

	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-08	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jun-08
AIR SOUTHWEST											
DE HAVILLAND DASH 8-300/Q300	321	-	1 303	-	1 150	-	29 760	10 442	16 079	5	7.2
Total	321	-	1 303	-	1 150	-	29 760	10 442	16 079	5	7.2
ASTRAEUS LTD											
BOEING 737-300	-	-	-	-	-	-	-	-	-	2	2.0
BOEING 737-700	434	-	286	-	611	-	-	43 350	64 190	2	8.2
BOEING 757-200	1 046	-	348	-	1 376	-	15 888	134 144	211 732	5	7.3
Total	1 480	-	634	-	1 987	-	15 888	177 494	275 922	9	7.0
ATLANTIC AIRLINES LTD											
BAE ATP	-	164	-	432	-	559	-	-	-	8	2.6
LOCKHEED L188 ELECTRA	-	90	-	222	-	272	-	-	-	7	1.3
Total	-	254	-	654	-	831	-	-	-	15	2.0
AURIGNY AIR SERVICES											
ATR42-300	-	-	-	-	-	-	-	-	-	1	2.7
ATR72	140	-	467	-	501	-	21 980	6 657	9 251	3	6.3
PILATUS BN-2A TRISLANDER MK3	89	-	1 360	-	637	-	12 597	841	1 320	7	3.3
Total	229	-	1 827	-	1 138	-	34 577	7 498	10 571	11	4.1
BA CITYFLYER LTD											
AVROLINER RJ100/115	657	-	1 013	-	1 634	-	51 228	32 111	69 092	10	5.8
AVROLINER RJ85/QT	181	-	212	-	412	-	8 059	7 117	14 777	2	7.0
Total	838	-	1 225	-	2 046	-	59 287	39 228	83 869	12	5.9
BMI GROUP											
AIRBUS A319	1 208	-	2 214	-	3 145	-	182 327	114 966	164 831	11	9.1
AIRBUS A320-100/200	1 699	-	1 682	-	3 384	-	135 567	161 901	242 908	11	9.9
AIRBUS A321	1 517	-	533	-	2 300	-	36 276	127 747	226 742	8	10.4
AIRBUS A330-200	1 043	-	204	-	1 368	-	26 294	163 035	254 625	3	14.7
BOEING 737-300	2 669	-	2 934	-	5 273	-	312 282	305 045	394 951	15	11.3
BOEING 737-500	420	-	623	-	934	-	60 055	42 927	55 104	4	7.8
EMBRAER RJ135	371	-	738	-	861	-	16 209	8 361	13 713	4	7.3
EMBRAER RJ145	1 263	-	2 312	-	3 105	-	44 335	42 134	61 913	13	7.7
Total	10 190	-	11 240	-	20 368	-	813 345	966 116	1 414 787	69	9.7

	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 2008	Avg Daily Utilisation Per A/C (Hours) Qrt Ended Jun 2008
BRITISH AIRWAYS PLC											
AIRBUS A319	3 456	-	4 821	-	7 930	-	439 223	318 745	438 414	33	8.3
AIRBUS A320-100/200	3 740	-	3 574	-	7 339	-	382 403	410 623	556 279	27	8.9
AIRBUS A321	1 225	-	1 637	-	2 765	-	205 720	157 986	223 556	11	8.3
BOEING 737-300	640	-	602	-	1 231	-	51 626	56 448	77 505	5	7.7
BOEING 737-400	3 295	-	2 682	-	6 017	-	263 484	334 263	468 468	19	10.5
BOEING 737-500	1 118	-	1 680	-	2 569	-	120 656	81 383	117 313	9	9.2
BOEING 747-400	16 980	-	2 278	1	21 126	2	559 727	4 252 381	5 872 299	57	12.9
BOEING 757-200	1 582	-	1 253	-	2 835	-	162 577	203 762	282 661	13	7.2
BOEING 767-300	1 192	-	647	-	1 974	-	108 059	213 083	288 035	7	9.4
BOEING 767-300ER/F	3 803	-	722	-	5 060	-	104 701	586 122	718 711	14	12.1
BOEING 777-200	7 695	-	1 326	-	9 823	-	218 454	1 408 919	1 920 781	27	12.1
BOEING 777-200ER	6 844	-	1 096	-	8 721	-	170 516	1 148 220	1 528 333	15	19.2
Total	51 570	-	22 318	1	77 390	2	2 787 146	9 171 935	12 492 355	237	11.0
BRITISH GLOBAL											
BOEING 747-200C/200F	-	590	-	167	-	720	-	-	-	8	5.3
Total	-	590	-	167	-	720	-	-	-	8	5.3
BRITISH INTERNATIONAL											
SIKORSKY S61N	39	-	614	-	211	-	11 131	698	963	9	0.9
Total	39	-	614	-	211	-	11 131	698	963	9	0.9
DHL AIR LTD											
BOEING 757-200	-	868	-	1 250	-	1 738	-	-	-	22	2.3
Total	-	868	-	1 250	-	1 738	-	-	-	22	2.3
EASTERN AIRWAYS											
BAE JETSTREAM 41	758	-	1 988	-	1 837	-	25 974	10 047	21 976	22	2.8
SAAB 2000	449	-	788	-	863	-	18 198	10 924	22 468	6	4.4
Total	1 207	-	2 776	-	2 700	-	44 172	20 971	44 444	28	3.1
EASYJET AIRLINE COMPANY LTD											
AIRBUS A319	21 932	-	19 731	-	36 901	-	2 570 382	2 711 989	3 207 428	104	11.3
AIRBUS A320-100/200	2 269	-	1 196	-	3 533	-	179 293	345 418	383 837	9	9.9
AIRBUS A321	1 808	-	836	-	2 693	-	144 630	313 774	365 535	7	10.8
BOEING 737-700	5 768	-	5 635	-	11 017	-	678 597	756 457	903 912	31	11.4
Total	31 777	-	27 398	-	54 144	-	3 572 902	4 127 638	4 860 712	151	11.2
EUROPEAN AIR CHARTER											
BOEING 737-200	411	-	230	-	628	-	23 263	45 648	53 284	4	3.5
Total	411	-	230	-	628	-	23 263	45 648	53 284	4	3.5

	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 2008	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jun 2008
EXECUTIVE JET CHARTER LTD											
DASSAULT MYSTERE-FALCON 2000	8	-	9	-	13	-	62	26	77	-	..
DASSAULT MYSTERE-FALCON 900EX	2	-	3	-	3	-	34	11	27	-	..
Total	10	-	12	-	16	-	96	37	104	-	..
FIRST CHOICE AIRWAYS LTD											
AIRBUS A320-100/200	-	-	-	-	-	-	-	-	-	-	25.2
AIRBUS A321	-	-	-	-	-	-	-	-	-	-	19.4
BOEING 757-200	-	-	-	-	-	-	-	-	-	-	23.0
BOEING 767-300ER/F	-	-	-	-	-	-	-	-	-	-	13.0
Total	-	-	-	-	-	-	-	-	-	-	20.4
FLIGHTLINE LTD											
AVROLINER RJ100/115	30	-	66	-	72	-	-	1 783	2 679	1	2.4
BAE 146-200/QT	313	-	615	-	718	-	-	15 548	31 439	5	4.0
BAE 146-300	81	-	158	-	203	-	-	6 015	8 934	1	6.3
MCDONNELL-DOUGLAS MD80-MD83	304	-	180	-	499	-	-	38 386	51 567	3	4.0
Total	728	-	1 019	-	1 491	-	-	61 732	94 619	10	4.1
FLYBE LTD											
BAE 146-300	84	-	258	-	192	-	18 419	5 986	9 379	-	..
BOMBARDIER DASH 8 Q400	3 137	-	7 675	-	6 664	-	381 051	159 398	244 644	-	..
EMBRAER ERJ195	1 345	-	1 860	-	2 252	-	143 219	109 006	158 575	-	..
EMBRAER RJ145	1 653	-	3 041	-	3 034	-	101 993	55 274	80 993	-	..
Total	6 219	-	12 834	-	12 142	-	644 682	329 664	493 591	-	..
FLYGLOBESPAN											
BOEING 737-300	362	-	188	-	345	-	26 214	50 791	53 645	2	5.7
BOEING 737-600	399	-	223	-	640	-	26 527	47 499	52 361	4	3.4
BOEING 737-700	466	-	196	-	698	-	27 221	64 938	69 049	2	12.4
BOEING 737-800	1 040	-	436	-	1 535	-	75 056	179 418	196 859	5	10.4
BOEING 757-200	354	-	79	-	435	-	10 530	57 212	66 974	1	9.6
BOEING 767-300ER/F	285	-	56	-	392	-	4 813	26 497	69 541	3	3.5
Total	2 906	-	1 178	-	4 045	-	170 361	426 355	508 429	17	7.2
GLOBAL SUPPLY SYSTEMS LTD											
BOEING 747-400F	-	1 008	-	220	-	1 268	-	-	-	3	14.2
Total	-	1 008	-	220	-	1 268	-	-	-	3	14.2

[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 2008	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jun 2008
TAG AVIATION (UK) LTD											
BOMBARDIER GLOBAL EXPRESS	-	-	-	-	-	-	-	-	-	1	-
BOMBARDIER REGIONAL JET 100/200	-	-	-	-	-	-	-	-	-	1	-
CANADAIR CL-600-604 CHALLENGER	-	-	-	-	-	-	-	-	-	6	-
CESSNA 560 CITATION V	-	-	-	-	-	-	-	-	-	1	-
DASSAULT MYSTERE-FALCON 900EX	39	-	34	-	49	-	143	148	489	1	1.7
EMBRAER LEGACY 600 (BJ135)	33	-	19	-	43	-	95	173	524	1	1.0
EMBRAER RJ135	-	-	-	-	-	-	-	-	-	1	-
GATES LEARJET 60	-	-	-	-	-	-	-	-	-	1	-
GULF AMERICAN GULFSTREAM IV	-	-	-	-	-	-	-	-	-	1	0.1
LEARJET 40/45	-	-	-	-	-	-	-	-	-	1	-
Total	72	-	53	-	92	-	238	321	1 013	15	0.2
THOMAS COOK AIRLINES LTD (MYT)											
AIRBUS A320-100/200	3 346	-	1 444	-	4 972	-	246 630	571 933	601 218	11	13.4
AIRBUS A321	1 291	-	536	-	1 931	-	111 205	268 137	283 120	4	13.4
AIRBUS A330-200	2 706	-	409	-	3 480	-	108 544	743 756	876 125	7	14.2
AIRBUS A330-300	-	-	-	-	-	-	-	-	-	-	..
BOEING 757-200	5 409	-	1 989	-	7 791	-	428 727	1 149 647	1 269 183	16	13.8
BOEING 757-300	603	-	235	-	883	-	60 795	155 069	167 914	2	12.0
BOEING 767-300ER/F	616	-	213	-	879	-	66 130	191 322	199 919	2	13.0
Total	13 971	-	4 826	-	19 937	-	1 022 031	3 079 864	3 397 479	42	13.6
THOMSON AIRWAYS LTD											
AIRBUS A320-100/200	1 292	-	593	-	1 939	-	101 688	222 070	232 478	4	7.9
AIRBUS A321	932	-	404	-	1 388	-	84 374	194 908	203 236	3	7.6
BOEING 737-300	2 650	-	1 329	-	4 159	-	185 184	394 170	426 725	11	10.2
BOEING 737-500	-	-	-	-	-	-	-	-	-	-	0.9
BOEING 737-800	2 889	-	1 402	-	4 413	-	247 879	511 836	545 957	12	10.9
BOEING 757-200	8 208	-	3 509	-	12 111	-	767 597	1 801 483	1 903 019	27	10.7
BOEING 767-200	522	-	120	-	699	-	28 063	126 844	136 963	1	10.2
BOEING 767-300ER/F	3 494	-	725	-	4 644	-	195 298	931 856	983 365	13	8.6
Total	19 987	-	8 082	-	29 353	-	1 610 083	4 183 167	4 431 743	71	9.8
TITAN AIRWAYS LTD											
BAE 146-200/QT	128	110	162	167	177	152	4 844	4 262	10 098	4	1.7
BEECHCRAFT 300 / 350 SUPER KING	23	-	30	-	39	-	24	20	179	1	0.8
BOEING 737-300	184	85	148	178	249	116	8 224	13 662	24 008	4	1.9
BOEING 757-200	279	-	168	-	342	-	18 813	37 812	56 845	2	4.7
Total	614	195	508	345	808	268	31 905	55 756	91 130	11	2.2

	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 2008	Avg'd Daily Utilisation Per A/C (Hours) Qrt Ended Jun 2008
TWINJET AIRCRAFT											
AIRBUS A319 CJ (EXEC)	22	-	14	-	35	-	325	503	764	1	1.9
CANADAIER CL-600-604 CHALLENGER	11	-	8	-	19	-	54	63	118	1	1.1
EMBRAER LEGACY 600 (BJ135)	14	-	14	-	28	-	91	82	189	1	1.0
Total	47	-	36	-	83	-	470	648	1 071	3	1.3
VIRGIN ATLANTIC AIRWAYS LTD											
AIRBUS A340-300	1 975	-	305	-	2 620	-	56 546	360 625	473 906	6	12.5
AIRBUS A340-600	6 602	-	890	-	8 477	-	212 629	1 531 607	2 033 321	19	15.0
BOEING 747-400	4 654	-	637	-	5 552	-	207 289	1 521 307	1 939 987	13	15.0
Total	13 231	-	1 832	-	16 648	-	476 464	3 413 539	4 447 214	38	14.6
XL AIRWAYS UK LTD											
BOEING 737-800	2 748	-	1 060	-	4 040	-	177 334	473 767	519 285	13	9.0
BOEING 737-900 ER	585	-	212	-	859	-	42 491	118 872	126 032	2	13.6
BOEING 767-200ER	107	-	41	-	149	-	9 555	25 871	31 001	1	8.6
BOEING 767-300ER/F	555	-	98	-	719	-	22 388	139 727	160 566	2	7.9
Total	3 995	-	1 411	-	5 767	-	251 768	758 237	836 884	18	9.1
ZOOM AIRLINES LTD											
BOEING 767-300ER/F	-	-	-	-	-	-	-	-	-	-	..
Total	-	-	-	-	-	-	-	-	-	-	..
Grand Total	173 100	3 061	112 093	3 022	274 199	5 191	12 758 148	29 188 807	36 309 262	904	9.8

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