

Domestic Charter Operations February 2005 (a)

Table 6.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Mail (000) | Used Freight (000) | Passenger (000) | As % of Avail |
|---------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|----------------|-----------------------------------|--------------------------|--------------------|---------------------|
| BMI REGIONAL | - | 2 | 2 | 74 | 18 | 14 | 77.8 | - | 2 | 1 | - | - | 1 | 50.0 |
| CHANNEL EXPRESS (AIR SVS) | 1 | 4 | 3 | 284 | 118 | 82 | 69.5 | - | 14 | 7 | - | - | 7 | 50.0 |
| EUROPEAN AIR CHARTER | 1 | 8 | 3 | 215 | 184 | 38 | 20.7 | - | 18 | 3 | - | - | 3 | 16.7 |
| Total | 2 | 14 | 8 | 573 | 320 | 134 | 41.9 | - | 34 | 11 | - | - | 11 | 32.4 |

(a) Excludes the following non-scheduled activity

- i) Sole Use
- ii) Helicopters
- iii) Sub-charter operations
- iv) Government charter
- v) Small airlines' public transport operations