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	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 2010	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 2010
<b>BMI GROUP</b>											
AIRBUS A319	877	-	1 476	-	2 113	-	111 319	73 172	118 829	11	6.8
AIRBUS A320-100/200	686	4	723	1	1 372	5	37 934	54 074	98 790	9	7.7
AIRBUS A321	1 390	-	474	-	2 086	-	43 620	142 711	208 235	8	9.3
AIRBUS A330-200	235	-	84	-	340	-	6 909	36 626	46 570	2	10.3
BOEING 737-300	1 180	-	1 246	-	2 236	-	118 660	118 236	174 514	11	6.1
BOEING 737-500	280	-	395	-	599	-	33 485	25 045	36 711	3	5.9
EMBRAER RJ135	203	-	352	-	441	-	5 703	3 647	7 536	4	6.7
EMBRAER RJ145	836	-	1 436	-	1 907	-	20 315	23 099	40 861	14	5.8
<b>Total</b>	<b>5 687</b>	<b>4</b>	<b>6 186</b>	<b>1</b>	<b>11 094</b>	<b>5</b>	<b>377 945</b>	<b>476 610</b>	<b>732 046</b>	<b>62</b>	<b>7.0</b>
<b>BRITISH AIRWAYS PLC</b>											
AIRBUS A318	430	-	116	-	613	-	1 286	7 139	13 706	2	11.7
AIRBUS A319	3 423	-	3 907	-	7 002	-	333 030	293 939	416 836	33	7.4
AIRBUS A320-100/200	4 116	-	3 846	-	7 842	-	389 299	411 591	608 011	38	7.8
AIRBUS A321	960	-	1 216	-	2 059	-	143 908	113 996	171 234	11	6.8
BOEING 737-400	1 976	-	2 091	-	3 771	-	187 882	191 232	271 682	19	6.9
BOEING 747-400	12 575	124	1 762	15	15 725	155	414 834	3 178 866	3 979 649	49	12.8
BOEING 757-200	579	-	450	-	1 039	-	55 049	70 538	99 892	5	5.9
BOEING 767-300ER/F	3 989	54	1 092	8	5 686	73	163 438	601 701	800 558	21	10.5
BOEING 777-200	791	-	179	-	1 060	-	24 690	129 165	170 991	3	13.4
BOEING 777-200ER	11 856	14	1 895	2	15 154	18	326 585	2 218 238	2 864 143	43	13.6
<b>Total</b>	<b>40 695</b>	<b>192</b>	<b>16 554</b>	<b>25</b>	<b>59 952</b>	<b>246</b>	<b>2 040 001</b>	<b>7 216 405</b>	<b>9 396 702</b>	<b>224</b>	<b>10.2</b>
<b>BRITISH GLOBAL</b>											
BOEING 747-200C/200F	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>BRITISH INTERNATIONAL HELICOPTER SERVICES LTD</b>											
SIKORSKY S61N	30	-	482	-	168	-	8 879	557	756	8	0.6
<b>Total</b>	<b>30</b>	<b>-</b>	<b>482</b>	<b>-</b>	<b>168</b>	<b>-</b>	<b>8 879</b>	<b>557</b>	<b>756</b>	<b>8</b>	<b>0.6</b>
<b>DHL AIR LTD</b>											
BOEING 757-200	-	779	-	990	-	1 505	-	-	-	22	2.8
BOEING 767-300ER/F	-	794	-	127	-	1 033	-	-	-	3	11.4
<b>Total</b>	<b>-</b>	<b>1 573</b>	<b>-</b>	<b>1 117</b>	<b>-</b>	<b>2 538</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25</b>	<b>3.9</b>
<b>EASTERN AIRWAYS</b>											
BAE JETSTREAM 41	455	-	1 189	-	1 116	-	15 381	6 056	13 395	20	2.4
SAAB 2000	281	-	691	-	706	-	16 910	7 066	15 100	8	4.2
<b>Total</b>	<b>736</b>	<b>-</b>	<b>1 880</b>	<b>-</b>	<b>1 822</b>	<b>-</b>	<b>32 291</b>	<b>13 122</b>	<b>28 495</b>	<b>28</b>	<b>2.9</b>

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SCOT AIRWAYS											
DORNIER 328	-	-	-	-	-	-	-	-	-	6	-
Total	-	-	-	-	-	-	-	-	-	6	-
TAG AVIATION (UK) LTD											
BOMBARDIER CHALLENGER 850	3	-	1	-	3	-	6	17	39	1	0.2
BOMBARDIER GLOBAL EXPRESS (BD)	7	-	1	-	8	-	7	46	118	3	-
CANADAIR CL-600-604 CHALLENGER	-	-	-	-	-	-	-	-	-	9	-
CESSNA 560 CITATION V	-	-	-	-	-	-	-	-	-	1	-
DASSAULT FALCON 7X	25	-	6	-	31	-	16	68	337	3	0.2
DASSAULT MYSTERE-FALCON 2000	-	-	-	-	-	-	-	-	-	3	-
DASSAULT MYSTERE-FALCON 900EX	45	-	24	-	57	-	135	242	566	3	0.4
EMBRAER LEGACY 600 (BJ135)	17	-	11	-	23	-	65	94	261	3	0.5
GATES LEARJET 60	-	-	-	-	-	-	-	-	-	2	-
GULF AMERICAN GULFSTREAM 500-5	-	-	-	-	-	-	-	-	-	3	-
GULF AMERICAN GULFSTREAM IV	44	-	11	-	54	-	39	165	575	1	-
LEARJET 40/45	-	-	-	-	-	-	-	-	-	2	-
Total	141	-	54	-	177	-	268	632	1 896	34	0.1
THOMAS COOK AIRLINES LTD											
AIRBUS A320-100/200	1 412	-	512	-	2 057	-	81 354	224 406	254 135	9	6.2
AIRBUS A321	482	-	183	-	726	-	35 889	94 146	106 040	4	4.5
AIRBUS A330-200	1 646	21	260	3	2 128	29	70 011	473 943	531 915	6	11.2
AIRBUS A330-300	67	-	12	-	89	-	3 052	18 263	22 445	-	..
BOEING 757-200	2 891	-	954	-	4 161	-	195 469	597 983	677 342	16	8.0
BOEING 757-300	304	-	121	-	451	-	30 571	76 997	85 047	2	5.8
BOEING 767-300ER/F	354	7	87	1	496	10	23 660	99 837	115 641	3	5.6
Total	7 156	28	2 129	4	10 108	39	440 006	1 585 575	1 792 565	40	7.5
THOMSON AIRWAYS LTD											
AIRBUS A320-100/200	431	-	174	-	639	-	25 245	63 637	77 489	3	6.8
AIRBUS A321	289	-	120	-	436	-	22 834	55 302	63 056	2	8.1
BOEING 737-300	375	-	185	-	594	-	20 613	43 556	55 458	5	3.9
BOEING 737-800	2 069	-	846	-	3 041	-	133 517	329 341	391 074	13	8.3
BOEING 757-200	2 846	-	984	-	4 125	-	186 728	553 829	660 433	21	8.7
BOEING 767-300ER/F	2 446	-	375	-	3 224	-	85 697	577 104	663 359	11	12.0
Total	8 456	-	2 684	-	12 058	-	474 634	1 622 769	1 910 869	55	8.6

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TITAN AIRWAYS LTD											
BAE 146-200/QT	42	81	49	127	57	112	1 815	1 686	3 286	4	1.5
BAE 146-300	29	-	46	-	40	-	716	447	2 817	1	1.5
BEECHCRAFT 300 / 350 SUPER KING	19	-	28	-	33	-	13	42	150	1	0.6
BOEING 737-300	57	52	51	109	76	71	3 968	5 027	7 337	4	1.6
BOEING 757-200	52	-	25	-	64	-	2 068	4 887	10 309	1	2.6
BOEING 767-300ER/F	60	-	17	-	73	-	1 807	9 272	15 818	1	2.6
Total	259	133	216	236	343	182	10 387	21 361	39 717	12	1.6
TRIAIR (BERMUDA) LTD											
DASSAULT FALCON 7X	7	-	1	-	9	-	8	55	83	1	1.1
Total	7	-	1	-	9	-	8	55	83	1	1.1
TWINJET AIRCRAFT											
AIRBUS A319 CJ (EXEC)	16	-	9	-	24	-	221	336	538	1	0.8
CANADAIIR CL-600-604 CHALLENGER	18	-	12	-	27	-	53	66	173	1	1.0
EMBRAER LEGACY 600 (BJ135)	14	-	5	-	20	-	43	115	179	1	1.1
Total	48	-	26	-	71	-	317	517	890	3	1.0
VIRGIN ATLANTIC AIRWAYS LTD											
AIRBUS A340-300	1 216	-	187	-	1 601	-	34 800	227 391	292 005	6	13.8
AIRBUS A340-600	4 770	-	651	-	6 135	-	161 892	1 197 541	1 469 028	19	12.7
BOEING 747-400	3 606	-	503	-	4 485	-	187 256	1 335 950	1 486 962	13	12.0
Total	9 592	-	1 341	-	12 221	-	383 948	2 760 882	3 247 995	38	12.6
Grand Total	114 792	3 035	75 695	2 333	178 638	4 866	7 854 796	18 692 471	23 566 223	956	6.9

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