - | 88 | - | 2 523 | 68 | 118 | 3 | 0.9 |
| SAAB FAIRCHILD 340 | 465 | - | 1 885 | - | 1 746 | - | 33 824 | 8 005 | 15 072 | 14 | 4.7 |
| Total | 507 | - | 2 630 | - | 1 988 | - | 37 916 | 8 247 | 15 622 | 19 | 3.7 |
| METROPIX UK LLP | | | | | | | | | | | |
| GULF AMERICAN GULFSTREAM IV | 29 | - | 13 | - | 39 | - | 102 | 176 | 413 | 1 | 1.5 |
| Total | 29 | - | 13 | - | 39 | - | 102 | 176 | 413 | 1 | 1.5 |
| MONARCH AIRLINES | | | | | | | | | | | |
| AIRBUS A300-600 | 411 | - | 177 | - | 597 | - | 52 821 | 129 777 | 144 543 | 4 | 5.6 |
| AIRBUS A320-100/200 | 667 | - | 405 | - | 1 052 | - | 52 861 | 88 986 | 115 823 | 6 | 8.9 |
| AIRBUS A321 | 1 872 | - | 942 | - | 2 852 | - | 156 540 | 319 885 | 399 267 | 11 | 9.0 |
| AIRBUS A330-200 | 621 | - | 113 | - | 817 | - | 33 456 | 203 261 | 227 014 | 2 | 13.2 |
| BOEING 757-200 | 643 | - | 325 | - | 980 | - | 61 254 | 124 675 | 150 149 | 7 | 5.7 |
| BOEING 767-300ER/F | 177 | - | 42 | - | 243 | - | 10 155 | 49 162 | 54 912 | 1 | 9.0 |
| Total | 4 391 | - | 2 004 | - | 6 541 | - | 367 087 | 915 746 | 1 091 708 | 31 | 8.1 |
| SCOT AIRWAYS | | | | | | | | | | | |
| DORNIER 328 | 13 | - | 33 | - | 28 | - | 833 | 346 | 414 | 7 | 0.1 |
| Total | 13 | - | 33 | - | 28 | - | 833 | 346 | 414 | 7 | 0.1 |
| SILVERJET AIR OPERATIONS LTD | | | | | | | | | | | |
| BOEING 757-200 | - | - | - | - | - | - | - | - | - | - | 19.2 |
| BOEING 767-200ER | 768 | - | 139 | - | 1 063 | - | 9 264 | 51 224 | 76 845 | 3 | 15.0 |
| Total | 768 | - | 139 | - | 1 063 | - | 9 264 | 51 224 | 76 845 | 3 | 15.1 |

| | 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 Dec 2007 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 2007 |
|-------------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| TAG AVIATION (UK) LTD | | | | | | | | | | | |
| BOMBARDIER GLOBAL EXPRESS | - | - | - | - | - | - | - | - | - | 1 | - |
| BOMBARDIER REGIONAL JET 100/200 | - | - | - | - | - | - | - | - | - | 1 | - |
| CANADAIR CL-600-604 CHALLENGER | 22 | - | 6 | - | 26 | - | 23 | 80 | 219 | 6 | 0.2 |
| CESSNA 560 CITATION V | - | - | - | - | - | - | - | - | - | 1 | - |
| DASSAULT MYSTERE-FALCON 900EX | 25 | - | 13 | - | 32 | - | 31 | 87 | 297 | 1 | 1.3 |
| EMBRAER LEGACY 600 (BJ135) | 17 | - | 13 | - | 22 | - | 91 | 107 | 260 | 1 | 0.5 |
| EMBRAER RJ135 | - | - | - | - | - | - | - | - | - | 1 | - |
| GATES LEARJET 60 | - | - | - | - | - | - | - | - | - | 1 | - |
| GULF AMERICAN GULFSTREAM IV | - | - | - | - | - | - | - | - | - | 1 | 0.3 |
| LEARJET 40/45 | - | - | - | - | - | - | - | - | - | 1 | - |
| Total | 64 | - | 32 | - | 80 | - | 145 | 274 | 776 | 15 | 0.2 |
| THOMAS COOK AIRLINES LTD (MYT) | | | | | | | | | | | |
| AIRBUS A320-100/200 | 710 | - | 267 | - | 1 052 | - | 28 077 | 120 747 | 127 931 | 11 | 6.5 |
| AIRBUS A321 | 529 | - | 231 | - | 814 | - | 43 986 | 104 546 | 116 336 | 4 | 9.3 |
| AIRBUS A330-200 | 366 | - | 83 | - | 502 | - | 17 474 | 99 799 | 129 667 | 3 | 9.2 |
| AIRBUS A330-300 | - | - | - | - | - | - | - | - | - | 3 | - |
| BOEING 757-200 | 1 905 | - | 664 | - | 2 800 | - | 31 906 | 428 948 | 447 748 | 9 | 2.8 |
| BOEING 767-300ER/F | 274 | - | 39 | - | 362 | - | 9 447 | 70 844 | 89 258 | 3 | 12.7 |
| Total | 3 784 | - | 1 284 | - | 5 530 | - | 130 890 | 824 884 | 910 940 | 33 | 5.8 |
| THOMAS COOK AIRLINES LTD (TCX) | | | | | | | | | | | |
| AIRBUS A320-100/200 | - | - | - | - | - | - | - | - | - | 3 | 17.2 |
| AIRBUS A330-200 | 740 | - | 113 | - | 945 | - | 33 324 | 218 233 | 261 840 | 3 | 13.6 |
| BOEING 757-200 | 308 | - | 133 | - | 472 | - | 28 591 | 65 968 | 72 614 | 8 | 10.3 |
| BOEING 757-300 | 348 | - | 136 | - | 524 | - | 35 708 | 89 877 | 97 176 | 2 | 9.7 |
| Total | 1 396 | - | 382 | - | 1 941 | - | 97 623 | 374 078 | 431 630 | 16 | 11.2 |
| THOMSONFLY AND FIRST CHOICE AIRWAYS | | | | | | | | | | | |
| BOEING 737-300 | 1 204 | - | 723 | - | 2 001 | - | 90 004 | 155 285 | 178 289 | 11 | 7.9 |
| BOEING 737-500 | 166 | - | 128 | - | 284 | - | 13 407 | 17 521 | 21 750 | 2 | 8.2 |
| BOEING 737-800 | 1 401 | - | 638 | - | 2 149 | - | 101 485 | 226 765 | 264 878 | 7 | 9.0 |
| BOEING 757-200 | 2 817 | - | 1 051 | - | 4 145 | - | 227 163 | 611 615 | 662 855 | 18 | 9.7 |
| BOEING 767-200 | 68 | - | 18 | - | 96 | - | 4 046 | 15 304 | 18 719 | 1 | 5.7 |
| BOEING 767-300ER/F | 1 650 | - | 300 | - | 2 158 | - | 74 875 | 429 889 | 466 937 | 8 | 10.9 |
| Total | 7 306 | - | 2 858 | - | 10 831 | - | 510 980 | 1 456 379 | 1 613 428 | 47 | 9.2 |
| TITAN AIRWAYS LTD | | | | | | | | | | | |
| BAE 146-200/QT | 12 | 98 | 14 | 144 | 17 | 136 | 807 | 696 | 936 | 4 | 1.1 |
| BEECHCRAFT 300 / 350 SUPER KING | 7 | - | 12 | - | 13 | - | 39 | 23 | 58 | 1 | 0.4 |
| BOEING 737-300 | 47 | 71 | 41 | 149 | 63 | 96 | 4 245 | 4 758 | 6 084 | 4 | 1.1 |
| BOEING 757-200 | 80 | - | 45 | - | 98 | - | 6 159 | 11 178 | 16 364 | 2 | 3.3 |
| Total | 146 | 169 | 112 | 293 | 191 | 232 | 11 250 | 16 655 | 23 442 | 11 | 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 Dec 2007 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 2007 |
|---------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| TRIAIR (BERMUDA) LTD | | | | | | | | | | | |
| DASSAULT MYSTERE-FALCON 900EX | - | - | - | - | - | - | - | - | - | 1 | 0.4 |
| Total | - | - | - | - | - | - | - | - | - | 1 | 0.4 |
| TWINJET AIRCRAFT | | | | | | | | | | | |
| AIRBUS A319 CJ (EXEC) | 24 | - | 15 | - | 28 | - | 232 | 351 | 816 | 1 | 0.7 |
| CANADAIIR CL-600-604 CHALLENGER | 21 | - | 23 | - | 27 | - | 109 | 87 | 210 | 2 | 0.7 |
| EMBRAER LEGACY 600 (BJ135) | 15 | - | 12 | - | 36 | - | 55 | 68 | 195 | 1 | 0.7 |
| Total | 60 | - | 50 | - | 91 | - | 396 | 506 | 1 221 | 4 | 0.7 |
| UK INTERNATIONAL AIRLINES LTD | | | | | | | | | | | |
| BOEING 767-200 | - | - | - | - | - | - | - | - | - | 1 | - |
| Total | - | - | - | - | - | - | - | - | - | 1 | - |
| VIRGIN ATLANTIC AIRWAYS LTD | | | | | | | | | | | |
| AIRBUS A340-300 | 1 765 | - | 274 | - | 2 365 | - | 38 680 | 252 159 | 423 704 | 6 | 15.1 |
| AIRBUS A340-600 | 6 134 | - | 768 | - | 7 942 | - | 176 078 | 1 365 333 | 1 889 120 | 19 | 15.0 |
| BOEING 747-400 | 4 678 | - | 677 | - | 5 949 | - | 215 538 | 1 517 491 | 1 968 541 | 13 | 14.5 |
| Total | 12 577 | - | 1 719 | - | 16 257 | - | 430 296 | 3 134 983 | 4 281 365 | 38 | 14.9 |
| XL AIRWAYS UK LTD | | | | | | | | | | | |
| BOEING 737-800 | 1 479 | - | 1 038 | - | 2 405 | - | 78 378 | 240 689 | 279 525 | 6 | 8.9 |
| BOEING 757-200 | - | - | - | - | - | - | - | - | - | - | 6.9 |
| BOEING 767-200ER | - | - | - | - | - | - | - | - | - | 1 | 6.8 |
| BOEING 767-300ER/F | 543 | - | 92 | - | 711 | - | 20 949 | 140 242 | 157 498 | 2 | 9.4 |
| Total | 2 022 | - | 1 130 | - | 3 116 | - | 99 327 | 380 931 | 437 023 | 9 | 8.7 |
| ZOOM AIRLINES LTD | | | | | | | | | | | |
| BOEING 767-300ER/F | 384 | - | 62 | - | 483 | - | 7 261 | 84 867 | 102 459 | 2 | 7.7 |
| Total | 384 | - | 62 | - | 483 | - | 7 261 | 84 867 | 102 459 | 2 | 7.7 |
| Grand Total | 130 043 | 3 551 | 85 021 | 3 393 | 209 279 | 6 052 | 8 425 969 | 20 671 132 | 27 699 743 | 982 | 7.9 |

Note: BMI have requested that the data for BMI British Midland, BMI Regional and BMI Baby are combined on this table

(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