

	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	1 869	-	913	-	2 788	-	154 000	316 810	336 487	6	12.3
AIRBUS A321	1 892	-	907	-	2 844	-	183 238	392 131	412 468	6	12.5
BOEING 757-200	5 225	-	2 392	-	7 685	-	517 565	1 135 751	1 216 951	18	9.5
BOEING 767-300ER/F	822	2	141	8	1 063	7	36 263	249 528	256 549	2	15.0
Total	9 808	2	4 353	8	14 379	7	891 066	2 094 220	2 222 455	32	10.9
AIR ATLANTA EUROPE LTD											
BOEING 767-200	-	-	-	-	-	-	-	-	-	-	..
BOEING 767-200ER	743	-	307	-	1 080	-	1 081	199 241	215 386	1	6.3
Total	743	-	307	-	1 080	-	1 081	199 241	215 386	1	6.7
AIR CORDIAL LTD											
AIRBUS A300B4-100/200	377	-	147	-	517	-	44 994	115 890	122 576	2	3.7
Total	377	-	147	-	517	-	44 994	115 890	122 576	2	3.7
AIR WALES LTD											
ATR42-300	174	-	711	-	617	-	23 026	4 323	8 343	2	7.0
DORNIER 228-100/200	-	-	-	-	-	-	-	-	-	1	-
Total	174	-	711	-	617	-	23 026	4 323	8 343	3	4.7
ASTRAEUS LTD											
BOEING 737-300	1 401	-	667	-	1 579	-	72 641	152 464	207 268	4	8.5
BOEING 737-700	626	-	249	-	829	-	33 473	82 241	92 791	2	9.2
Total	2 027	-	916	-	2 408	-	106 114	234 705	300 059	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	-	3	-	6	-	10	-	-	-	2	0.4
FAIRCHILD SA-227 METRO III	-	-	-	-	-	-	-	-	-	1	-
LOCKHEED L188 ELECTRA	-	105	-	211	-	231	-	-	-	7	1.2
REIMS-CESSNA F406/CARAVAN II	-	-	-	-	-	-	-	-	-	2	-
Total	-	108	-	217	-	241	-	-	-	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	101	-	1 279	-	483	-	12 548	1 013	1 719	8	1.6
SAAB FAIRCHILD 340	189	-	527	-	568	-	14 946	4 994	6 164	3	6.4
SHORTS 360	12	-	265	-	63	-	5 839	265	471	1	2.3
Total	302	-	2 071	-	1 114	-	33 333	6 272	8 354	12	2.9
BA CITIEXPRESS (IOM) LTD											
BAE 146-100	2	-	4	-	5	-	284	126	136	1	6.2
BAE 146-200/QT	-	-	-	-	-	-	-	-	-	1	-
BAE ATP	129	-	746	-	534	-	25 709	4 355	8 650	3	5.9
Total	131	-	750	-	538	-	25 993	4 481	8 786	5	4.5
BAC EXPRESS AIRLINES LTD											
FOKKER F27-500	-	53	-	138	-	191	-	-	-	4	1.7
SHORTS 360	-	-	-	-	-	-	-	-	-	12	-
Total	-	53	-	138	-	191	-	-	-	16	0.5
BAE SYSTEMS (CORP AIR TVL) LTD											
BAE 146-100	14	-	12	-	24	-	171	202	938	1	1.5
BAE 146-200/QT	25	-	80	-	60	-	3 577	1 105	2 744	1	2.1
Total	39	-	92	-	84	-	3 748	1 307	3 682	2	1.8
BMI BRITISH MIDLAND											
AIRBUS A320-100/200	1 279	2	2 129	3	3 041	3	230 807	146 299	199 534	11	8.7
AIRBUS A321	1 564	21	1 812	39	3 114	44	222 056	268 090	318 491	10	8.5
AIRBUS A330-200	1 017	-	155	-	1 287	-	20 458	175 698	248 152	3	12.4
BOEING 737-300	979	-	1 037	-	1 805	-	108 133	121 270	144 976	5	10.8
BOEING 737-500	1 361	-	1 762	-	2 705	-	156 979	147 133	178 466	8	9.9
FOKKER 100	470	-	1 044	-	1 323	-	72 528	33 589	49 850	6	7.7
Total	6 670	23	7 939	42	13 275	47	810 961	892 079	1 139 469	43	9.3
BMI REGIONAL											
EMBRAER RJ135	200	-	372	-	439	-	3 186	4 249	7 413	2	7.1
EMBRAER RJ145	942	-	1 683	-	2 075	-	26 507	28 130	46 079	10	6.9
Total	1 142	-	2 055	-	2 514	-	29 693	32 379	53 492	12	6.9
BRITANNIA AIRWAYS											
BOEING 757-200	5 624	-	2 756	-	8 246	-	614 289	1 254 990	1 321 477	20	10.4
BOEING 767-200ER	1 121	-	518	-	1 629	-	141 943	308 418	324 898	4	10.9
BOEING 767-300ER/F	2 509	-	974	-	3 546	-	297 651	771 237	812 633	8	11.0
Total	9 254	-	4 248	-	13 421	-	1 053 883	2 334 645	2 459 008	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	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jun 2003
BRITISH AIRWAYS CITIEXPRESS LTD											
AVROLINER RJ100/115	1 699	-	2 311	-	3 705	-	118 397	106 628	180 358	-	..
BAE 146-100	68	-	106	-	156	-	4 709	3 312	4 930	1	5.5
BAE 146-200/QT	183	-	289	-	422	-	13 115	8 859	14 652	2	9.4
BAE 146-300	131	-	174	-	303	-	13 149	9 659	14 525	1	9.1
BAE ATP	252	-	935	-	930	-	33 585	9 787	16 738	10	3.0
BAE JETSTREAM 41	-	-	-	-	-	-	-	-	-	-	-
DE HAVILLAND DASH 8-300/Q300	541	-	1 699	-	1 849	-	47 107	16 427	27 050	10	6.1
EMBRAER RJ145	3 132	-	4 897	-	6 749	-	137 818	94 612	154 763	28	7.7
Total	6 006	-	10 411	-	14 115	-	367 880	249 284	413 016	52	6.3
BRITISH AIRWAYS PLC											
AIRBUS A319	3 857	-	5 231	-	8 304	-	473 014	354 617	466 836	33	8.0
AIRBUS A320-100/200	3 575	-	3 378	-	6 634	-	370 616	400 409	515 301	26	8.3
BAC/AEROSPATIALE CONCORDE	350	-	62	-	244	-	5 024	28 592	34 993	5	1.5
BOEING 737-300	273	-	332	-	582	-	28 457	24 259	33 493	5	6.2
BOEING 737-400	3 143	-	3 323	-	6 225	-	349 870	341 369	446 737	27	6.8
BOEING 737-500	599	-	896	-	1 374	-	72 667	49 580	63 844	10	4.2
BOEING 747-400	18 140	-	2 602	-	22 734	-	629 311	4 732 584	5 948 397	57	12.0
BOEING 757-200	1 352	-	1 538	-	2 754	-	198 269	178 533	235 217	13	7.0
BOEING 767-300	1 512	-	1 044	-	2 584	-	183 640	285 240	369 797	9	8.7
BOEING 767-300ER/F	2 785	-	599	-	3 759	-	79 986	420 664	505 726	10	10.5
BOEING 777-200	8 070	-	1 462	-	10 425	-	238 246	1 481 033	1 993 837	27	12.3
BOEING 777-200ER	4 270	-	624	-	5 360	-	101 263	764 270	984 812	16	11.5
Total	47 926	-	21 091	-	70 977	-	2 730 363	9 061 150	11 598 990	238	9.3
BRITISH INTERNATIONAL SIKORSKY S61N	50	-	846	-	593	-	16 613	995	1 211	6	1.5
Total	50	-	846	-	593	-	16 613	995	1 211	6	1.5
BRITISH MEDITERRANEAN AIRWAYS											
AIRBUS A320-100/200	752	-	288	-	1 136	-	16 127	64 911	93 283	3	11.6
AIRBUS A321	586	-	189	-	853	-	14 905	66 499	87 308	2	11.8
Total	1 338	-	477	-	1 990	-	31 032	131 410	180 591	5	11.7
BUZZ STANSTED LTD											
BAE 146-300	238	-	477	-	587	-	-	23 121	26 081	2	15.8
BOEING 737-300	1 041	-	1 333	-	2 013	-	-	134 335	148 970	6	26.4
Total	1 279	-	1 810	-	2 600	-	-	157 456	175 051	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	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jun 2003
CHANNEL EXPRESS (AIR SVS)											
AIRBUS A300F4	-	145	-	252	-	254	-	-	-	4	2.1
BOEING 737-300	586	3	449	10	489	11	53 817	73 788	86 764	4	4.8
FOKKER F27 100-400/600	-	18	-	80	-	74	-	-	-	2	2.6
FOKKER F27-500	-	85	-	373	-	338	-	-	-	5	2.8
LOCKHEED L188 ELECTRA	-	-	-	-	-	-	-	-	-	-	1.1
Total	586	251	449	715	489	676	53 817	73 788	86 764	15	3.1
CITY FLYER EXPRESS											
ATR72	228	-	398	-	701	-	18 351	10 101	15 031	5	5.9
AVROLINER RJ100/115	-	-	-	-	-	-	-	-	-	16	7.0
Total	228	-	398	-	701	-	18 351	10 101	15 031	21	6.7
COUGAR LEASING LTD											
BOEING 727-200/200 ADVANCED	-	-	-	-	-	-	-	-	-	-	7.4
Total	-	-	-	-	-	-	-	-	-	-	7.4
DHL AIR LTD											
BOEING 757-200	-	824	-	1 204	-	1 631	-	-	-	18	2.8
Total	-	824	-	1 204	-	1 631	-	-	-	18	2.8
DUO AIRWAYS LTD											
BOMBARDIER REGIONAL JET 100/200	463	-	437	-	838	-	13 553	14 486	22 193	3	9.5
BOMBARDIER REGIONAL JET RJ700E	710	-	669	-	1 263	-	27 455	29 417	48 246	5	8.8
Total	1 173	-	1 106	-	2 101	-	41 008	43 903	70 439	8	9.1
EASYJET AIRLINE COMPANY LTD											
BOEING 737-300	6 764	-	7 626	-	12 962	-	983 724	855 293	1 005 692	40	10.7
BOEING 737-700	5 495	-	5 870	-	10 349	-	736 865	695 545	818 945	29	12.0
Total	12 259	-	13 496	-	23 311	-	1 720 589	1 550 838	1 824 637	69	11.2
EMERALD AIRWAYS LIMITED											
BAE (HS) 748	-	159	-	597	-	490	-	-	-	15	1.1
SHORTS 330	-	-	-	-	-	-	-	-	-	1	-
SHORTS 360	-	-	-	-	-	-	-	-	-	10	-
Total	-	159	-	597	-	490	-	-	-	26	0.6
EUROPEAN AIR CHARTER											
BOEING 737-200	822	-	591	-	1 317	-	46 580	90 564	106 848	8	3.7
BOEING 747-200B	613	-	113	-	762	-	35 618	251 530	273 867	5	1.4
Total	1 435	-	704	-	2 079	-	82 198	342 094	380 715	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	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jun 2003
EXCEL AIRWAYS LTD											
BOEING 737-800	2 518	-	1 095	-	3 711	-	186 957	439 461	475 992	8	11.8
Total	2 518	-	1 095	-	3 711	-	186 957	439 461	475 992	8	11.8
EXECUTIVE JET CHARTER LTD											
BAE(HS)125	-	-	-	-	-	-	-	-	-	1	-
DASSAULT BREQUET FALCON 50	-	-	-	-	-	-	-	-	-	1	0.3
DASSAULT MYSTERE-FALCON 900	-	-	-	-	-	-	-	-	-	1	-
Total	-	-	-	-	-	-	-	-	-	3	0.1
FLIGHTLINE LTD											
BAE 146-200/QT	291	-	530	-	513	-	11 815	16 731	28 746	5	3.3
BAE 146-300	4	-	11	-	10	-	285	174	535	1	2.7
Total	295	-	541	-	523	-	12 100	16 905	29 281	6	3.2
FLYBE.BRITISH EUROPEAN											
BAE 146-100	119	-	158	-	284	-	6 161	4 658	8 839	2	9.1
BAE 146-200/QT	880	-	1 113	-	1 632	-	82 411	66 397	84 400	8	8.0
BAE 146-300	700	-	1 621	-	1 913	-	138 611	60 514	77 862	6	8.5
BOMBARDIER DASH 8 Q100/200	225	-	685	-	783	-	19 120	6 372	8 328	3	8.5
BOMBARDIER DASH 8 Q400	478	-	1 101	-	1 234	-	63 534	27 932	37 230	4	7.5
BOMBARDIER REGIONAL JET 100/200	-	-	-	-	-	-	-	-	-	4	3.6
DE HAVILLAND DASH 8-300/Q300	271	-	1 143	-	1 064	-	40 424	10 119	13 542	4	8.2
Total	2 673	-	5 821	-	6 910	-	350 261	175 992	230 201	31	7.5
FLYJET LTD											
BOEING 757-200	429	-	155	-	613	-	31 651	93 460	101 059	1	7.4
Total	429	-	155	-	613	-	31 651	93 460	101 059	1	7.4
GB AIRWAYS LTD											
AIRBUS A320-100/200	1 528	-	1 029	-	2 496	-	122 135	192 293	231 818	8	12.4
AIRBUS A321	693	-	373	-	1 076	-	58 217	107 721	128 055	3	11.7
BOEING 737-300	379	-	283	-	647	-	31 510	42 406	47 679	2	5.9
Total	2 600	-	1 685	-	4 220	-	211 862	342 420	407 552	13	10.2
GLOBAL SUPPLY SYSTEMS LTD											
BOEING 747-400F	-	512	-	106	-	671	-	-	-	2	12.7
Total	-	512	-	106	-	671	-	-	-	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	9	-	7	-	12	-	38	48	85	1	0.4
DASSAULT MYSTERE-FALCON 900EX	23	-	14	-	32	-	60	104	274	1	1.6
Total	32	-	21	-	44	-	98	152	359	2	1.0
THOMAS COOK AIRLINES LTD											
AIRBUS A320-100/200	1 545	-	730	-	2 069	-	121 584	261 717	277 964	5	10.2
AIRBUS A330-200	784	-	147	-	959	-	38 030	266 424	277 517	2	15.6
BOEING 757-200	4 865	-	2 113	-	6 405	-	458 930	1 062 009	1 143 265	15	10.2
BOEING 757-300	674	-	276	-	871	-	71 913	175 467	188 597	2	10.4
Total	7 868	-	3 266	-	10 304	-	690 457	1 765 617	1 887 343	24	10.7
TITAN AIRWAYS LTD											
ATR42-300	76	26	111	49	109	57	741	677	3 202	2	0.9
BAE 146-200/QT	91	75	205	124	186	84	356	5 512	7 349	3	2.0
BOEING 737-300	136	-	122	-	211	-	1 699	14 564	17 577	1	4.5
BOEING 757-200	135	-	79	-	175	-	5 105	17 666	36 973	1	2.1
Total	438	101	517	173	681	141	7 901	38 419	65 101	7	2.1
TRIAIR (BERMUDA) LTD											
DASSAULT MYSTERE-FALCON 900EX	3	-	4	-	7	-	29	17	50	1	1.3
Total	3	-	4	-	7	-	29	17	50	1	1.3
TWINJET AIRCRAFT											
AIRBUS A319	5	-	3	-	7	-	61	103	167	1	0.6
CANADAIR CL-600-604 CHALLENGER	35	-	27	-	49	-	104	127	343	1	1.0
Total	40	-	30	-	56	-	165	230	510	2	0.8
VIRGIN ATLANTIC AIRWAYS LTD											
AIRBUS A320-100/200	-	-	-	-	-	-	-	-	-	3	-
AIRBUS A321	-	-	-	-	-	-	-	-	-	2	-
AIRBUS A340-300	3 226	-	472	-	4 171	-	97 766	673 393	822 650	10	10.2
AIRBUS A340-600	1 394	-	167	-	1 768	-	41 646	347 114	433 443	4	14.4
BOEING 747-200B	-	-	-	-	-	-	-	-	-	7	-
BOEING 747-400	4 203	-	642	-	5 155	-	211 211	1 454 671	1 729 129	12	14.5
Total	8 823	-	1 281	-	11 094	-	350 623	2 475 178	2 985 222	38	12.7
Grand Total	146 305	2 033	99 928	3 200	232 658	4 095	11 534 112	26 812 418	31 725 807	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